

**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, July 12, 2022, at 2:30pm in Council Chambers located at 7400 Prospect Street and via electronic means through a ZOOM Webinar. This is Meeting No. 232.

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

Online participation is encouraged and instructions for the public to view the meeting remotely by ZOOM webinar can be found [here](#). Link to the Zoom Webinar: <https://us02web.zoom.us/j/89795331792>

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. ADOPTION OF AGENDA	1
Recommendation: THAT the Committee of the Whole adopts the agenda as presented.	
3. APPROVAL OF MINUTES	
a) Committee of the Whole Meeting No. 231, Tuesday, June 21, 2022	2
Recommendation: THAT the Committee of the Whole approves the minutes of the Committee of the Whole Meeting No. 231, held Tuesday, June 21, 2022, as circulated.	
4. DELEGATIONS	
a) RCMP Annual Update	
5. REPORTS	
a) Pemberton Creek Pedestrian Bridge - Update	6
Recommendation: THAT the Committee of the Whole receives the Pemberton Creek Pedestrian Bridge Update for information.	
6. ADJOURNMENT	
Recommendation: THAT the July 12, 2022, Committee of the Whole meeting be adjourned.	

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

Meeting #: 231
Date: Tuesday, June 21, 2022, 1:00 pm
Location: Council Chambers & Zoom Webinar
7400 Prospect Street

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

STAFF: Elizabeth Tracy, Chief Administrative Officer
Sheena Fraser, Manager of Corporate & Legislative Services
Gwendolyn Kennedy, Legislative Assistant
Emily White, Human Resources Coordinator
Cameron Chalmers, Consultant Planner, attended by Zoom

DELEGATION: David Beckow and Jake McEwan, LiveShare Co-living

PUBLIC: 0

MEDIA: 1

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

1. CALL TO ORDER

At 12:59pm Mayor Richman called the June 21, 2022 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 presented.

CARRIED

3. ADOPTION OF MINUTES

3.1 Committee of the Whole Meeting No. 230, Tuesday, June 7, 2022

Moved/Seconded

THAT the Committee of the Whole approves the minutes of Committee of the Whole Meeting No. 230, held Tuesday, June 7, 2022, as circulated.

CARRIED

4. REPORTS

4.1 LiveShare Co-Living Proposal - 7340 Crabapple Court - Development Variance Permit Direction - Parking

At 1:00pm, Cameron Chalmers, Consultant Planner, joined the meeting by Zoom webinar.

Mr. Chalmers presented a report summarizing the proposed development, highlighting changes since the proposal was last seen by the Committee. Mr. Chalmers requested input from the Committee regarding the proposed parking variance which has been changed and now requests a variance from the required 64 stalls to 41 stalls.

After the Staff report, the Committee invited the project proponents, Jake McEwan and David Beckow, to address the Committee. Mr. McEwan and Mr. Beckow emphasized their commitment to ensuring the long-term success of the co-living concept. The development will be managed by a community leader, an element that distinguishes this project from other micro-suite developments.

The Committee expressed approval of the co-living concept that takes a creative approach to addressing current issues such as social isolation, carbon footprint, and affordability. The Committee identified parking as a concern, especially as the neighbourhood already experiences parking issues, and suggested that Staff continue to work with the applicants to reduce the requested parking variance and to further explore ways to reduce parking needs.

Moved/Seconded

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

CARRIED

At 1:39pm Mr. Chalmers, Mr. Beckow, and Mr. McEwan left the meeting.

4.2 Bullying and Harassment Policy Update

At 1:40pm Emily White, HR Coordinator, joined the meeting.

Ms. White presented a report explaining the need to update the Village's Bullying, Harassment, and Discrimination Policy, last reviewed in 2015. Ms. White described the proposed changes to the policy and recommended that it be reviewed annually by Council to ensure that it remains up to date and that Councillors remain aware and informed of the policy.

Moved/Seconded

THAT the Bullying, Harassment and Discrimination Policy be supported with the following amendments:

- separation of the roles of Council and management; and
- elimination of employee training and employee information from the roles of Council.

AND THAT the Policy as amended be presented to Council for approval.

CARRIED

Moved/Seconded

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

CARRIED

At 1:48pm Ms. White left the meeting.

5. ADJOURNMENT

Moved/Seconded

THAT the June 21, 2022 Committee of Whole meeting be adjourned.

CARRIED

At 1:49pm the Committee of the Whole meeting was adjourned.

Mike Richman, Mayor

Sheena Fraser, Corporate Officer

Date: July 12, 2022
To: Elizabeth Tracy, Chief Administrative Officer
From: Scott McRae, Manager of Development Services
Subject: Pemberton Creek Pedestrian Bridge - Update

PURPOSE

The purpose of this report is to present to the Committee of the Whole a Technical Memo respecting the proposed Pemberton Creek Pedestrian Bridge project along with the next steps Staff intend to take to build an accessible, safe, and legal pedestrian crossing over Pemberton Creek.

BACKGROUND

A bridge over Pemberton Creek between Highway 99 and the CN Rail Bridge has been contemplated as part of the community amenity contributions of the Tiyata development project since its inception. When a portion of the Tiyata lands were acquired by Conseil scolaire francophone de la Colombie-Britannique (CSF)/School District No. 93, the covenant obligation to complete the bridge over Pemberton Creek transferred with the lands.

At Council Meeting No. 1539, held June 1, 2021, Council considered first and second readings for amendments to both the Official Community Plan Bylaw and the Zoning Bylaw to incorporate a school/institutional use. At the same time Council established prior-to obligations for the development of the new school through the following resolution:

THAT Official Community Plan Bylaw No. 654 (Tiyata - École de la Vallée) Amendment Bylaw No. 902, 2021 be given First and Second Reading;

THAT Zoning Bylaw No. 832, 2018, Amendment (Tiyata - École de la Vallée) Bylaw No. 903, 2021 be given First and Second Reading;

AND THAT Adoption only be considered upon the Owner's completion of the following requirements:

1. Enter into a Section 219 restrictive covenant prohibiting issuance of any building permit or the use of any portion of the site as a school until the following amenities, works, and services have been constructed to the satisfaction of the Village, or the Owner has entered into a Servicing Agreement or other acceptable form and posted a security to complete the following:

- a) Community garden and parking area;

- b) *Pedestrian and cycling trail links to the Valley Loop Trail, Lot 13 and Pemberton Creek crossing;*
 - c) *Road connection between CSF and Tiyata Strata for use as emergency access/exit;*
 - d) *Construction and registration of a hammerhead at the north-west corner of the site for the vehicle circulation at the terminus of Tiyata Boulevard;*
 - e) *Off-site sanitary sewer upgrades as determined by the Village Engineer.*
2. *Prepare and submit in a registrable form, Statutory Rights-of-Way to provide public access as follows:*
- a) *Community (public) use of the community garden area;*
 - b) *Pedestrian and cycling trail links to the Valley Loop Trail, Lot 13 and the Pemberton Creek crossing;*
 - c) *Road connection between CSF and Tiyata Strata for use as emergency access/exit;*
 - d) *Construction and registration of a hammerhead at the north-west corner of the site for the vehicle circulation at the terminus of Tiyata Boulevard.*
- 3 *Payment of any outstanding processing fees as per Development Procedures Bylaw No. 887, 2020.*

During the Public Hearing, Planning Staff presented a report drawing Council's specific attention to an issue that had emerged with respect to one of the prior-to adoption requirements. Specifically, the obligation for the Applicants to deliver, solely at their own cost, a new pedestrian bridge across Pemberton Creek.

At Council Meeting No. 1546, held on October 5, 2021, Council received a staff report respecting the Public Hearing held for the OCP and Zoning Amendment Bylaws. At that meeting Staff also presented information related to the prior-to commitment specifically related to the Bridge along with a proposed revision to the original resolution passed on June 1, 2021. The report is provided as **Appendix A**.

In this regard, after consideration of the suggested revision the following resolution was passed:

Moved/Seconded

THAT the "prior to rezoning obligation" 1 (b) for Zoning Bylaw No. 832, 2018, Amendment (Tiyata - École de la Vallée) Bylaw No. 903, 2021 established by Council resolution at the Regular Meeting No. 1539, held on June 1, 2021, be amended to read as follows: "*Pedestrian and cycling trail links to the Valley Loop Trail, Lot 13 and that CSF continue to collaborate with Staff, adjacent landowners, and the Province to deliver a public pedestrian Pemberton Creek crossing.*"

CARRIED

Since the October Council meeting, the Tiyata Phase 4 subdivision was completed which included a voluntary contribution of funds from the developer to be put towards a pedestrian bridge over Pemberton Creek. Staff elected to use the funds to complete a feasibility study and preliminary cost estimate of a pedestrian bridge.

DISCUSSION & COMMENTS

ISL Engineering was retained to provide a high-level cost estimate and technical memo outlining the feasibility of a pedestrian crossing over Pemberton Creek, attached as **Appendix A**. ISL’s proposed scope of work incorporated the latest hydraulic modeling, LiDAR, orthophotos, and Cadastral data available along with onsite investigation to determine the most feasible and cost-effective location for a new crossing over Pemberton Creek.

ISL worked with staff to create a list of design criteria to apply at all locations, including accessible grades on the approaches, the ability to use machines to clear snow in the winter, and a minimum deck height to maintain 1m freeboard during a 200-year flood event on Pemberton Creek. An additional consideration was the future trail network connections both along the dyke and around the francophone school site and proposed park and multimodal transit facility that will be developed on Lot 13.

ISL’s work identified 3 potential crossing locations. Option A was proposed immediately upstream of the Highway 99 bridge over Pemberton Creek. Option B was proposed at a natural narrow point in the Pemberton Creek channel mid-way between the highway bridge and the CN Rail bridge. Option C was proposed immediately downstream of the CN Rail Bridge, outside of the legal right of way. The following table summarizes the advantages and challenges of each option:

Option	Advantages	Challenges	Cost Est.
A	<ul style="list-style-type: none"> • Easiest access from highway for construction • Lowest capital cost • Close proximity to highway may encourage users away from Highway 99 	<ul style="list-style-type: none"> • Abutments do not land on dike due to excessive span • Future highway bridge construction impacts unknown • Creek flow characteristics impacted by existing highway bridge restriction 	\$981,900
B	<ul style="list-style-type: none"> • Favourable trail alignment options beyond bridge location • West abutment lands on the existing dike • Close to existing creek bed maintenance access to remove gravel accumulation 	<ul style="list-style-type: none"> • Flow conditions may be complicated by bend in creek • Highest capital cost 	\$1,002,500
C	<ul style="list-style-type: none"> • Creek channel is best defined at this crossing location • Protection by the CN Bridge may be provided during excessively high flows • Offers a safe crossing of Pemberton Creek versus the railway bridge along known user pathways 	<ul style="list-style-type: none"> • Trail connections on the east side of the creek unclear. Users may be inclined to cross the railway unsafely 	\$992,400

The location of each bridge option along Pemberton Creek is shown below:



All 3 options utilized a standard bridge deck with a span of about 30 metres. At a cost of approximately \$300,000, the bridge deck represents less than one third of the total project cost. In each case the site preparation earth works and retaining for the bridge abutments account for most of the project cost. The varying amounts of site preparation and abutment retention required explain the bulk of the cost difference between the options.

Staff have received suggestions to investigate forestry road bridges or old rail cars as a possible low-cost solution. Staff have inquired about these options with various suppliers; however, clear solutions have yet to be found. A lower cost solution for the bridge deck will have a limited impact on the total project cost since the deck is less than a third of the total cost of the installation. For example, if an old rail car could be found and modified as needed for \$100,000 the total project cost would still be approximately \$800,000.

Pemberton Valley Dyking District (PVDD) was consulted as part of the feasibility study. PVDD commented that any new bridge span over Pemberton Creek must be higher and longer than the existing CN Rail Bridge to account for future climate change issues. PVDD also highlighted that the main access point for heavy equipment to enter the Pemberton Creek channel for dredging

and other operations is very close to the location of Option B, and any complications caused by the new bridge would increase the cost of PVDD operations in Pemberton Creek, such as dredging under the Highway 99 bridge. For this reason, PVDD suggested Option C was preferred.

Staff have also discussed the feasibility of requesting the Ministry of Transportation and Infrastructure (MoTI) to upgrade the existing Highway 99 bridge over Pemberton Creek to improve pedestrian facilities. The existing bridge is known to be below the 200-year flood elevation. MoTI is aware of this however raising the bridge would be a significant capital project involving raising both highway approaches and in the provincial context is a mid-ranking priority that is unlikely to be completed soon. Staff have initiated a conversation with MoTI about the highway bridge to better understand when it might be replaced.

ISL identified the next steps from a technical perspective that would be required to further the project:

- Topographic survey
- Detailed geotechnical investigation
- Update flood modeling and hydrology
- Public consultation
- Preliminary and detailed design
- Permitting (MOTI, Navigable Waters, PVDD, First Nations, DFO, CN Rail)

The findings of the Technical Memo provide a foundation for Staff to develop a shovel ready project and contemplate application for relevant grant funding. In addition, Staff intend to explore alternative options to provide an accessible, safe, and legal pedestrian crossing over Pemberton Creek. An upgraded highway bridge with appropriate pedestrian facilities is a natural option and to that end Staff will pursue this option with MoTI. One strategy Staff are exploring is to draw on strong relationships with the PVDD and others to present a compelling case to MoTI to move the upgrade of the bridge up the priority list. Less likely, but still worth exploring, is a conversation with CN about upgrades that could be completed to formalize a public pedestrian access to the existing CN Rail bridge. Staff will also complete investigations into alternative bridge deck solutions which will help reduce the capital cost of a new crossing.

On May 17, 2022, Council gave fourth and final readings to the OCP and Zoning Amendment Bylaws for the development of the new school. Subsequently, on June 28, 2022, the Province announced that funding has been approved to purchase the property on which École La Vallée in Pemberton will be built. The press release is attached as **Appendix C**. While Staff have not been provided an update respecting the timeline for the school to be built, it is anticipated that provincial and School District No.93 regulatory and financial approvals will take at least a year. There is significant site preparation required followed by construction and as such the establishment of the trails in and around this area that would connect to a bridge crossing is likely 2 – 3 years away. This timeline is advantageous as it allows time for the Village to investigate the construction and funding options outlined above.

COMMUNICATIONS

There are no communications elements required at this time.

LEGAL CONSIDERATIONS

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

IMPACT ON BUDGET & STAFFING

Design and construction of a new bridge on the scale proposed is a significant capital project. The feasibility study and technical memo described in this report was 100% funded by contributions from the developer of the Tiyata neighbourhood. Additionally, Staff have negotiated a contribution from Conseil scolaire francophone de la Colombie-Britannique (CSF)/School District No. 93 that will help make the project a reality. However, significant additional funds will be required to complete the project.

INTERDEPARTMENTAL IMPACT & APPROVAL

Relevant municipal departments have been consulted as part of the feasibility study, and additional consultation will be required as the project proceeds.

COMMUNITY CLIMATE ACTION PLAN

The proposal aligns with the recommendations of the Community Climate Action Plan strategies as follows:

- SHIFT 2.1 – Enable active transportation through plans and policies – A pedestrian crossing over Pemberton Creek would satisfy elements of the Village’s Cycling Network Plan to improve active transportation connections for pedestrians and cyclists around the community.

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

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

ALTERNATIVE OPTIONS

This report is presented for information. No alternative options are proposed at his time.

Recommendation: THAT the Committee of the Whole receives the Pemberton Creek Pedestrian Bridge Update for information.

ATTACHMENTS:

Appendix A: Report to Council, dated October 5, 2021

Appendix B: ISL Pemberton Creek Pedestrian Bridge – Conceptual Design Study Dated June 21, 2022

Appendix C: Ministry of Education and Child Care Press Release dated June 28, 2022

Submitted by:	Scott McRae, Manager of Development Services
CAO Approval by:	Elizabeth Tracy, Chief Administrative Officer

Date: October 5, 2021

To: Nikki Gilmore, Chief Administrative Officer

From: Lisa Pedrini, Manager of Development Services

Subject: Summary of Public Hearing Report for Official Community Plan (Tiyata - École de la Vallée) Amendment Bylaw No. 902, 2021 and Zoning Bylaw Amendment (Tiyata - École de la Vallée) Bylaw No. 903, 2021

PURPOSE

The purpose of this report is to provide Council, pursuant to section 465(5) of the *Local Government Act*, a summary of the verbal and written submissions made during the Public Hearing held for Official Community Plan (Tiyata - École de la Vallée) Amendment Bylaw No. 902, 2021 and Zoning Amendment (Tiyata - École de la Vallée) Bylaw No. 903, 2021 on September 27, 2021.

BACKGROUND

Bylaws to amend the Village's Official Community Plan No. 654, 2011 and Zoning Bylaw No. 832, 2018 have been prepared in response to an application by Craig Burns, Principle Architecture, Agent for the applicant Conseil scolaire francophone de la Colombie-Britannique (CSF)/School District No. 93 to facilitate the construction of a school/community hub aimed at francophone education on Lot 3, DL 203 LLD, Plan 12807, except that part which Lies to the East of the East Boundary of Plan Crown Grant 253 (the subject property).

At Council Meeting No. 1539, held June 1, 2021, Council gave first two readings to the aforementioned OCP amendment and rezoning bylaws. At that time, Council also established prior-to obligations through the following resolution:

THAT Official Community Plan Bylaw No. 654 (Tiyata - École de la Vallée) Amendment Bylaw No. 902, 2021 be given First and Second Reading;

THAT Zoning Bylaw No. 832, 2018, Amendment (Tiyata - École de la Vallée) Bylaw No. 903, 2021 be given First and Second Reading;

AND THAT Adoption only be considered upon the Owner's completion of the following requirements:

1. Enter into a Section 219 restrictive covenant prohibiting issuance of any building permit or the use of any portion of the site as a school until the following amenities, works, and services have been constructed to the satisfaction of the Village, or the Owner has entered into a Servicing Agreement or other acceptable form and posted a security to complete the following:

- a) *Community garden and parking area;*
 - b) *Pedestrian and cycling trail links to the Valley Loop Trail, Lot 13 and Pemberton Creek crossing;*
 - c) *Road connection between CSF and Tiyata Strata for use as emergency access/exit;*
 - d) *Construction and registration of a hammerhead at the north-west corner of the site for the vehicle circulation at the terminus of Tiyata Boulevard;*
 - e) *Off-site sanitary sewer upgrades as determined by the Village Engineer.*
2. *Prepare and submit in a registrable form, Statutory Rights-of-Way to provide public access as follows:*
- a) *Community (public) use of the community garden area;*
 - b) *Pedestrian and cycling trail links to the Valley Loop Trail, Lot 13 and the Pemberton Creek crossing;*
 - c) *Road connection between CSF and Tiyata Strata for use as emergency access/exit;*
 - d) *Construction and registration of a hammerhead at the north-west corner of the site for the vehicle circulation at the terminus of Tiyata Boulevard.*
- 3 *Payment of any outstanding processing fees as per Development Procedures Bylaw No. 887, 2020.*

At that time, Council also set July 13, 2021 as the date and time for public hearing, which was subsequently cancelled by resolution and September 21, 2021 was set as a new public hearing date. The principal reason for the delay was the Applicant and Staff required additional time to work through the amenities outlined in Council's resolution and specifically the obligation to construct a pedestrian bridge over Pemberton Creek.

During the Public Hearing, Planning Staff presented a report drawing Council's specific attention to an issue that had emerged with respect to one of the prior-to adoption requirements - specifically, the obligation for the Applicants to deliver, solely at their own cost, a new pedestrian bridge across Pemberton Creek. The detailed Staff report respecting this, attached as **Appendix A**, outlined information about the bridge crossing that may warrant Council's reconsideration of this obligation. As this information was pertinent to consideration of the two bylaws, it was properly introduced at public hearing should Council choose to amend the 'prior to obligations' before consideration of third reading.

PUBLIC HEARING SUMMARY

At the Public Hearing, held on Tuesday, September 21, 2021, there were 27 written submissions received in support of the two bylaws and one (1) letter received in opposition to the bylaws. Four (4) verbal submissions were made by the public in favour of the proposed bylaws. The majority whom expressed support for the French School noted the current lack of dedicated facilities for the existing École la Vallée, the concerns of Francophone parents with crowding and ensuring their constitutional rights. A copy of the Public Hearing Minutes including all submissions received are attached as **Appendix B**.

DISCUSSION & COMMENTS

As per the attached Staff report presented at the Public Hearing, Staff brought forward information that may cause Council to modify the original pre-requisite to adoption obligation on CSF to deliver the bridge through the school development. As outlined in CSF's letter attached to the Public Hearing Report, there is difficulty in committing Treasury Board funds to the construction of a pedestrian bridge over Pemberton Creek as this requirement does not necessarily directly benefit the project or meet their strict funding criteria. There are still opportunities for CSF to be active financial partners in the ultimate bridge construction; however they cannot have the rezoning contingent on a requirement that they do not have the means to satisfy.

Should Council wish to consider revising their original resolution by removing this condition, sample wording is shown below (revised wording is shown in **boldface**).

THAT the "prior to rezoning obligation" 1(b) and 2(b) for *Zoning Bylaw No. 832, 2018, Amendment (Tiyata - École de la Vallée) Bylaw No. 903, 2021* established by Council resolution at the Regular Meeting No. 1539, held on June 1, 2021, be amended to read as follows: "*Pedestrian and cycling trail links to the Valley Loop Trail, Lot 13 and **that CSF continue to collaborate with Staff, adjacent landowners, and the Province to deliver a public pedestrian Pemberton Creek crossing.***"

Following this consideration, Council may wish to consider passing third reading of Official Community Plan (Tiyata - École de la Vallée) Amendment Bylaw No. 902, 2021 and Zoning Bylaw Amendment (Tiyata - École de la Vallée) Bylaw No. 903, 2021.

COMMUNICATIONS

The community engagement and consultation process for Bylaws No. 902 and 903 has been outlined in earlier reports. On October 20, 2020 a report was presented to Council to consider early and ongoing consultation requirements as per section 475 of the *Local Government Act (LGA) [RSBC 2015]*. As a result, the Village's standard referrals process was sent to First Nations and a list of affected jurisdictions. The applicants were also required to advertise and hold a developer-led public information session, which was conducted via Zoom video call on November 12, 2020. There were 49 attendees to the public information session and support was expressed, with no one raising objections to the proposed land use change.

Subject to Section 464 of the *LGA [RSBC 2015]*, a Public Hearing was held after First Reading of the bylaws and before Third Reading. Notice of the Public Hearing was given as per s. 466 of the *LGA [RSBC 2015]*, published in the September 9th and September 16th editions of the Pique Newsmagazine.

LEGAL CONSIDERATIONS

The processing of an OCP Amendment and Rezoning application is regulated by various sections contained in Part 14 of the *LGA [RSBC 2015]* and by the Village's Development Procedures Bylaw 887, 2020, as amended from time to time. Section 465 (5) states that a written report of each

public hearing, containing a summary of the nature of the representations respecting the bylaw(s) that were made at the public hearing, must be prepared and maintained as a public record.

IMPACT ON BUDGET & STAFFING

The proposed OCP amendment and rezoning application is subject to application fees and cost recovery for staff and consultant processing and associated direct costs as per the Village of Pemberton Development Procedures Bylaw 887, 2020, 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 Development Services Department.

RECOMMENDATIONS

Recommendation #1:

THAT this Summary of Public Hearing report be received.

Recommendation #2:

THAT Council consider revising the original resolution with respect to the prior-to rezoning obligations specifically 1 (b) and 2 (b) as per the sample wording provided below:

THAT the “prior to rezoning obligation” 1(b) and 2 (b) for *Zoning Bylaw No. 832, 2018, Amendment (Tiyata - École de la Vallée) Bylaw No. 903, 2021* established by Council resolution at the Regular Meeting No. 1539, held on June 1, 2021, be amended to read as follows: “*Pedestrian and cycling trail links to the Valley Loop Trail, Lot 13* **and that CSF continue to collaborate with Staff, adjacent landowners, and the Province to deliver a public pedestrian Pemberton Creek crossing.**”

Attachments: Attachments can be found by going to page 61 of the October 5, 2021 Regular Council Meeting Agenda package. Please click on the following link: <https://www.pemberton.ca/public/download/files/193781>

Appendix A: Public Hearing Report to Council, dated September 27, 2021

Appendix B: Public Hearing Minutes and submissions

Submitted by:	Lisa Pedrini, Manager of Development Services
CAO Approval by:	Nikki Gilmore, Chief Administrative Officer

#101 – 38026 Second Avenue, Squamish, BC V8B 0C3 T: 604.815.4646 F: 604.815.4647

June 21, 2022

Our Reference: 33085

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

Attention: Scott McRae, Manager Development Services

Dear Sir:

Reference: Pemberton Creek Pedestrian Bridge – Conceptual Design Study

1.0 Background

The Village of Pemberton is looking to improve the multimodal connections throughout the Village. The connection between Creekside Village and the Village Core follows across the Ministry bridge using a widened asphalt shoulder. To improve this connectivity and improve user safety the Village would like to provide a separated single span pedestrian crossing Pemberton Creek just upstream (or west) of the existing Ministry bridge. This project involves investigating opportunities and exploring possibilities to address this connection gap at three unique locations as identified in the image below.



2.0 Approach

In order to evaluate the various options for establishing the pedestrian bridge location, ISL completed the following general approach:

- Assemble background information and create the project baseplan based on following input:
 - LiDAR
 - BC One call information from Third Party infrastructure
 - Record information from the Village
 - Cadastral as provided by the Village
- Complete a site visit with Village staff
- Confirm design criteria with Village staff
- Desktop geotechnical review
- Preparation of conceptual alignments with conceptual profiles
- Review conceptual bridge crossing locations with the Village to confirm their acceptability
- Preparation of conceptual bridge cross sections
- Compile conceptual designs with project cost estimates with technical brief.

ISL attended the site with the Village of Pemberton staff on November 5, 2021 to confirm the three desirable locations for the proposed which were identified as follows:

1. Immediately upstream of the existing Highway 99 bridge (Option A)
2. Immediately downstream of the existing CN railway bridge (Option C)
3. At a location approximately half-way between the two bridges at the bend in the creek (Option B)



The project further clarified the key design criteria:

- Bridge width – 2.0m minimum, 3.0m maximum
- Uses – horses, bikes, pedestrians
- Vehicles – bobcat with a snow blower
- Railings as required
- Decking – wood or concrete depending on structural configuration
- Covering – one option of covered structure required
- Approaches – avoid tight switchbacks
- Elevation – Minimum bottom chord of the structure to be at the interpreted 200yr flood elevation

3.0 Option Review

Subsequent to the preparation of the project baseplan, onsite tour and preliminary options review with staff, ISL prepared three possible alignment options were derived to best address the project design criteria. All options incorporate a single span structure with sub-surface supports in the form of piles. Fill retention is achieved with concrete abutments with erosion protection as required.

3.1 Option A: Highway 99 Bridge

Option A explored an alignment immediately upstream of the existing Highway 99 bridge. This option has a total clear span of 31.0m and requires fill to launch back to the existing dike structures on both sides of the approaches. The location of the bridge is just outside of the Ministry ROW to avoid any conflicts should the Ministry ever re-profile the existing structure to improve the hydraulic capacity of the creek under the highway crossing.

This crossing location provides good accessibility for construction with limited modifications required to both sides of the creek from the highway.



Option B: Creek Bend

Option B provides a favourable connection to the new school grounds and lands beyond. In the immediate vicinity of the site, there is a ramp down to the creek which is assumed to be for gravel removal operations; this access has been maintained for this option.

The location of Option B also spans more completely onto existing heights of land on the eastern approach with the necessary fills on the western approach creating additional flood protection possibilities.



Option C: CN Railway Bridge

The option nearest the CN railway bridge offers an existing creek channel that is most defined. This location benefits from the protection of the existing railway structure in the event of exceptionally high flows but is proposed just outside of the railway right-of-way. While there is limited fill retention on the eastern approach, the west side requires added length to the abutment wall along the downstream edge. Trail connection beyond the limits of this bridge location is less certain and could persuade users to cross the railway tracks at an uncontrolled location.

Option C requires the most effort to gain access for construction.



3.2 Desktop Geotechnical Review

ISL retained Frontera Geotechnical to complete a high-level desktop geotechnical review of the project location to identify any challenges that may affect the bridge design, constructability and costing aspects. The Preliminary Geotechnical Recommendations Report dated April 7, 2022 is included as Attachment #1 and generally concludes that there are no major geotechnical obstacles for a geotechnical perspective at all three sites stating *“the soils at the bridge abutment locations would primarily consist of compact to dense sand and gravel with cobbles and finer grained soils are expected at depth”*

3.3 Option Analysis

ISL has prepared conceptual design drawings for each option discussed above which are appended to this report as Attachment #2. The conceptual plan/profile drawings provide a detail of the proposed alignments and illustrate possible creek locations. These drawings were utilized in preparation of the Class C statement of probable construction costs and in assessing other alignment advantages and challenges. A detailed breakdown of each options cost is also appended to this report as Attachment #2 and summarized below.

Each option provides both advantages and challenges when considering constructability, trail connections and capital cost. The following is a summary of these considerations:

Alignment Option	Advantages	Challenges	Class C Cost Est.
A	<ul style="list-style-type: none"> Easiest access from highway for construction Lowest capital cost Close proximity to highway may encourage users away from Highway 99 	<ul style="list-style-type: none"> Abutments do not land on dike due to excessive span Future highway bridge construction impacts unknown Creek flow characteristics impacted by existing highway bridge restriction 	\$981,900
B	<ul style="list-style-type: none"> Favourable trail alignment options beyond bridge location West abutment lands on the existing dike Close to existing creek bed maintenance access to remove gravel accumulation 	<ul style="list-style-type: none"> Flow conditions may be complicated by bend in creek Highest capital cost 	\$1,002,500
C	<ul style="list-style-type: none"> Creek is best defined at this crossing location Protection by the CN Bridge may be provided during excessively high flows Offers a safe crossing of Pemberton Creek versus the railway bridge along known user pathways 	<ul style="list-style-type: none"> Trail connections on the east side of the creek unclear. Users may be inclined to cross the railway unsafe 	\$992,400

At the request of the Village, ISL reviewed the additional cost to have the bridge structure constructed of concrete box girders and with a timber roof structure. In addition to the above noted costs, the following adder amounts include:

- Additional Cost for Timber Roof Bridge: \$543,000
- Additional Cost for Concrete Box Structure: \$361,000

The largest driver for these options being more expensive is the increased structural depth requiring longer approaches with more fill and retaining structures.

A detailed breakdown of the Options costing can be found in Attachment #3.

4.0 Next Steps

Subsequent to acceptance of the direction provided within the conceptual design brief, the project next steps include (not necessarily in sequential order):

- Confirm acceptance of alignment option
- Obtain Agreement in Principle for impacted property owners (if applicable)
- Topographic survey
- Detailed geotechnical investigation
- Update flood modeling and hydrology
- Public consultation
- Preliminary and detailed design
- Permitting (MOTI, Navigable Waters, Diking Authority, First Nations, DFO, CN Rail)
- Finalize easement agreements (if applicable)
- Construction Procurement

5.0 Closure

We trust this report provides a clear outline of the options reviewed by ISL for a new pedestrian bridge crossing Pemberton Creek including the next steps. Should you have any questions, please do not hesitate to contact the undersigned.

Regards,



Graham Schulz, P.Eng.,
Project Manager

Attachments

- Attachment 1: Preliminary Geotechnical Recommendations Report
- Attachment 2: Conceptual Design Plan and Profile Drawings
- Attachment 3: Class C Statement of Probable Construction Costs



ATTACHMENT #1

Preliminary Geotechnical Recommendations Report

ISL Engineering and Land Services Ltd.
101 – 38026 2nd Ave.
Squamish, BC
V8B 0C3

April 7, 2022
File: 1804

Attention: Graham Schulz

**RE: Preliminary Geotechnical Recommendations Report,
Proposed Pedestrian Bridge, Pemberton, BC**

1.0 INTRODUCTION

We understand that it is being considered to build a clear span pedestrian bridge across Pemberton Creek in Pemberton, BC and that a geotechnical review and recommendations are required for the project. Frontera Geotechnical Inc. (Frontera) has been engaged to provide a high-level geotechnical review of, and provide preliminary recommendations, for the project.

Concept drawings prepared by ISL Engineering dated, February 16, 2021, have been reviewed in preparing this report. Three locations are being considered and, we understand that geotechnical recommendations presented in this report will be used to assist in determining the bridge location.

This report has been prepared exclusively for our client and for the use of others within their design and construction team, however it remains the property of Frontera Geotechnical Inc.

2.0 SITE DESCRIPTION

The proposed bridge will cross Pemberton Creek at one of three locations being considered. Dikes have been constructed on the east and west banks of the creek and residential developments are located beyond the dikes.

The three potential locations for the bridge are to be immediately adjacent to the train bridge on the west side, approximately 150 m west of the Highway 99 bridge, and immediately west of the Highway 99 bridge.

3.0 SOIL CONDITIONS & GROUNDWATER

3.1 Soil Conditions

The area is on the Pemberton Creek alluvial fan as indicated by the Lillooet River Flood Mapping Study completed by others. Alluvial fan deposits in the area generally comprise of granular soils which, in areas, may be overlain by a thin layer of fine-grained flood deposits.

Frontera visited the site on March 24, 2022, to review the three locations. The bridge is expected to be founded on the creek banks where the ground is at elevations between 0.5 and 1.5 m above the current water level on river deposits consisting of primarily medium to coarse-grained sand and rounded gravel and cobble, at all locations. Probing of the subgrade indicated that the soils are compact.



Based on our experience in the area, the abutment locations are expected to be underlain by fine to medium grained sand, underlain by very fine-grained silty sand at depth.

3.2 Groundwater Conditions

The groundwater table is estimated to be within 0.5 to 1.5 metres of the ground surface at the abutment locations. The water table is expected to be at the same elevation of the creek and will fluctuate seasonally with generally higher levels following periods of extended rainfall and snow melt.

4.0 DISCUSSION

We understand that all three of the options would be founded adjacent to the existing dikes and above the 200-year flood elevation. The soils at the bridge abutment locations would primarily consist of compact to dense sand and gravel with cobbles and finer grained soils are expected at depth.

The proposed locations are adjacent to and intersect with the existing dike on either side of Pemberton Creek. The bridge should be founded on or beyond the dike. Construction within the floodway would not likely be approved. Any work near the dikes would require to be reviewed and approved by the Inspector of Dikes. If any alteration of the dike is required, it will need to be permitted under the Dike Maintenance Act of British Columbia.

Following our preliminary review, we are of the opinion that the bridge location could be chosen based on siting preference, and that the bridge construction would be feasible from a geotechnical standpoint at all three locations that are being proposed. Once the preferred bridge location has been selected, we recommend a more detailed geotechnical drill-based investigation be completed to characterize the underlying soils. Following the investigation, we would prepare a report which provides recommendations for the foundations at that time which would be suitable for the structural engineer to review. We anticipate that foundations could be on either piles or pad foundations depending on the soil conditions encountered.

5.0 CLOSURE

This report is prepared solely for use by our client and their design team for this project as described to the general standards of similar work for similar projects in this area and no other warranty of any kind is expressed or implied. Frontera Geotechnical Inc. accepts no responsibility for any other use of this report.

We are pleased to assist you with this project and we trust this information is helpful and sufficient for your purposes at this time. Please do not hesitate to call the undersigned if you require clarification or additional details.

Yours truly,
Frontera Geotechnical Inc.

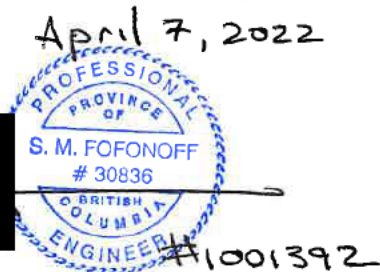


Will Gerrard, P.Geo.
Geoscientist

Reviewed by:



Steven Fofonoff, M.Eng., P.Eng.
Principal





ATTACHMENT #2

Conceptual Design Plan and Profile Drawings

VILLAGE OF PEMBERTON PEMBERTON CREEK CROSSING

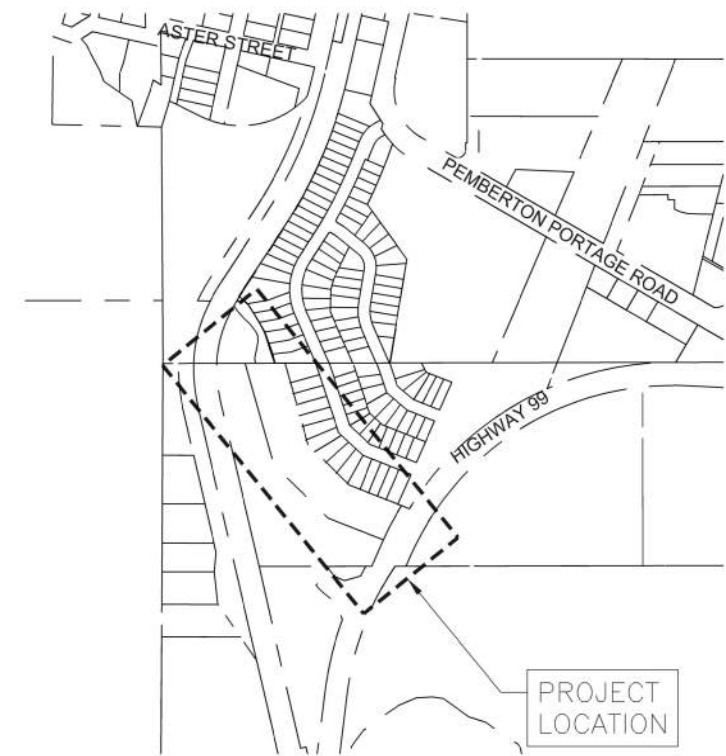
JUNE 17, 2022
CLIENT REVIEW

PEMBERTON, BRITISH COLUMBIA

DRAWING INDEX	
SHEET	TITLE
S00	COVER SHEET
S01	ALIGNMENT OPTION A GENERAL ARRANGEMENT
S02	ALIGNMENT OPTION B GENERAL ARRANGEMENT
S03	ALIGNMENT OPTION C GENERAL ARRANGEMENT
S04	PEDESTRIAN BRIDGE CONCEPTS



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LOCATION PLAN
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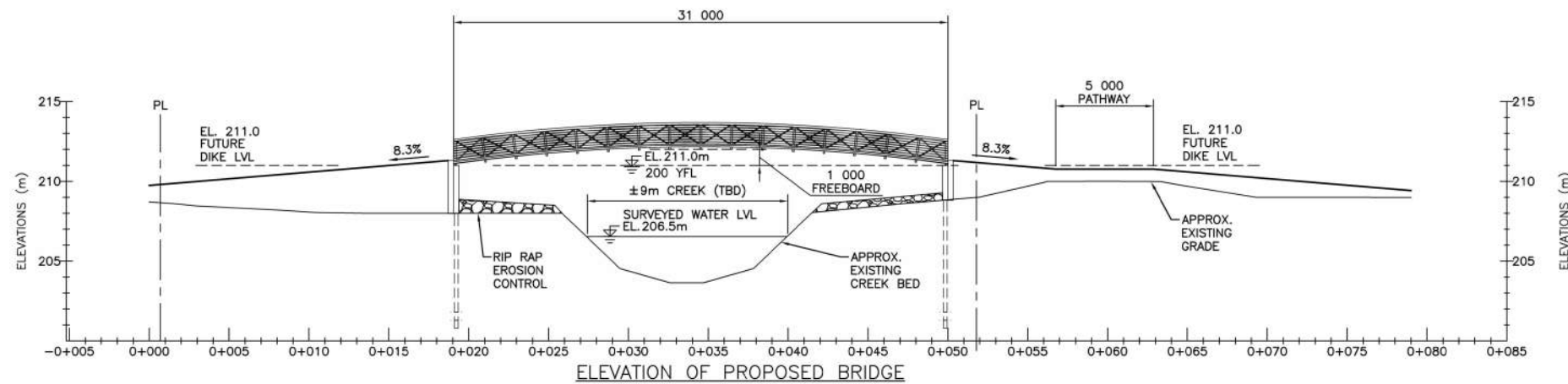


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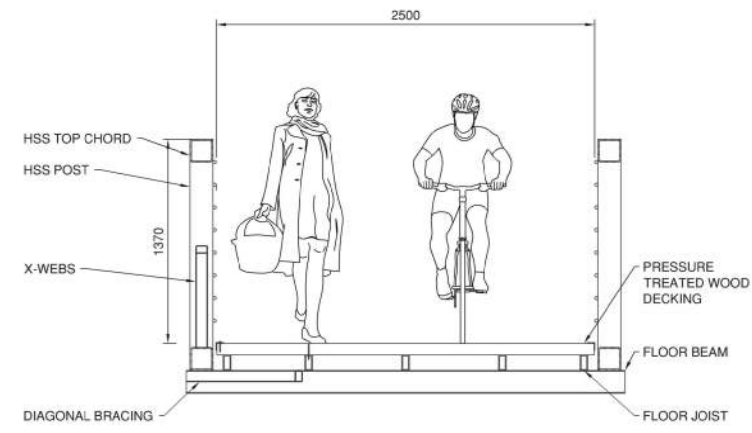
33085



PLAN
SCALE 1:200



SECTION A
SCALE 1:200



SECTION B
SCALE 1:25

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No.	DATE	BY	REVISION

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DESIGNED BY:	RZ 2022/02/17
DRAWN BY:	TP 2022/02/17
CHECKED BY:	GS 2022/02/17
APPROVED BY:	GS 2022/02/17
SCALE:	AS SHOWN

SEAL
**PRELIMINARY DESIGN
NOT FOR
CONSTRUCTION**

#105, 36026 Second Ave., Squamish, B.C. V8B 0C3
T: (604)815-4946 F: (604)815-4647

DRAWING TITLE:
**ALIGNMENT OPTION A
GENERAL ARRANGEMENT**

PROJECT TITLE:
**PEMBERTON CREEK PEDESTRIAN BRIDGE
CONCEPT STUDY**

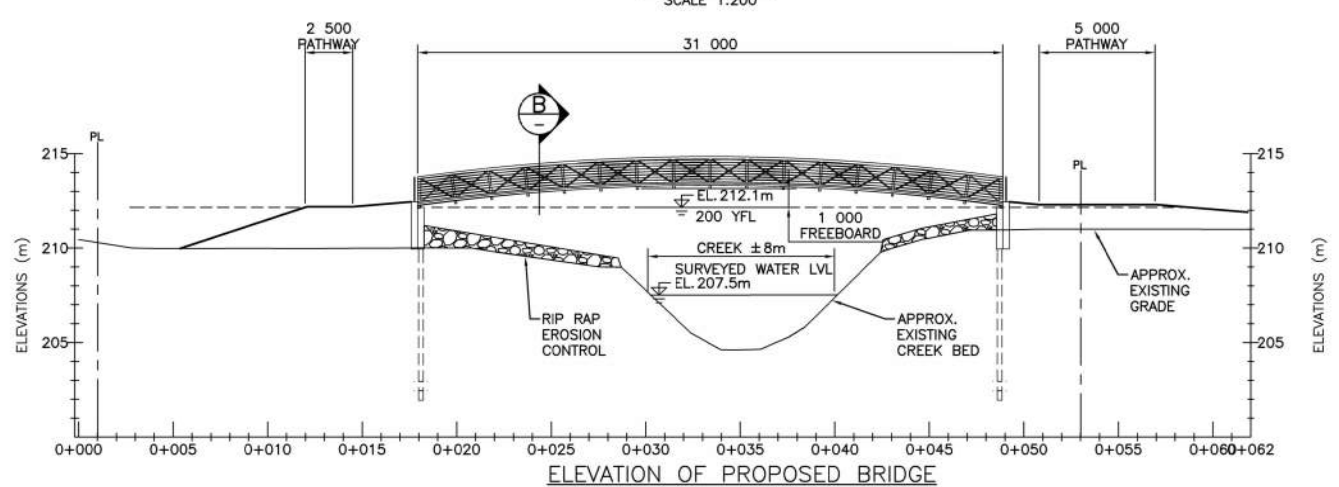
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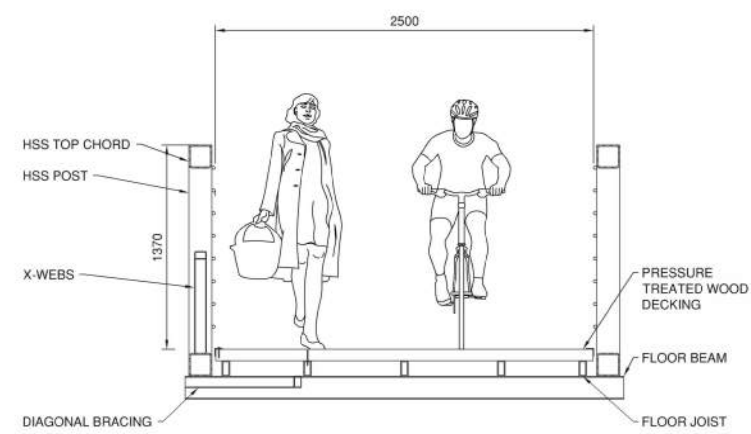
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PLAN
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SECTION A
SCALE 1:200



SECTION B
SCALE 1:25

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No.	DATE	BY	REVISION

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DESIGNED BY:	RZ	2022/02/17
DRAWN BY:	TP	2022/02/17
CHECKED BY:	GS	2022/02/17
APPROVED BY:	GS	2022/02/17
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PRELIMINARY DESIGN
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CONSTRUCTION

ISL Engineering and Land Services
#105, 35026 Second Ave, Squamish, B.C. V8B 0C3
 T: (604)815-4946 F: (604)815-4647

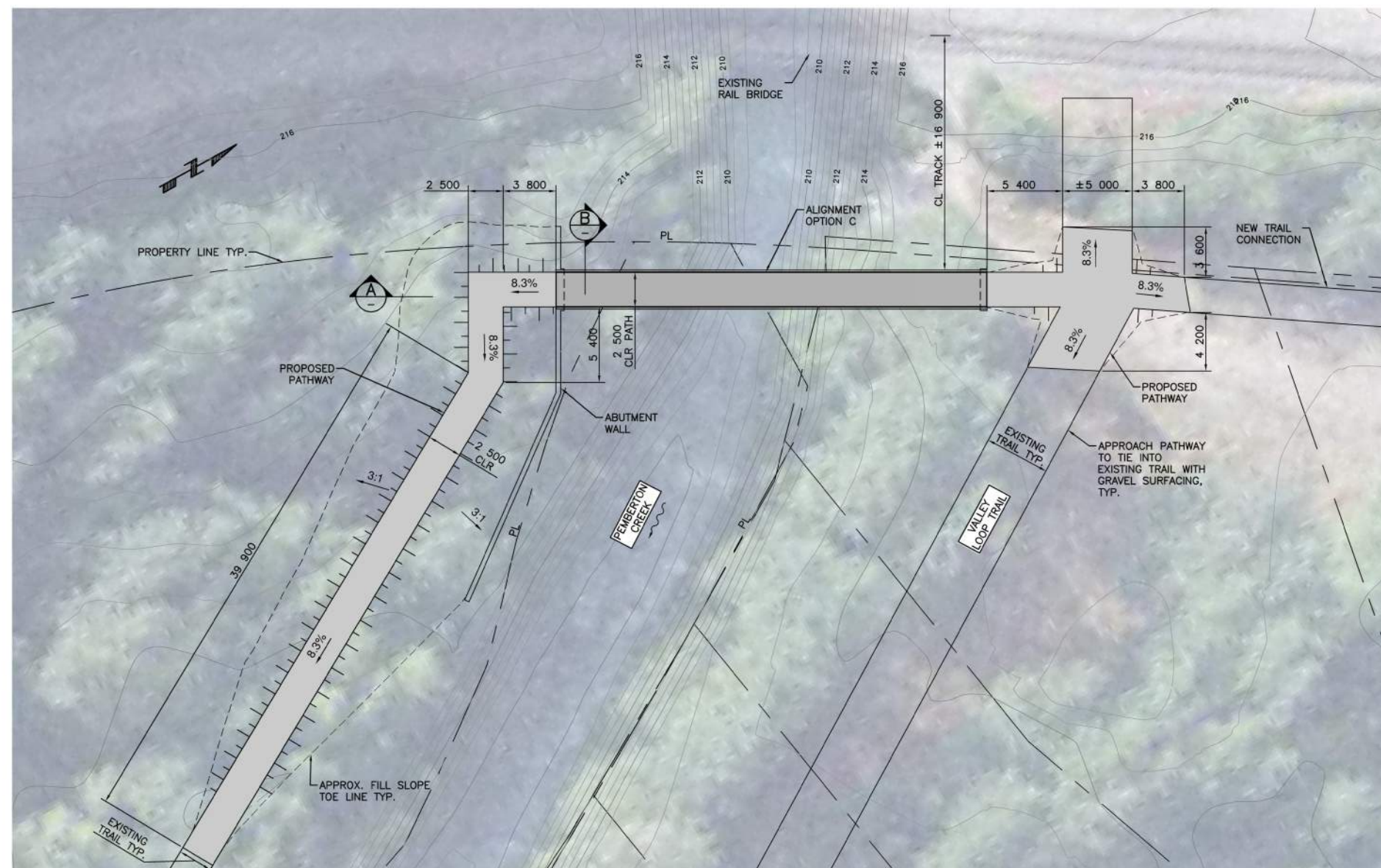
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GENERAL ARRANGEMENT

PROJECT TITLE:
PEMBERTON CREEK PEDESTRIAN BRIDGE
CONCEPT STUDY

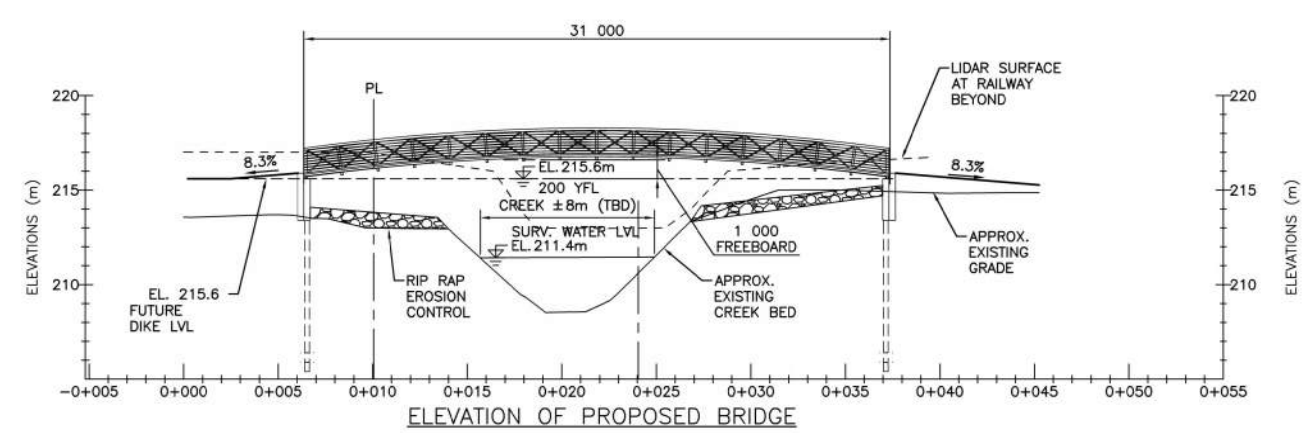
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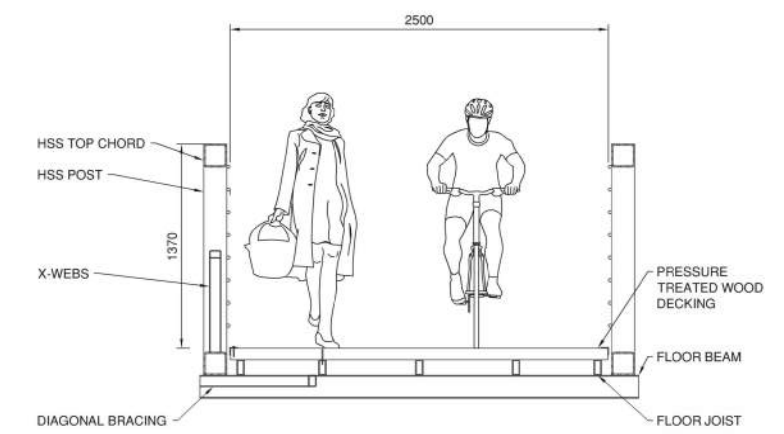
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PLAN
SCALE 1:200



SECTION A
SCALE 1:200



SECTION B
SCALE 1:25

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No.	DATE	BY	REVISION

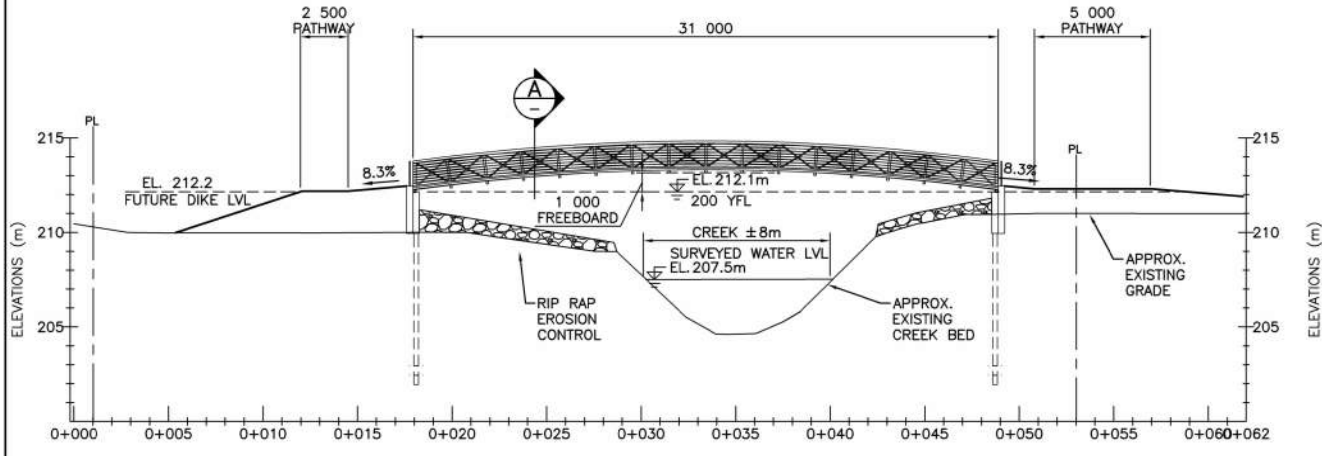
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NOT FOR
CONSTRUCTION**

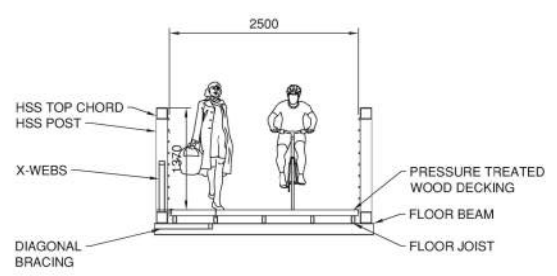
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PROJECT LOCATION: PEMBERTON, BC	

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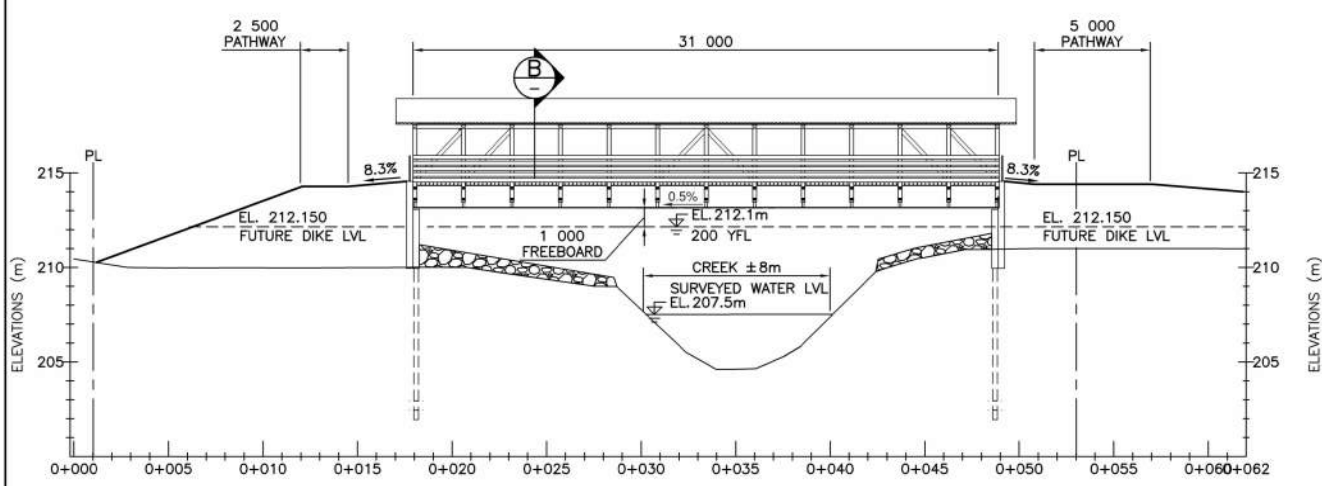
ELEVATION OF PROPOSED BRIDGE – STEEL THROUGH TRUSS OPTION
SCALE 1:200



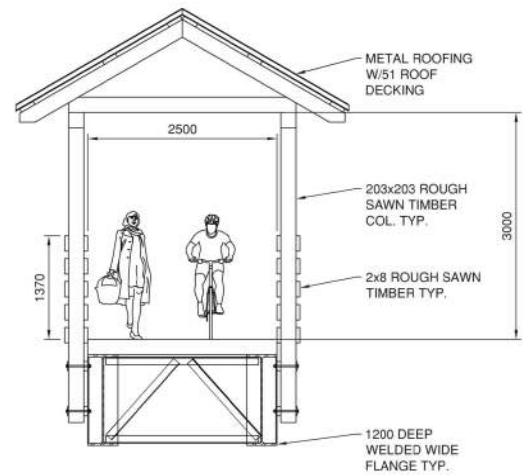
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EXAMPLE OF STEEL TRUSS BRIDGE
(REFERENCE IMAGE: BEAR CREEK BRIDGE IN GRANDE PRAIRIE, ALBERTA)



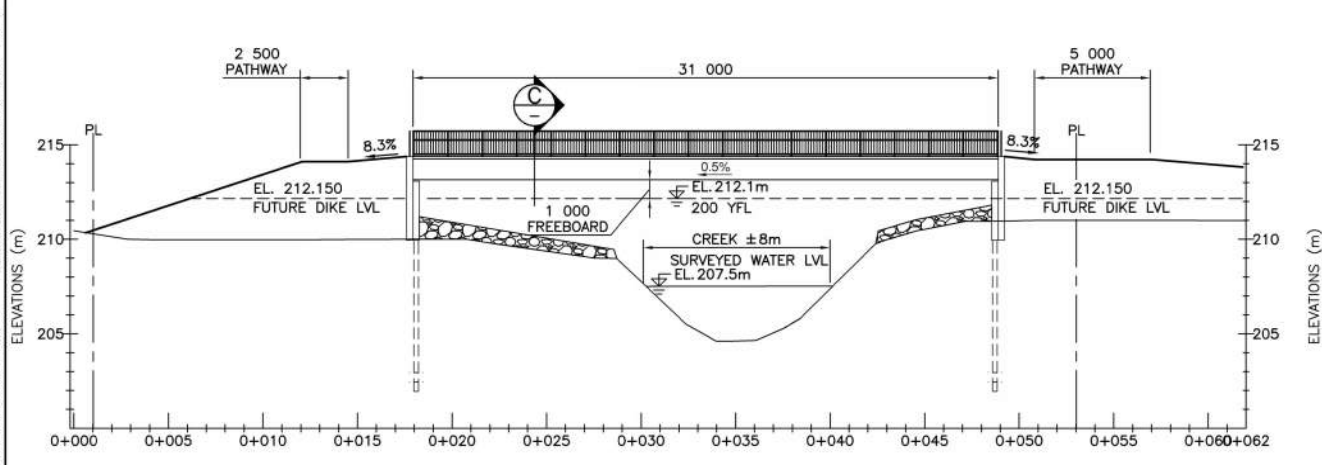
ELEVATION OF PROPOSED BRIDGE – COVERED TIMBER AND STEEL PLATE GIRDER OPTION
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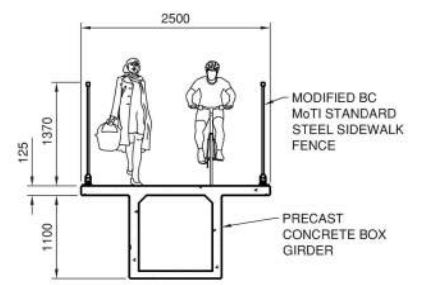
SECTION **B**
SCALE 1:50



EXAMPLE OF COVERED STEEL PLATE GIRDER BRIDGE
(REFERENCE IMAGE: KASLO TRAIL PEDESTRIAN BRIDGE IN KASLO, BC)



ELEVATION OF PROPOSED BRIDGE – PRECAST CONCRETE BOX BEAM OPTION
SCALE 1:200



SECTION **C**
SCALE 1:50



CONCRETE BOX BEAM/SLAB BRIDGE

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A	2022/02/16	GS	CLIENT REVIEW
No.	DATE	BY	REVISION

JOB NUMBER:	33085
DESIGNED BY:	RZ 2022/02/17
DRAWN BY:	TP 2022/02/17
CHECKED BY:	GS 2022/02/17
APPROVED BY:	GS 2022/02/17
SCALE:	AS SHOWN

SEAL
**PRELIMINARY DESIGN
NOT FOR
CONSTRUCTION**

 #105, 38026 Second Ave, Squamish, B.C. V8B 0C3 T: (604)815-4949 F: (604)815-4947	
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PEDESTRIAN BRIDGE CONCEPTS	
PROJECT TITLE:	
PEMBERTON CREEK PEDESTRIAN BRIDGE CONCEPT STUDY	
PROJECT LOCATION:	
PEMBERTON, BC	

DRAWING No.:	REV.	SHEET
S04	B	2/3

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 LAST SAVE BY: TPONTON



ATTACHMENT #3

Class C Statement of Opinion of Probable Construction Costs

Pemberton Creek Pedestrian Bridge Concept Design

Inspiring sustainable thinking

#	Item Description	Option A	Option B	Option C
1.0	General Requirements			
1.1	Mobilization/Demobilization	\$ 115,000	\$ 115,000	\$ 115,000
2.0	Access			
2.1	Modifications for Access	\$ 10,000	\$ 20,000	\$ 35,000
2.0	Site Preparations and Fill			
2.1	Clear and Grub	\$ 25,550	\$ 32,550	\$ 20,650
2.2	Excavation of Organic Materials (300mm thickness)	\$ 29,200	\$ 37,200	\$ 23,600
2.3	Import Granular Fill	\$ 27,600	\$ 32,000	\$ 21,600
2.4	Rip Rap Retaining Walls and Erosion Protection	\$ 5,000	\$ 5,000	\$ 5,000
2.5	Granular Trail Surfacing (150mm thickness)	\$ 4,500	\$ 5,000	\$ 3,500
2.6	Supply and Installation of Supports (Piles)	\$ 62,000	\$ 62,000	\$ 62,000
3.0	Abutments			
3.1	Abutment Supply and Install	\$ 75,000	\$ 75,000	\$ 75,000
3.2	Approach Handrails	\$ 21,000	\$ 21,000	\$ 21,000
3.3	Approach Walls (Type TBD)	\$ 24,000	\$ 8,800	\$ 24,000
4.0	Single Span Bridge Structure			
4.1	Supply and Install Bridge Superstructure (Through truss)	\$ 300,000	\$ 300,000	\$ 300,000
5.0	Finishing			
5.1	Concrete Sealing	\$ 2,500	\$ 2,500	\$ 2,500
	Subtotal	\$ 701,350	\$ 716,050	\$ 708,850
	Construction Contingency (25%)	\$ 175,338	\$ 179,013	\$ 177,213
	Engineering Design and Permitting (15%)	\$ 105,203	\$ 107,408	\$ 106,328
	Total Project Cost	\$ 981,890	\$ 1,002,470	\$ 992,390

	Optional Add-On (All Options)		
i	Additional Cost for Timber Roof Bridge	\$ 543,000	<i>increase in cost over subtotal base case</i>
ii	Additional Cost for Concrete Box Bridge	\$ 361,000	<i>increase in cost over subtotal base case</i>

Pemberton Creek Pedestrian Bridge Alignment Option A Concept Design

Inspiring sustainable thinking

#	Item Description	Unit	Qty	Engineer's Estimate	
				Unit Cost (\$)	Total Cost (\$)
1.0	General Requirements				
1.1	Mobilization/Demobilization	LS	1	\$ 115,000	\$ 115,000
2.0	Access				
2.1	Modifications for Access	LS	1	\$ 10,000	\$ 10,000
2.0	Site Preparations and Fill				
2.1	Clear and Grub	m ²	730	\$ 35	\$ 25,550
2.2	Excavation of Organic Materials (300mm thickness)	m ²	730	\$ 40	\$ 29,200
2.3	Import Granular Fill	m ³	690	\$ 40	\$ 27,600
2.4	Rip Rap Retaining Walls and Erosion Protection	Tonne	100	\$ 50	\$ 5,000
2.5	Granular Trail Surfacing (150mm thickness)	Tonne	90	\$ 50	\$ 4,500
2.6	Supply and Installation of Supports (Piles)	LS	1	\$ 62,000	\$ 62,000
3.0	Abutments				
3.1	Abutment Supply and Install	LS	1	\$ 75,000	\$ 75,000
3.2	Approach Handrails	LS	1	\$ 21,000	\$ 21,000
3.3	Approach Walls (Type TBD)	m ²	30	\$ 800	\$ 24,000
4.0	Single Span Bridge Structure				
4.1	Supply and Install Bridge Superstructure (Through truss)	LS	1	\$ 300,000	\$ 300,000
5.0	Finishing				
5.1	Concrete Sealing	LS	1	\$ 2,500	\$ 2,500
	Subtotal				\$ 701,350
	Construction Contingency		25%		\$ 175,338
	Engineering Design and Permitting		15%		\$ 105,203
	Total Project Cost				\$ 981,890

Pemberton Creek Pedestrian Bridge Alignment Option B Concept Design

Inspiring sustainable thinking

#	Item Description	Unit	Qty	Engineer's Estimate	
				Unit Cost (\$)	Total Cost (\$)
1.0	General Requirements				
1.1	Mobilization/Demobilization	LS	1	\$ 115,000	\$ 115,000
2.0	Access				
2.1	Modifications for Access	LS	1	\$ 20,000	\$ 20,000
2.0	Site Preparations and Fill				
2.1	Clear and Grub	m ²	930	\$ 35	\$ 32,550
2.2	Excavation of Organic Materials (300mm thickness)	m ²	930	\$ 40	\$ 37,200
2.3	Import Granular Fill	m ³	800	\$ 40	\$ 32,000
2.4	Rip Rap Retaining Walls and Erosion Protection	Tonne	100	\$ 50	\$ 5,000
2.5	Granular Trail Surfacing (150mm thickness)	Tonne	100	\$ 50	\$ 5,000
2.6	Supply and Installation of Supports (Piles)	LS	1	\$ 62,000	\$ 62,000
3.0	Abutments				
3.1	Abutment Supply and Install	LS	1	\$ 75,000	\$ 75,000
3.2	Approach Handrails	LS	1	\$ 21,000	\$ 21,000
3.3	Approach Walls (Type TBD)	m ²	11	\$ 800	\$ 8,800
4.0	Single Span Bridge Structure				
4.1	Supply and Install Bridge Superstructure (Through truss)	LS	1	\$ 300,000	\$ 300,000
5.0	Finishing				
5.1	Concrete Sealing	LS	1	\$ 2,500	\$ 2,500
	Subtotal				\$ 716,050
	Construction Contingency		25%		\$ 179,013
	Engineering Design and Permitting		15%		\$ 107,408
	Total Project Cost				\$ 1,002,470

Pemberton Creek Pedestrian Bridge Alignment Option C Concept Design

Inspiring sustainable thinking

#	Item Description	Unit	Qty	Engineer's Estimate	
				Unit Cost (\$)	Total Cost (\$)
1.0	General Requirements				
1.1	Mobilization/Demobilization	LS	1	\$ 115,000	\$ 115,000
2.0	Access				
2.1	Modifications for Access	LS	1	\$ 35,000	\$ 35,000
2.0	Site Preparations and Fill				
2.1	Clear and Grub	m ²	590	\$ 35	\$ 20,650
2.2	Excavation of Organic Materials (300mm thickness)	m ²	590	\$ 40	\$ 23,600
2.3	Import Granular Fill	m ³	540	\$ 40	\$ 21,600
2.4	Rip Rap Retaining Walls and Erosion Protection	Tonne	100	\$ 50	\$ 5,000
2.5	Granular Trail Surfacing (150mm thickness)	Tonne	70	\$ 50	\$ 3,500
2.6	Supply and Installation of Supports (Piles)	LS	1	\$ 62,000	\$ 62,000
3.0	Abutments				
3.1	Abutment Supply and Install	LS	1	\$ 75,000	\$ 75,000
3.2	Approach Handrails	LS	1	\$ 21,000	\$ 21,000
3.3	Approach Walls (Type TBD)	m ²	30	\$ 800	\$ 24,000
4.0	Single Span Bridge Structure				
4.1	Supply and Install Bridge Superstructure (Through truss)	LS	1	\$ 300,000	\$ 300,000
5.0	Finishing				
5.1	Concrete Sealing	LS	1	\$ 2,500	\$ 2,500
	Subtotal				\$ 708,850
	Construction Contingency		25%		\$ 177,213
	Engineering Design and Permitting		15%		\$ 106,328
	Total Project Cost				\$ 992,390

- Skip to main content
- Skip to footer

British Columbia News

New school site in place for Pemberton francophone students

<https://news.gov.bc.ca/27076>

Tuesday, June 28, 2022 2:00 PM

VIEW TRANSLATIONS

Pemberton - Francophone students and families in Pemberton are one step closer to having a permanent home for the École La Vallée community.

"In a country with two official languages, it's essential that francophone students have the same access to robust educational programs as their anglophone peers," said Jennifer Whiteside, Minister of Education and Child Care. "We are pleased to be one step closer to providing a permanent home for francophone students and families in Pemberton, investing in their education and futures for generations to come."

The Province has provided the Conseil scolaire francophone de la Colombie-Britannique (CSF) with \$3.2 million to purchase property for a future, permanent home to École La Vallée in Pemberton. This future school-site investment is part of government's work to ensure francophone students have certainty and equity in their education.

École La Vallée offers classes from kindergarten to Grade 8. The CSF operates École La Vallée from five portables at Signal Hill Elementary and two classrooms at the Pemberton and District Community Centre. With a school site secured, the Province will work with the CSF to find the best long-term solution to meet the needs of the francophone population in the community.

"I am glad to witness the results of all the efforts put forward by the families involved, the CSF administration and the Ministry of Education and Child Care, as well as the Municipality of Pemberton, toward the acquisition of a school site for a French school in the region," said Patrick Gatien, board chair, CSF. "We are continuing our work of collaboration with the Province of British Columbia in order to receive the final approval for financing a permanent French-language school in Pemberton."

Since September 2017, the Province has provided the CSF with more than \$56.84 million for site purchases in Burnaby, Kamloops, Penticton, Victoria and Pemberton. The ministry will continue acquiring school sites, and building or upgrading schools for francophone students throughout the Province.

Budget 2022 includes \$3.1 billion over three years for school capital investments, which includes new and expanded schools, seismic upgrades and replacements, and land purchases for future schools to support growing communities.

Ministry of Education and Child Care

Media Relations

250 356-5963

Translations

- Pemberton_francophone_school_French.pdf
(https://bcgovnews.azureedge.net/translations/releases/2022ECC0052-001019/Pemberton_francophone_school_French.pdf)