



Date: Tuesday, September 27, 2022, 6:30 pm
 Location: Council Chambers & Zoom Webinar
 7400 Prospect Street

This public hearing is being recorded as authorized by the Video Recording & Broadcasting of Open Meetings Policy.

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2. Presentation of Village of Pemberton Zoning Bylaw No. 832, 2018 Amendment (Comprehensive Development Zone 6 – SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022	3
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3.1. Correspondence received before deadline of 12pm on September 21, 2022 John Adams, Susan Osborne, Lara Parnell, Derek and Judith Walton, Stu Osborne, Ryan Watts, Jenna Markovic, Dr. Janis Shaw, Cathy Goodman, Katherine Flett, Jeannie Boscariol, Ashley Oakes, Sean Easton, Erica Finnsen, Hailey LeBlanc, Marta Tabaka, Sharyl Johnson, Valerie Brooksbank, Richard Megeney, Kailey Morin, Michelle Staehli, Maria McKay, Liz McLoughlin, Bruce Bareham, D. Hasan, Cindy Laflamme, Reshma Raju	103
3.2. Correspondence received between 12pm on September 21 and 12pm on September 27, 2022	
4. PUBLIC COMMENT	
5. CLOSING STATEMENTS	

6. ADJOURNMENT

PLEASE NOTE:

Once the public hearing has been adjourned, the opportunity for public discussion has ended and Council members cannot accept any further information or submissions; this is to ensure a fair process as established by provincial case law. The bylaw is now a matter for Council's consideration based upon information received as of September 27, 2022.

Date: Tuesday, September 27, 2022

To: Elizabeth Tracy, Chief Administrative Officer

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

Subject: Zoning Amendment (Comprehensive Development Zone 6 SCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 – Public Hearing

PURPOSE

The purpose of this report is to provide Council with information regarding legislative and Village of Pemberton process with respect to Zoning Amendment Comprehensive Development Zone 6 (SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 for the purposes of the Public Hearing.

BACKGROUND

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

At Regular Council Meeting No. 1566, held Tuesday, August 30th, Council considered Zoning Bylaw Amendment (Comprehensive Development Zone 6 – SCS Harrow Road Affordable Housing) Bylaw No. 936, 2022, and passed the following resolutions:

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

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

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

- i. that the Applicant prepare and submit in a registrable form the discharge of Restrictive Covenant 24620;*
- ii. that the Applicant prepare a revised Flood Hazard Management Study to establish the Flood Construction Elevation (FCL) and any necessary flood mitigation measures, and prepare and submit an amended Flood Hazard Restrictive Covenant in a registerable form to the satisfaction of the Village;*

- iii. *that the Owner prepare and submit to the satisfaction of the Village a new Statutory Right of Way and accompanying survey plan for the Village’s pump station infrastructure; and*
- iv. *that the Owner enter into a Housing Agreement, by bylaw pursuant to section 483 of the Local Government Act.*

DISCUSSION & COMMENTS

For a detailed summary of the proposed rezoning application please refer to the report from the May 17th, 2022, Committee of the Whole attached as **Appendix B** and the report from the August 30th, 2022, Regular Council Meeting attached as **Appendix C**.

The rezoning application proposes to change the zoning of the subject lands from Commercial Tourism (C- 2) to Comprehensive Development Zone 6 (SSCS Harrow Road Affordable Housing). The proposed CD-6 zone would accommodate mixed use development anchored by non-profit community services and affordable housing and accessory market housing, office, and commercial uses or tourism commercial uses.

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

Proposed Comprehensive Development (CD) Zone

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

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

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

Central to the CD-6 zone is a new definition of *Community Services, Non-Profit* which will be added to the general definitions in the Zoning Bylaw as a new permitted use. The CD-6 zone contemplates that development may proceed as a *Community Services, Non-Profit* use, or as a C-2 use, but importantly not both. Development under the C-2 zoning

regulations has been added as a permitted use if the project does not proceed following rezoning, as the uses proposed in the CD-6 *Community Services, Non-Profit* use are not commercially viable land uses. The CD-6 zone includes provisions for building height whereby only a proposal contemplating a *Community Services, Non-Profit* use may exceed the building height proscribed in the C-2 zone. However once development proceeds under either of the two permitted uses, that use cannot be combined with the other principal permitted use on the site.

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

COMMUNICATIONS

As a result of the National Day of Mourning to honour the passing of Queen Elizabeth II which established September 19, 2022, as a statutory holiday, the public hearing was postponed to Tuesday, September 27, 2022, at 6:30pm.

As per Section 94 of the *Community Charter* notice of the new Public Hearing date was to be issued in the local newspapers on September 15, 2022, and September 22, 2022. The Notice is attached as **Appendix E**.

The Village updated the Village website calendar, sent the updated notification to property owners within 100m of the proposed development on September 13, 2022, posted the new date on the Village noticeboards and provided the Pique Newsmagazine with the same updated notification, which was to be published on September 15, 2022, and September 22, 2022.

Unfortunately, the wrong notification was published on September 15th which resulted in the Village being required to consider publication by alternative means pursuant to section 94.1 (3) of the *Community Charter*. In this regard, on September 15th the Village website calendar was further updated with details respecting the change in date and on September 16th a banner was issued on the Village homepage advising of the change in date, the updated notification was published in the Village eNEWS and on the Village Facebook Page which were both published on September 16, 2022, and notices of the change in date were posted on the front door of both the Village Office and Council Chambers. As well, the Pique Newsmagazine issued a correction which was on their website homepage from September 16, 2022, until September 22, 2022, at which time the correct version of the public hearing notification was placed in the paper.

Finally, on September 20, 2022, at the Regular Meeting No. 1567, Council considered whether the actions taken above were reasonably equivalent to a newspaper publication and passed the following motion:

Moved/Seconded

THAT having considered the staff report of September 20, 2022, setting out the steps that have been taken to correct the erroneous public hearing notice published in the printed edition of the Pique Newsmagazine on September 15, 2022, Council considered the alternative means of notice referenced in the report to be reasonably equivalent to notice of public hearing provided in a print edition of a local newspaper the week of September 12, 2022.

CARRIED

The staff report respecting the notification requirements is attached as **Appendix F**.

LEGAL CONSIDERATIONS

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

IMPACT ON BUDGET & STAFFING

Staff time is covered by the application fees and recoverable from the applicant in accordance with the Village of Pemberton's Fees and Charges Bylaw 905, 2021. Consulting fees are cost recoverable in accordance with the same bylaw.

This project is eligible for fee waiver in accordance with the above bylaw and the Village's Fee Waiver for Eligible Developments Policy. The Village has received a formal request for fee waiver from the applicant which will come forward at a future meeting.

INTERDEPARTMENTAL IMPACT & APPROVAL

No interdepartmental impact or approvals required respecting the processing of this application as it is a function of the Development Services Department.

COMMUNITY CLIMATE ACTION PLAN

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

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

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

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

ALTERNATIVE OPTIONS

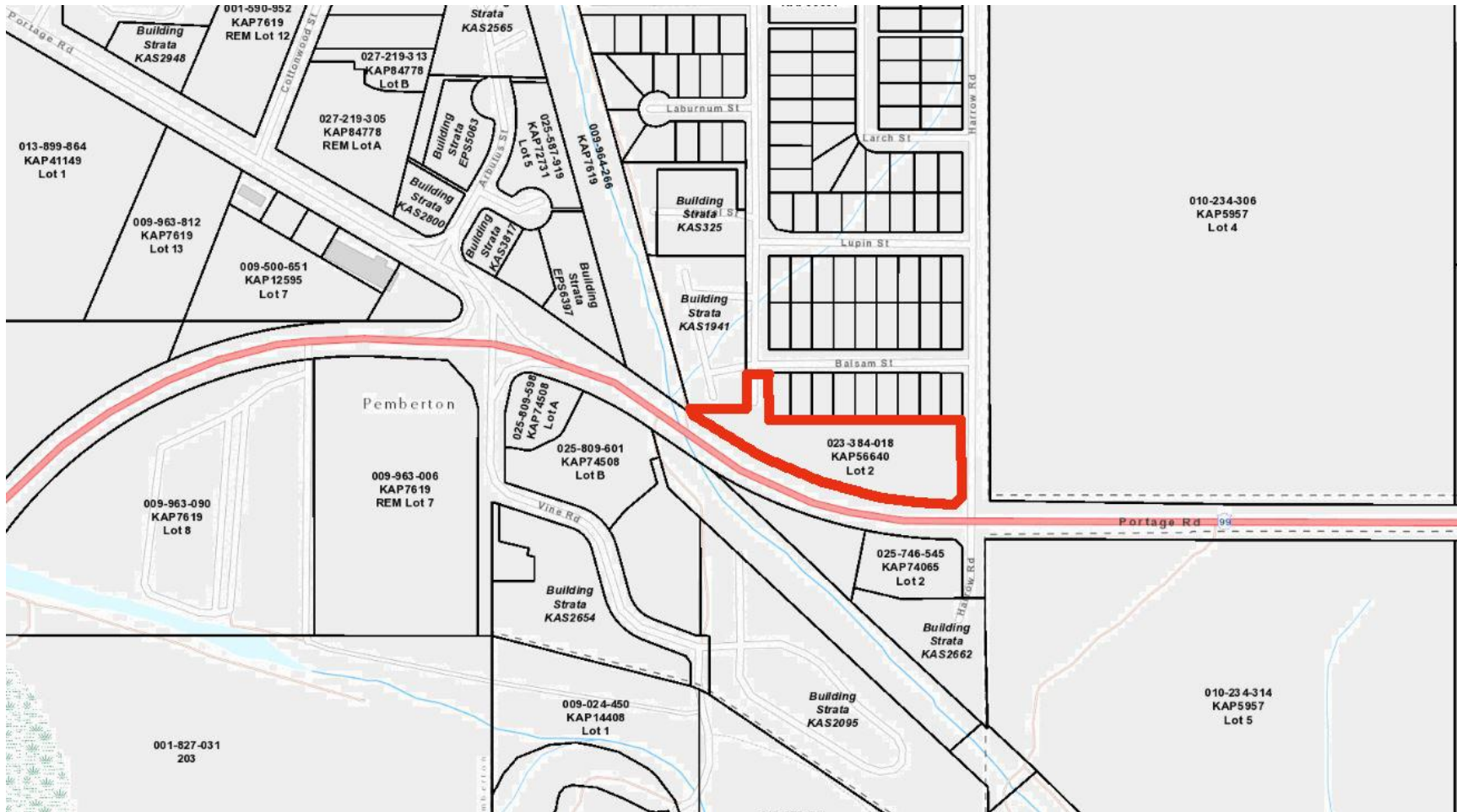
There are no alternative options provided at this time.

Attachments:

- Appendix A:** Location map of subject property
- Appendix B:** Report to Committee of the Whole, dated May 17, 2022, Sea to Sky Community Services Affordable Housing Project Introductory Report
- Appendix C:** Report to Council, dated August 30, 2022, Zoning Amendment (Comprehensive Development Zone 6 SCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 – First and Second Reading
- Appendix D:** Zoning Amendment (Comprehensive Development Zone 6 - SCS Harrow Road Affordable Housing) Bylaw No. 936, 2022
- Appendix E:** Public Hearing Notification
- Appendix F:** Report to Council, September 20, 2022, Zoning Amendment Development Zone 6 (SCS Harrow Road Affordable Housing) Bylaw No. 936, 2022, Public Notification Correction

Submitted by:	Mark Barsevskis, Consulting Planner
Manager Approval by:	Scott McRae, Manager, Development Services
CAO Approval by:	Elizabeth Tracy, Chief Administrative Officer

**Comprehensive Development Zone 6
(SSCS Harrow Rd Affordable Housing)
Location Map**



Date: Tuesday, May 17, 2022
To: Sheena Fraser, Acting Chief Administrative Officer
From: Mark Barsevskis, RPP, MCIP, Consulting Planner
Subject: Sea to Sky Community Services Affordable Housing Project Introductory Report

PURPOSE

The purpose of this report is to introduce to the Committee of the Whole (Committee), applications for a rezoning and a major development permit for a proposed development at Harrow Road and Highway 99, Pemberton.

As the application represents an increase in height and change in development form from adjacent developments, it has raised early concerns from the public, and Staff have elected to seek early policy-level input from the Committee in parallel to undertaking a detailed review.

BACKGROUND

The Village received an application from Station One Architects and Sea to Sky Community Services (SSCS), agent on behalf of the landowner, for an amendment to the zoning bylaw and a major development permit to facilitate a new affordable housing project. The subject parcel shown in Figure 1 is identified as Lot 2 District Lot 203 Lillooet District Plan KAP56640 (PID: 023-384-018). The lands are designated as Gateway under the Official Community Plan (OCP) and are zoned commercial tourism (C-2) in the zoning bylaw.

The applicant proposes 63 units of affordable housing intended for a mix of rents and incomes within a single building, secured with a housing agreement, with commercial and non-profit uses on the ground floor. The applicant has undertaken extensive public engagement prior to submitting the application.

The drawings and technical studies submitted in support of the application are available at the following link: <https://www.pemberton.ca/public/download/files/211210>. The application includes a tree management plan, site servicing plan, preliminary geotechnical report, energy step code report, public engagement (pre-application) "What we heard report", survey plan, and a transportation review. These technical submissions are being reviewed and analyzed by planning staff.

The applicant has asked staff to process the zoning amendment application and major development permit application concurrently. The applicant is aware that any changes to the proposal driven by the process may trigger revisions of both the zoning amendment and development permit submission documents.

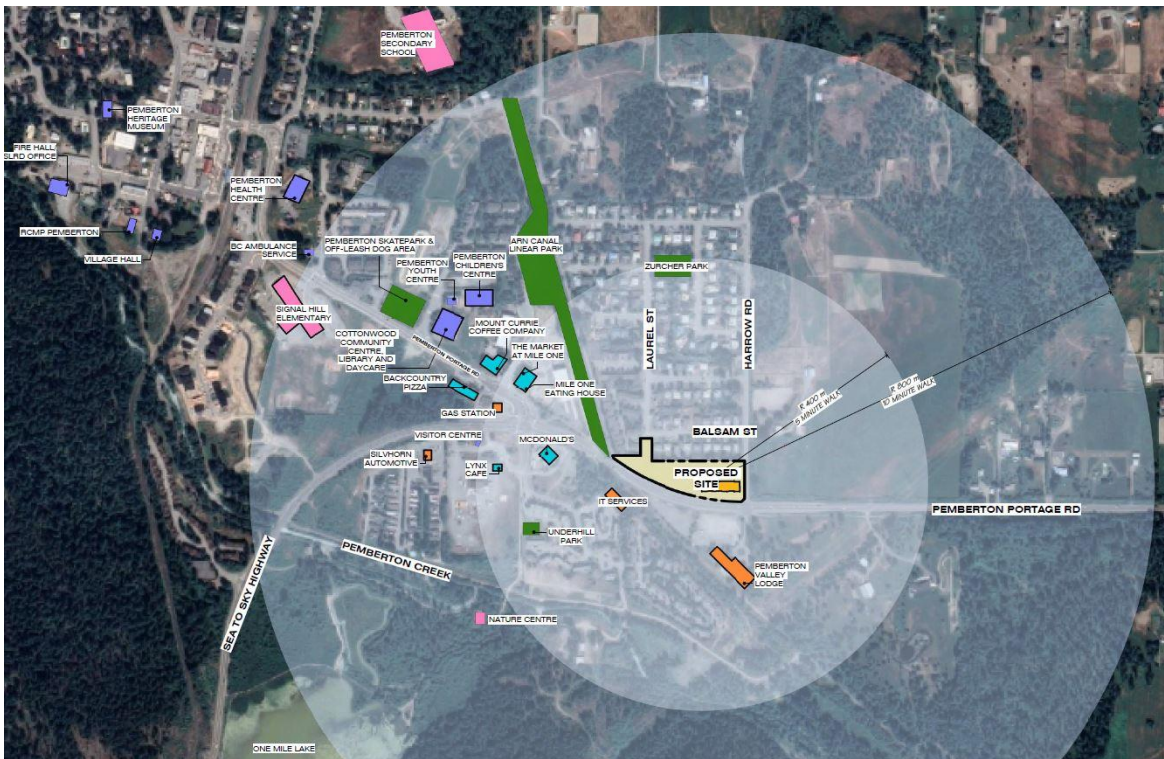


Figure 1: Location Plan

Official Community Plan (OCP) Policy Framework

The subject lands are identified as being located within the urban growth boundary on Schedule "A" of the OCP. Lands within the urban growth boundary are deemed part of the Village inventory of development land to accommodate growth.

The Gateway OCP land use designation assigned to the subject lands designates the land for uses that deliver a welcoming entry to Pemberton, as well as automobile convenient services to visitors and residents. Uses that would be developed in this corridor include residential, accommodation, civic functions, service stations, restaurants and ancillary commercial uses. The application presented fits within the Gateway designation framework.

Section 5.9.1 of the OCP, Housing Policies, states that housing in the community shall:

- Facilitate the development of quality rental housing for residents with low to moderate incomes;
- Support a variety of affordable ownership housing options for young families, first time home purchasers, retirees and seniors (known as rightsizing);
- Encourage housing designed to meet changing household needs and the ability for the community to age in place;
- Encourage the development of housing for seasonal workers;
- Facilitate the provision of housing services and supports for Pemberton's vulnerable populations; and
- Acknowledge that housing development and redevelopment is a provider of local employment.

Initial review of the application indicates that the proposed project generally satisfies OCP 5.9.1, Housing Policies.

Zoning Bylaw Amendment Application

The applicant has applied for a zoning bylaw amendment (OR#136) to rezone the subject property from C-2 (commercial tourism) to a comprehensive development zone. The commercial tourism (C-2) zone does not include residential or mixed-use building as a principal use and limits building height to 10.5m. The project proposes a five-storey mixed-use affordable housing building, 19m in height, with 836 square metres of commercial area on the ground floor and 63 affordable residential rental units from 1 bedroom to 3 bedrooms on floors two to five. The project proposes to include 79 parking stalls. The comprehensive development zone will be crafted to apply specifically to this project. Other lands zoned C-2 will not be affected by this amendment.

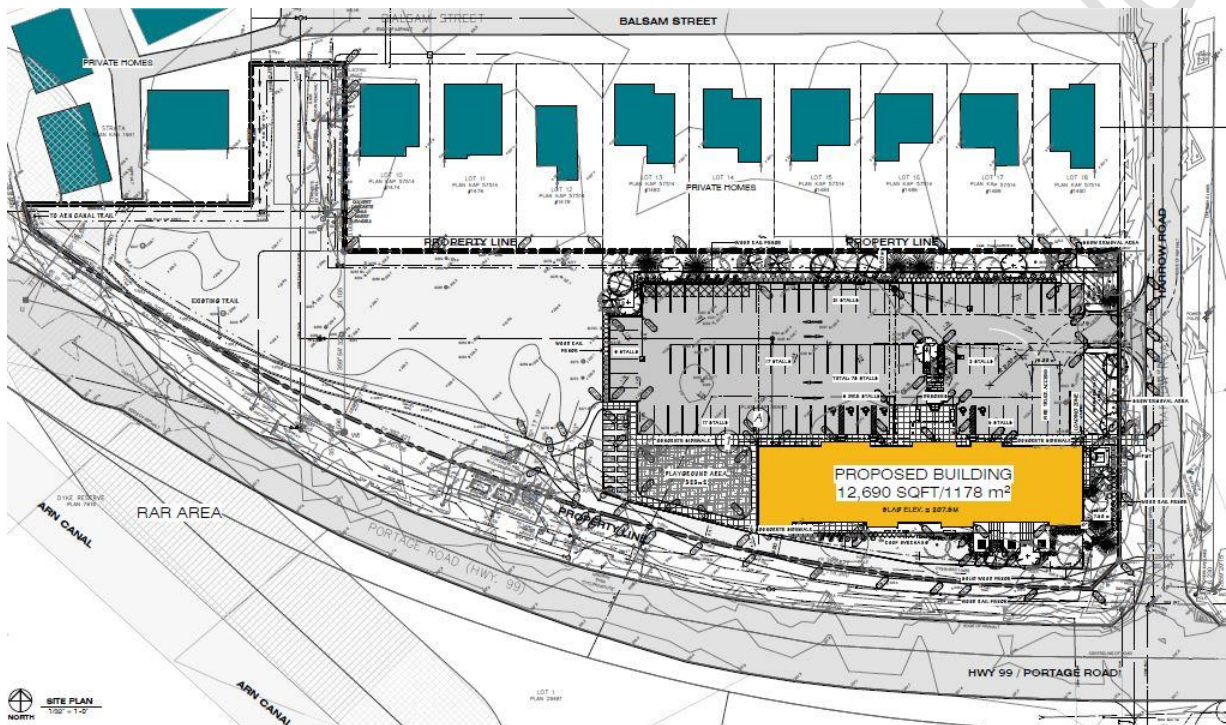


Figure 2: Site Plan

The drawings and Figures 2 and 3 show one building of five (5) storeys situated close to Highway 99, with the parking and landscaping on the north side of the subject property. The site features a green buffer of trees around the north, east, and south edges to provide a buffer from Highway 99.

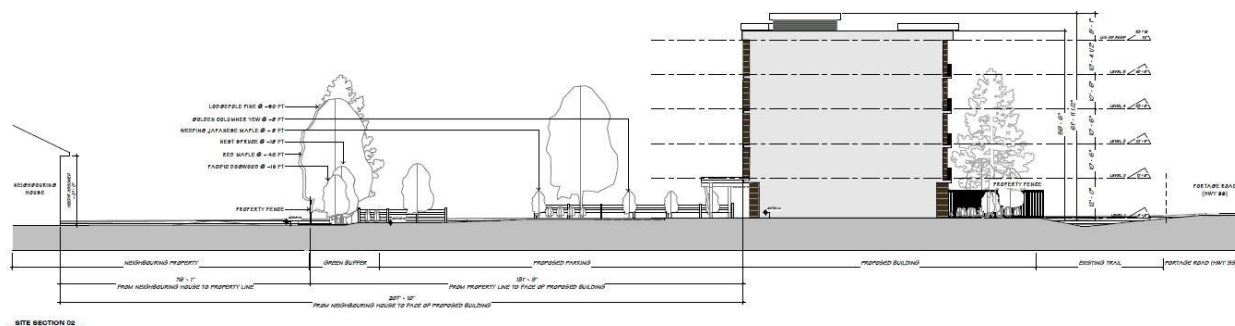


Figure 3: Site Section

As outlined in the application, the primary driver for the proposed height increase is the flood construction level (FCL) of 209.25 metres. As residential space may not be constructed below the FCL, the proposed 5-storey design would permit development of 63 units of housing plus commercial and community service space in a compact footprint.

After direction from the Committee the application will proceed to the Advisory Land Use Planning Commission (ALUC) for comment. Review of the zoning amendment application will need to include consideration of the project details in relation to surrounding development and the norms established in the zoning bylaw to ensure result is not detrimental to the community.

Development Permit Application

The applicants have applied for a major development permit (DP#093). The property is located within the Development Permit Area No. 7 (DPA#7), that guides development in the Gateway. Development proposals in this area must meet both the general development permit area guidelines and those specific to DPA#7 as set out in the OCP. The objectives of DPA #7 are to:

- Create a strong sense of arrival to the Pemberton community through natural, landscaped and built gateway elements.
- Provide visual and physical cohesiveness that draws interest to the community.
- Present services and accommodations targeted to the travelling public that create an attractive community identity and character.

The building's aesthetic form, illustrated in Figures 4 and 5, is simple and functional, with facades comprised of several textures and natural tones. The colours are in harmony with local area, displaying hues of white, grey, and wood tones. Exterior wall undulation reveals an inset of wood tone both at the ground level and on the balconies. These elements combined provide a greater sense of human scale. Materials are chosen to be durable for the longevity of the project and to withstand the local climate. After direction from the Committee the application will proceed to the Advisory Design Review Commission (ADRC) for comment.



EXTERIOR ELEVATION LOOKING FROM PROPERTY TO THE NORTH



VIEW FROM HARROW ROAD

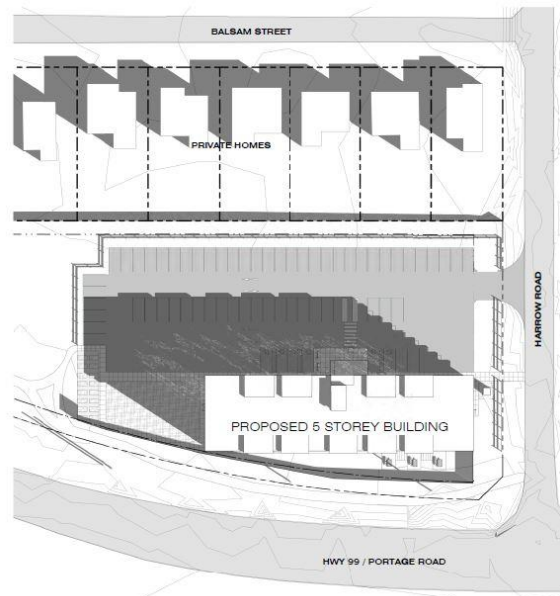


VIEW FROM PORTAGE ROAD

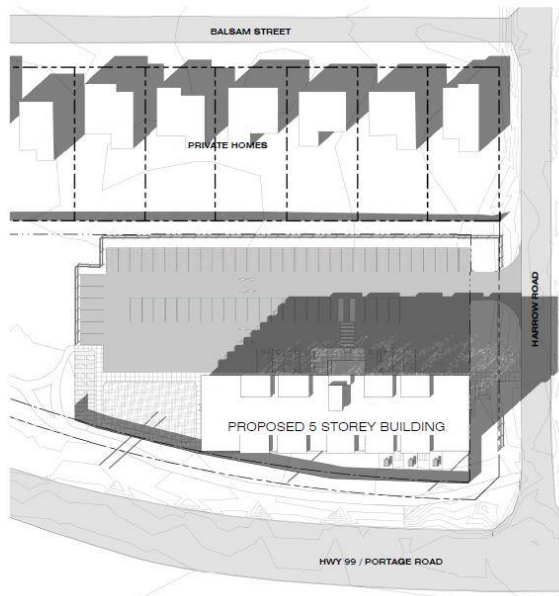


VIEW OF FRONT ENTRANCE

Figure 4: Proposed Building Renderings



SHADOW STUDY, 8AM MARCH 21 / SEPTEMBER 21
 1:00 - 2:00



SHADOW STUDY, 3PM MARCH 21 / SEPTEMBER 21
 1:00 - 2:00

Figure 5: Shadow Analysis

Supporting Policy

The Village's Age-Friendly Affordable Housing Action Plan, 2019, identified four goals to guide and encourage the development of affordable housing. The following table summarizes how the proposed project aligns with these goals:

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

The Village's Age-Friendly Affordable Housing Action Plan also identifies the housing gaps in Pemberton and outlines six (6) population groups particularly affected by the housing issues in the village: low-income seniors, moderate-income seniors, low-income households, moderate-income households, persons with disabilities, and persons experiencing homelessness or at-risk of homelessness. The design of the proposed project and its rental model can accommodate the needs of all six (6) of these vulnerable groups through the provision of fully accessible units and rental rates that target low to moderate income individuals and which are secured by covenant to ensure long-term affordability.

As mentioned previously, Staff are completing a detailed analysis and review of the specific site plans and building design. Staff are not seeking Committee feedback on the specifics currently. However, the application raises questions about the proposal in light of the compatibility with adjacent residential development, visual prominence of the site, building height, and the character of the proposed building. As such, Staff are seeking Committee direction to proceed before investing additional time and resources into processing the application.

DISCUSSION & COMMENTS

Initial review of the application proposal raises several concerns that Staff request the Committee contemplate in providing direction to Staff respecting the future processing of the application.

While the proposed building is a 5-minute walk to some commercial services and a 10-minute walk to community services including the community centre and elementary school, it is farther from the Village's health centre, commercial core, and primary grocery stores. The proposed building is near multi-use trails which provide strong pedestrian and cycling connections; however, these trails are not prioritized for snow clearing in winter months and residents, especially those with mobility challenges, may feel compelled to drive or walk along Highway 99 during those times.

Staff have registered concerns that the proposed building height represents a substantial departure from the surrounding urban fabric and would set a building height precedent at a prominent location within the Gateway.

During the pre-application public engagement, parking concerns, and the possibility of overflow parking in the surrounding neighbourhood, were brought up. The application states that the proposed surface parking lot is designed to support the residents, users, and visitors, and an independent traffic engineer has provided a parking recommendation specific to the building use and tenure. The recommendation takes into consideration the proximity of the building to amenities and the target population for the units. SSCS offers the Better at Home program for seniors and those with disabilities who cannot drive, offering transportation to attend appointments and pick up medications and groceries. Additionally, commercial stalls will be shared with visitors to keep parked cars off nearby streets.

Staff's concern is that some of the initial concerns identified are fundamental to the proposal and based in the proposed building form and density. It is unclear to what degree these concerns could be addressed by minor adjustments to the proposal. Should the Committee share similar concerns, it is likely reconsideration of the proposal to some extent will be required.

Timelines for Approvals

Should the Committee determine it appropriate to proceed with processing the application as presented, consideration must be given to the timelines to move the bylaw forward for readings.

The referral process will take several weeks and follow up work may be required, depending on the referral comments. As such, it is anticipated that the earliest the zoning amendment could be presented to Council is September 20th. This would see a public hearing scheduled for October 4th which is a day before the first schedule advanced voting opportunity, a week prior to the second advanced voting opportunity and eleven (11) days prior to the local government general elections which will be held on Saturday, October 15, 2022.

Traditionally, Council has established a quiet period in the eight weeks prior to an election, which includes not holding public hearings or other public information session opportunities to avoid unduly impacting the election process. That said, to put in place regulations related to cannabis retail sales to allow time for the Village to adequately prepare for legislated changes anticipated by the federal government, in 2018 a public hearing was held a week prior to the election for minor amendments to the zoning bylaw.

To allow for more time to move this application through the process, the Committee might consider recommending to Council that a regular council meeting be scheduled in late August (August 30th) or early September (September 6th) to provide the opportunity to give first and second readings to the zoning bylaw. A public hearing could be scheduled for September 20th thereby giving more time between the holding of the public hearing and the local government general elections in October. Third reading would be considered at the October 4th or 18th regularly scheduled meetings. Alternatively, the Committee could recommend that the current schedule be maintained with first readings being anticipated for September 20th, a public hearing on October 4th and subsequent readings to follow.

Staff are seeking the Committee's input on the above noted scheduling elements should there be a desire to move forward with the applications as presented.

COMMUNICATIONS

There are no communications implications from this report. Additional communications will be required for future processing of the application.

LEGAL CONSIDERATIONS

There are no legal considerations arising from this report.

IMPACT ON BUDGET & STAFFING

Staff time is covered by the application fees and recoverable from the applicant in accordance with Fees and Charges Bylaw 905, 2021. Consulting fees are cost recoverable in accordance with the same bylaw.

The applicant is expected to submit a request for fee waiver under the condition that the project is not-for-profit affordable rental housing. Should Council, by resolution, elect to waive, reduce, or refund the application fees paid, the cost of staff time will not be covered by the application fees or be cost recoverable.

INTERDEPARTMENTAL IMPACT & APPROVAL

There are no interdepartmental impacts arising from this report or at this stage of the review process. Other departments will be engaged in future processing.

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

There are no impacts on neighbouring jurisdictions associated with this report. They will be referred the application in the next stage of processing.

ALTERNATIVE OPTIONS

Option One:

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

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

Option Two:

THAT The Committee of the Whole recommend to Council that the zoning bylaw amendment and a major development permit proposed on lands located at Lot 2 District Lot 203 Lillooet District Plan KAP56640 (PID: 023-384-018), not proceed in its current form;

AND THAT Staff be directed to request an amendment to the proposed application to align it more closely with the guidance in the Official Community Plan and development permit areas, and the existing and proposed development in the area.

RECOMMENDATIONS

Recommendation 1: THAT the Committee provides direction regarding the processing of the application by Station One Architects on lands located at Lot 2 District Lot 203 Lillooet District Plan KAP56640 (PID: 023-384-018).

Recommendation 2: THAT the Committee provides direction with respect to adjusting the council meeting schedule to facilitate processing of the application by Station One Architects on lands located at Lot 2 District Lot 203 Lillooet District Plan KAP56640 (PID: 023-384-018).

ATTACHMENTS:

Appendix A: Application Submission Drawings and technical studies.
<https://www.pemberton.ca/public/download/files/211210>

Prepared by:	Mark Barsevskis, RPP, MCIP
Manager Approval:	Scott McRae, Manager of Development Services
CAO Approval by:	Sheena Fraser, Acting Chief Administrative Officer

Date: Tuesday, August 30, 2022

To: Elizabeth Tracy, Chief Administrative Officer

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

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

PURPOSE

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

BACKGROUND

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

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

a) Committee of the Whole

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

Moved/Seconded

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

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

CARRIED

Moved/Seconded

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

CARRIED

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

DISCUSSION & COMMENTS

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

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

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

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

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

Major Development Permit Application

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

Advisory Land Use Commission and Advisory Design Review Commission

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

Moved/Seconded

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

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

CARRIED

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

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

Environment Considerations / Site Servicing / Fire Protection

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

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

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

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

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

Traffic / Parking

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

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

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

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

Proposed Comprehensive Development (CD) Zone

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

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

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

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

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

STAFF COMMENTS

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

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

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

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

Public Hearing

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

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

Prior to Adoption Obligations

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

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

COMMUNICATIONS

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

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

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

LEGAL CONSIDERATIONS

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

IMPACT ON BUDGET & STAFFING

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

INTERDEPARTMENTAL IMPACT & APPROVAL

There are no interdepartmental impact or approvals required.

COMMUNITY CLIMATE ACTION PLAN

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

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

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

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

ALTERNATIVE OPTIONS

Option One:

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

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

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

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

Option Two:

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

- {...}

RECOMMENDATIONS

Option One:

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

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

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

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

ATTACHMENTS:

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

Appendix B: Location map of subject property

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

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

THE VILLAGE OF PEMBERTON
BYLAW NO. 936, 2022

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

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

CITATION

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

APPLICATION

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

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

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

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

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

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

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

18.6.1. Permitted Principal Uses

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

18.6.2. Permitted Accessory Uses

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

18.6.3 Conditions of Use

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

18.6.4 Density Regulations

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

18.6.5. Lot Regulations

a) Minimum Lot Size:	900 m ²
----------------------	--------------------

18.6.6 Siting Regulations

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

18.6.7. Maximum Height of Buildings

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

	Principal Building Height	Accessory Building Height
Height	10.5m	4.6m

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

18.6.8. Off-Street Parking and Loading

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

APPENDIX A

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

(c)

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

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

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

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

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

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

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

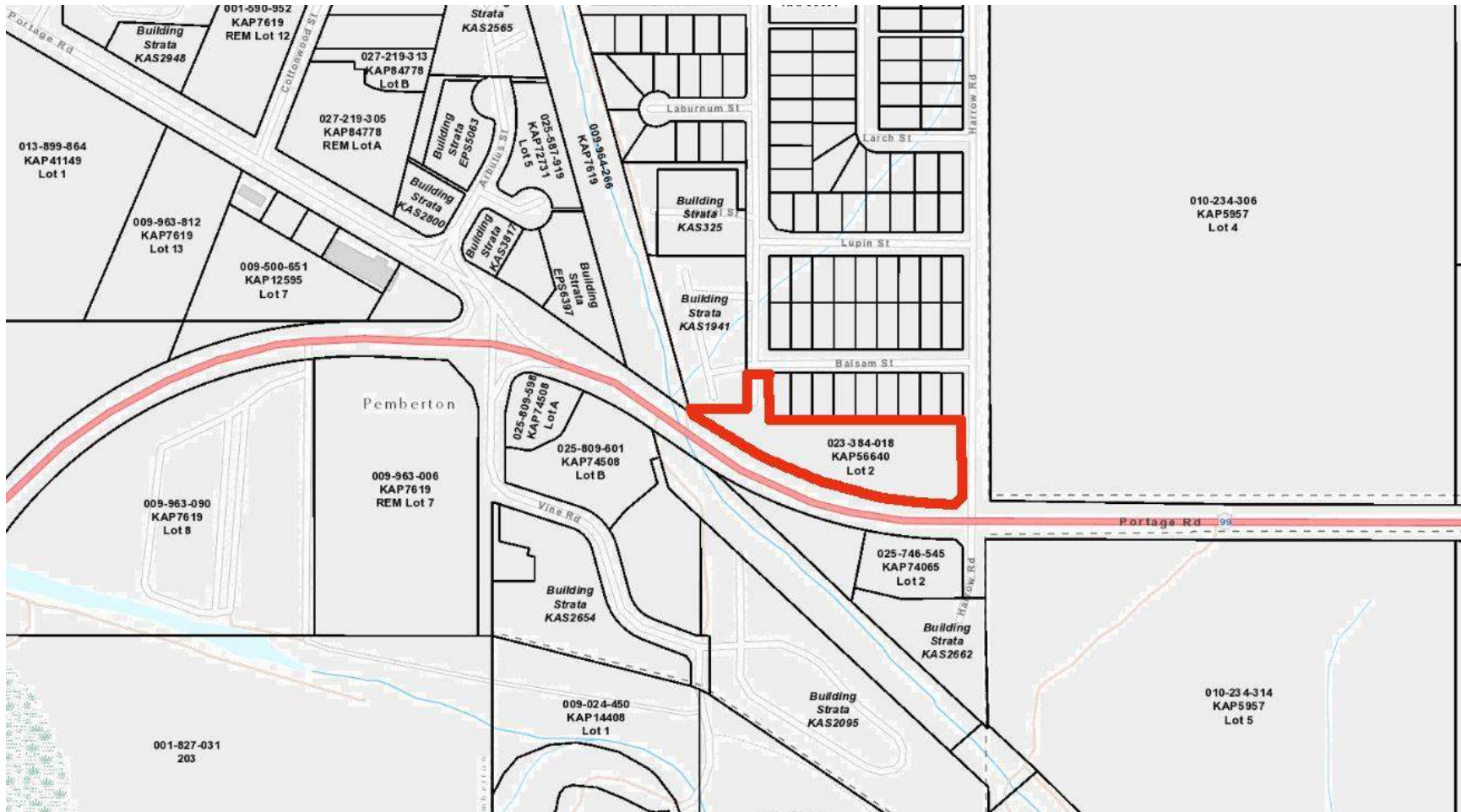
ADOPTED this _____ day of _____, 2020.

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

DRAFT

**Comprehensive Development Zone 6
(SSCS Harrow Rd Affordable Housing)
Location Map**



station one architects

alvin bartel, architect aibc
justin dyck, architect aibc

August 18th, 2022

VIA ELECTRONIC DELIVERY

Attn: Scott McRae

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

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

Dear Mr. McRae,

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

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



CHILLIWACK
9355 YOUNG ROAD
CHILLIWACK BC V2P 4S3

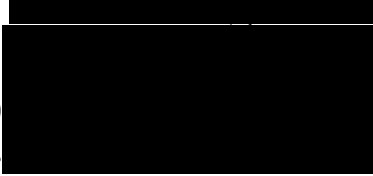
ABBOTSFORD
203-2190 W RAILWAY ST
ABBOTSFORD BC V2S 2E2 604 793 9445

soarchitects.com

Conclusions

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

Regards,



Chelsea Mueller
Architect AIBC
Station One Architects



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

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

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

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

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

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

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

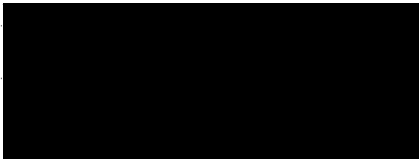
Project	Harrow Rd. Affordable Housing	253 First Ave North Affordable Housing	571 Shaw Rd. Affordable Housing	Spadina Ave. Affordable Housing
Municipality	Pemberton	Williams Lake	Sechelt	Chilliwack
Owner	Sea to Sky Community Services	Association of Community Living	Sunshine Coast Affordable Housing Society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



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

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

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



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

August 19, 2022
04-22-0441

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

VIA E-MAIL: devon@cpadevelopment.ca

Dear Devon:

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

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

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

Proposed Development

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

Parking Supply

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

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

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

Parking Rationale Key Factors

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

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

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

Parking Summary

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

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

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

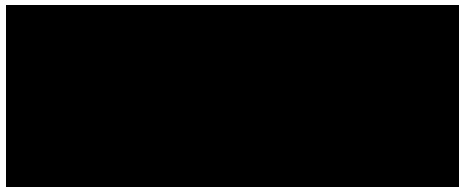
DESCRIPTION	QTY (DWELLING UNITS (DU))	RECOMMENDED RATE (SPACES/DU)	RECOMMENDED (SPACES)	PROPOSED (SPACES)	DIFFERENCE (SPACES)	COMMENTS
AFFORDABLE MARKET RENTAL						
1 Bedroom	9	0.75	7			VoP Bylaw rates for Affordable/Rental Apartment use
2 Bedroom	7	1.50	11			
3 Bedroom	2	1.75	3			
Sub-Total	18	-	21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

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

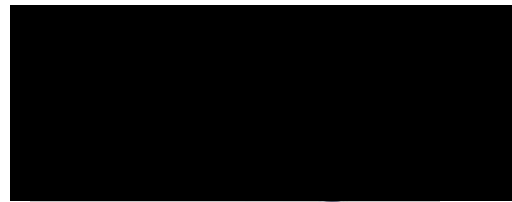
For these reasons, it is Bunt’s opinion that the recommended parking rates in the Transportation Review report (dated March 18, 2022) are appropriate for the proposed development and that the absence of local data is not considered to impact the recommendations of the study based on the analysis approach.

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

Yours truly,
Bunt & Associates



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



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



- 0.1 INTRODUCTION
- 0.2 SITE CONTEXT PLAN

- 1.0 SITE PLAN

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

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

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

HARROW ROAD AFFORDABLE HOUSING

COVER SHEET

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE
JOB NO. 20123

604 793 9445
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Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2

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

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

Introduction

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

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

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

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

Height Rationale

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

Inclusion of Ground Floor Commercial Space

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

Supporting Analysis

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

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

Supporting Policy

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

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

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

Design

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

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

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

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

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

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

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

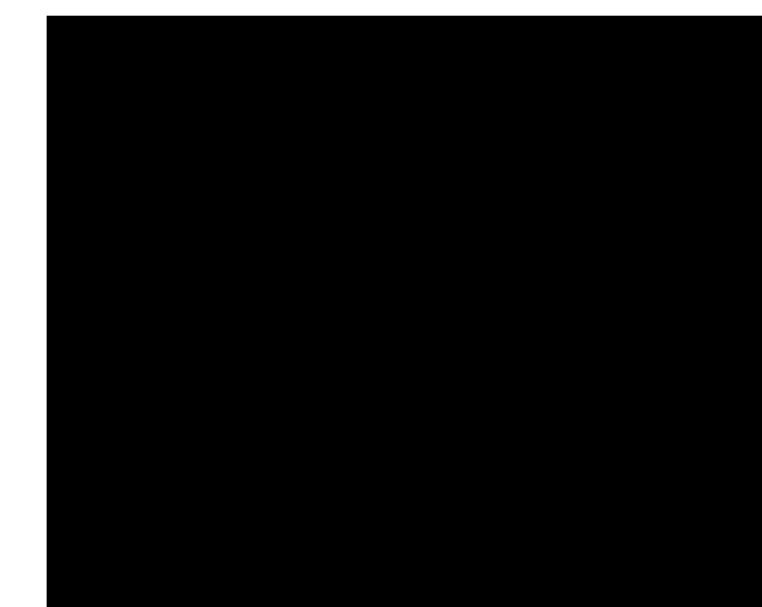
Conclusion

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

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

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

Regards,



Station One Architects

INTRODUCTION

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

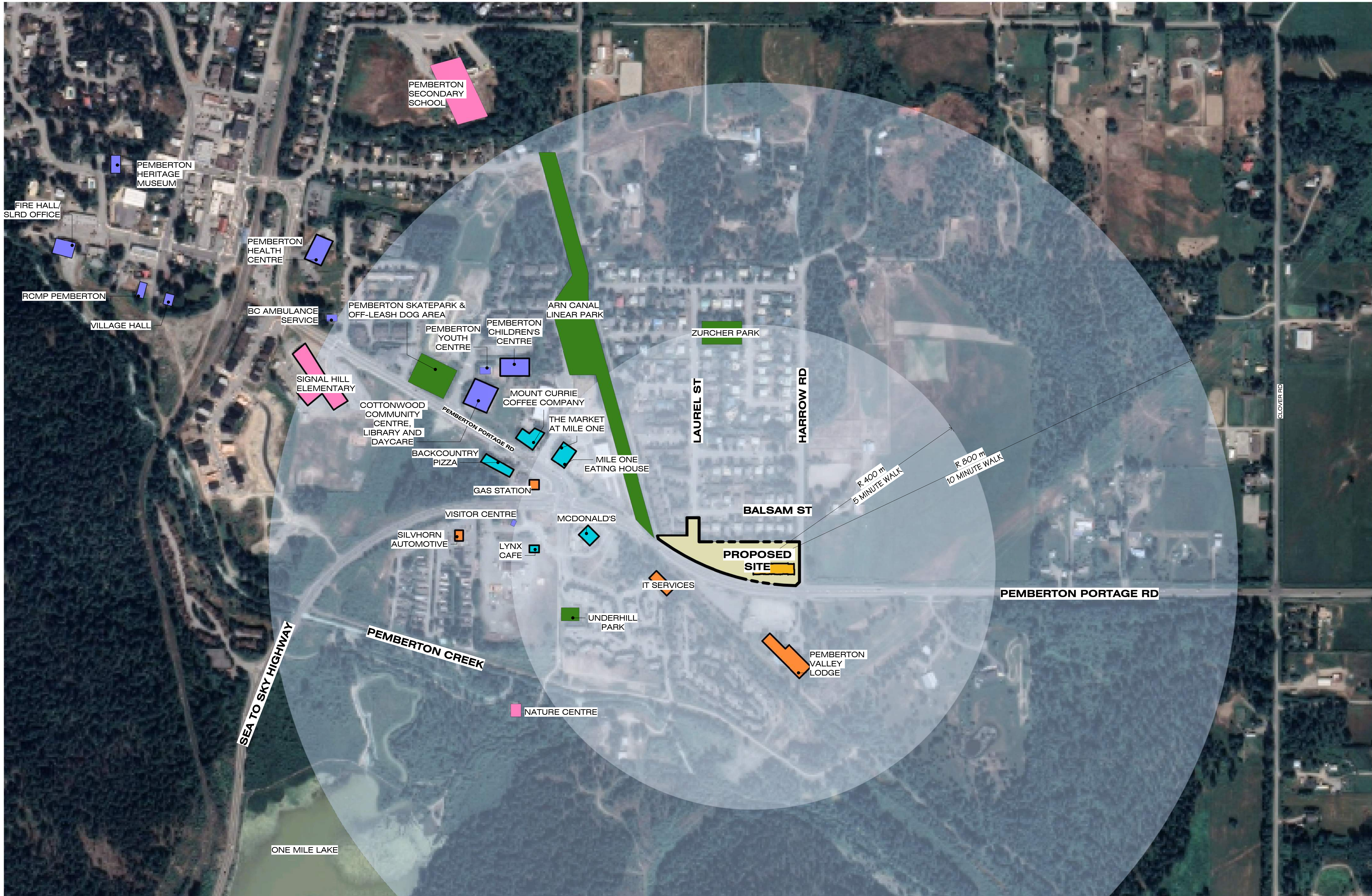
SCALE 1/2" = 1'-0"
JOB NO. 20123

604 793 9445
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Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2





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



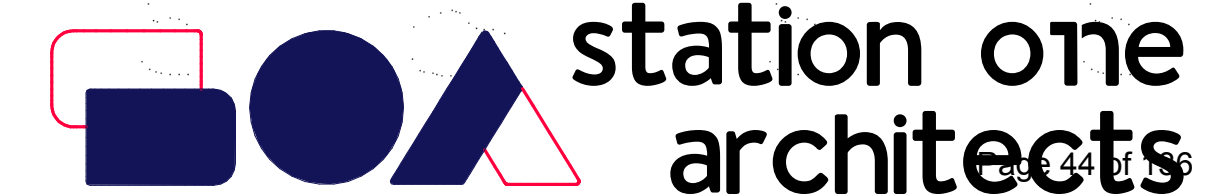
SITE CONTEXT PLAN
HARROW ROAD AFFORDABLE HOUSING
 LOT 2 HARROW ROAD, PEMBERTON

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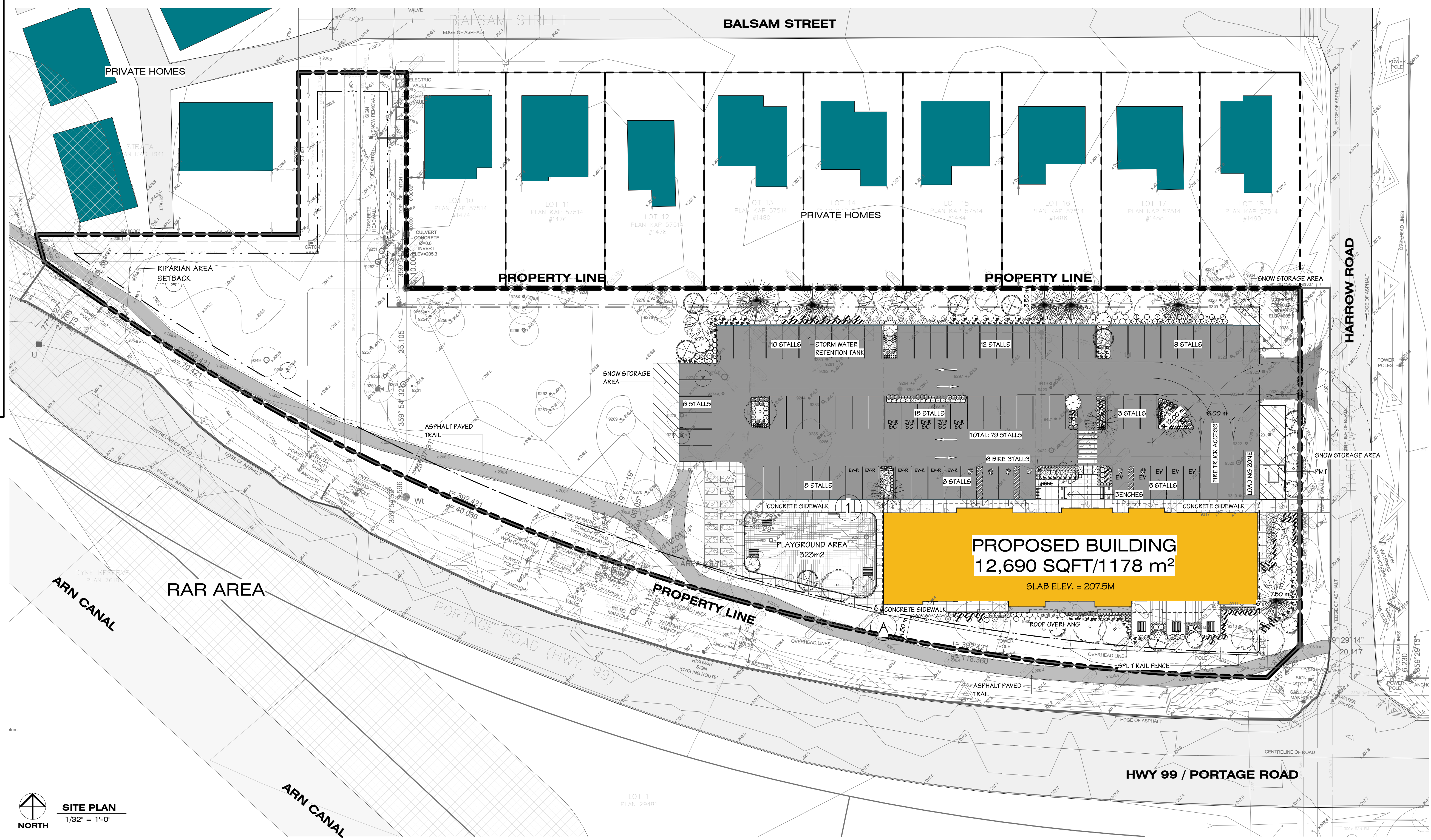


PROJECT DATA	
CIVIC ADDRESS: LEGAL DESCRIPTION:	LOT 2 DISTRICT LOT 203 LILLOET DISTRICT PLAN KAP56640
STANDARD:	VILLAGE OF PEMBERTON
SITE AREA GROSS:	12,326M ² (132,678 SQFT / 1.23 HA)

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

UNIT SYNOPSIS								
UNIT TYPE	BEDROOMS	2nd FLOOR	3rd FLOOR	4th FLOOR	5th FLOOR	TOTAL	AREA	
A	1 BED (ADAP)	4	4	4	4	16	538 SF	50 m ²
B	1 BED (ADAP)	0	1	1	1	3	552 SF	51 m ²
C	1 BED (ADAP)	1	1	1	1	4	569 SF	53 m ²
D	1 BED (ACC)	2	2	2	2	8	581 SF	54 m ²
E	2 BED (ADAP)	2	2	2	2	8	757 SF	70 m ²
F	2 BED (ADAP)	1	1	1	1	4	760 SF	71 m ²
G	2 BED (ADAP)	2	2	2	2	8	755 SF	70 m ²
H	2 BED (ADAP)	1	1	1	1	4	752 SF	67 m ²
K	3 BED (ADAP)	2	2	2	2	8	914 SF	85 m ²
TOTAL						63		
ADAP = ADAPTABLE UNITS		% OF TOTAL ADAPTABLE UNITS = 87%						
ACC = ACCESSIBLE UNITS		% OF TOTAL ACCESSIBLE UNITS = 13%						

SITE SYMBOL LEGEND				
1	GRID REFERENCE	HB	MISC. SYMBOLS	PATTERNED AREAS
Room name	ROOM MARKER	RWL	HOSE BIB	NEW PARKING AREA
101	ROOM NUMBER	GB	RAIN WATER LEADER	NEW ASPHALT TRAIL
10	SECTION MARKER	EV-R	GAS BIB	EXISTING ROADS
A101	SECTION NUMBER	EV-R	EV ROUGH-IN	PROPOSED BUILDING
00	DETAIL MARKER	C.B.	CATCH BASIN. SEE CIVIL	NEIGHBOURING BUILDINGS
A101	DETAIL NUMBER	L.D.	LAWN DRAIN. SEE CIVIL	PLAYGROUND
---	PROPERTY LINE	LT	LIGHT FIXTURE. SEE ELECTRICAL	SNOW STORAGE AREA
---	SETBACK LINE	X-X	FENCE	RIPARIAN AREA SETBACK
				NEW SIDEWALK



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

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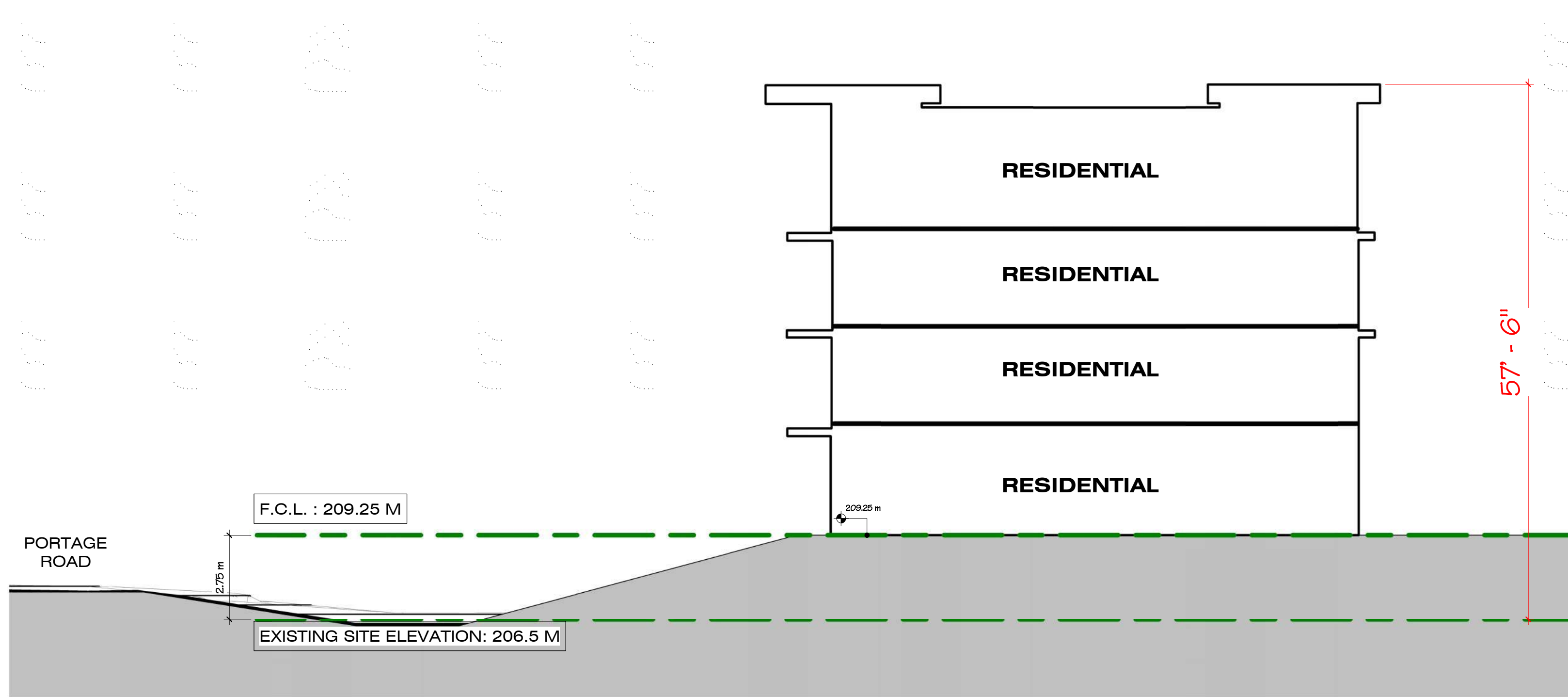


SUMMARY - WHAT WE HEARD

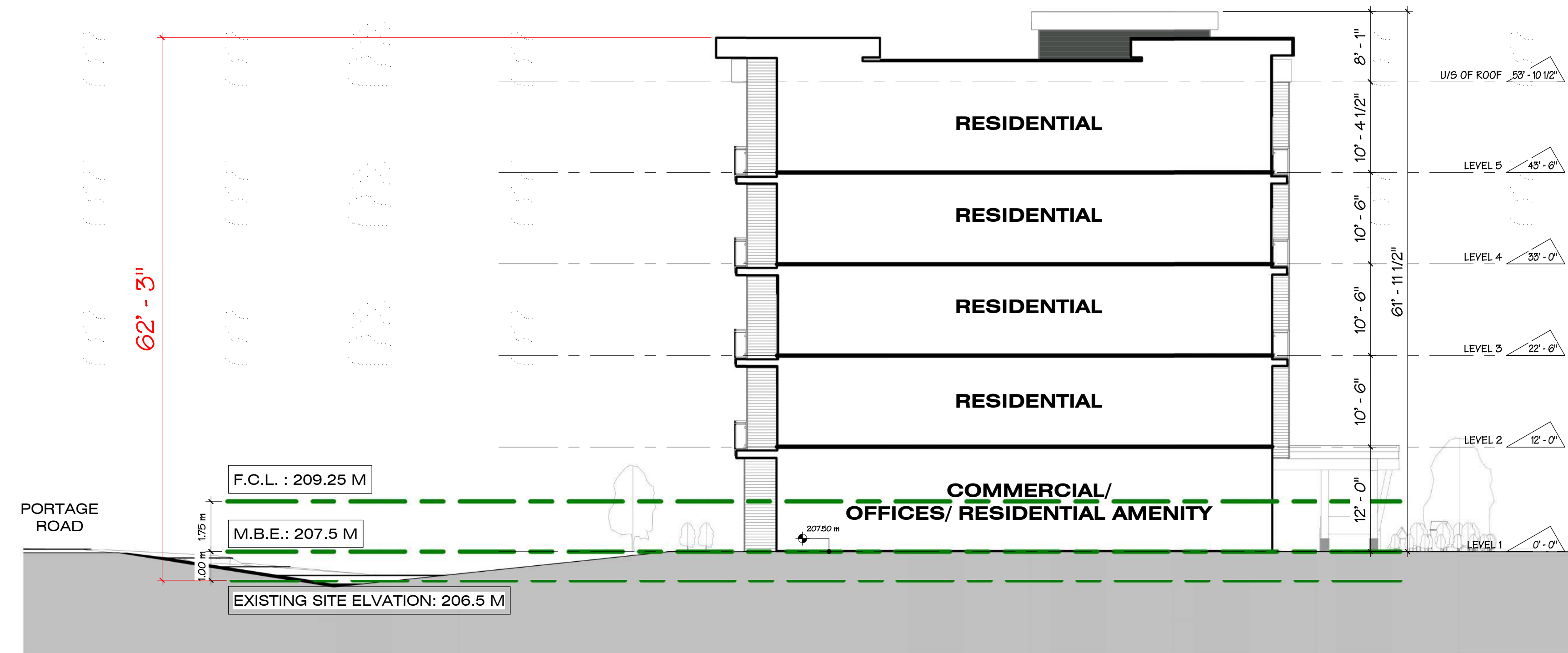
WHAT WE HEARD	RESPONSE	REF. PAGE
Concerns about there being sufficient parking for future residents and visitors and the possibility of overflow parking in the neighbourhood.	An independent traffic engineer has provided a parking recommendation specific to the building use and tenure. The recommendation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



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



4 STOREYS
1" = 10'-0"



5 STOREYS
1" = 10'-0"

BUILDING HEIGHT

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

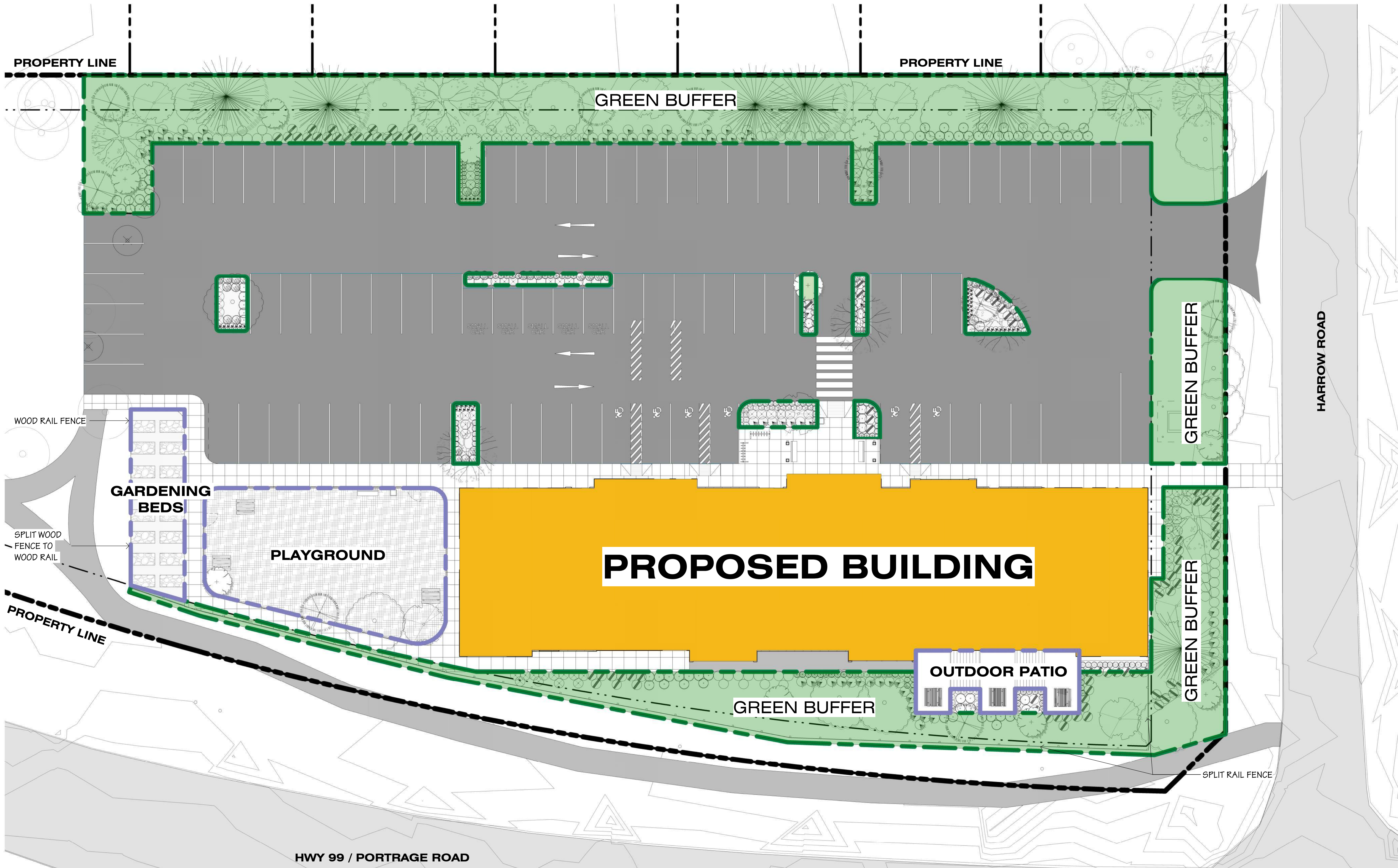
SCALE 1" = 10'-0"
JOB NO. 20123

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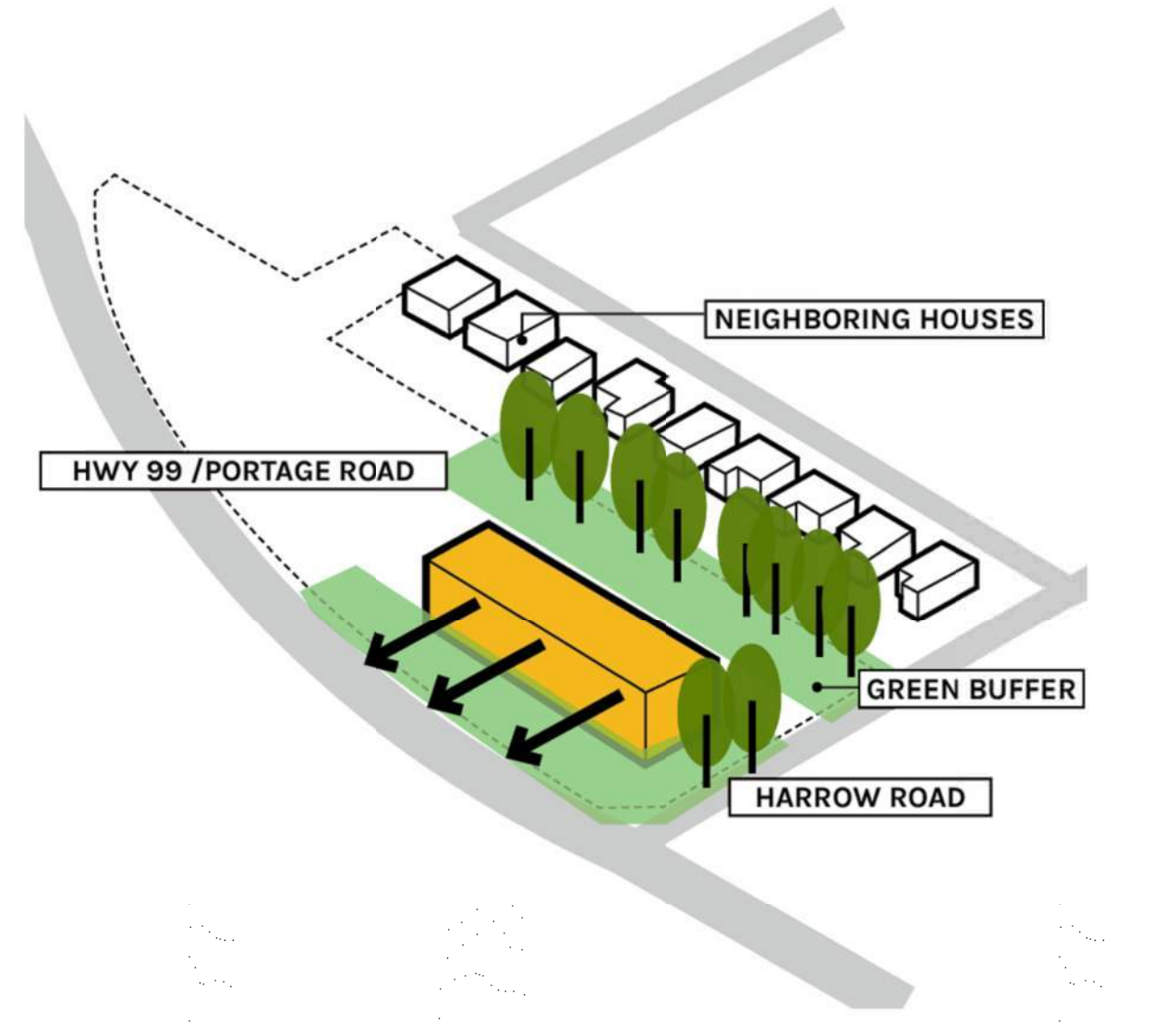
Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2

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



LINETYPE LEGEND	
	GREEN BUFFER
	OUTDOOR AMENITIES
	PROPERTY LINE
	SETBACK



GREEN BUFFER & PUBLIC SPACE

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE As indicated
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WHAT WE HEARD: CONCERNS REGARDING PARKING

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

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

THE FOLLOWING IS A BREAKDOWN OF PARKING STALLS:

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

STANDARD STALLS:

TOTAL PROPOSED:

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

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

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

TOTAL PROPOSED:

47 STALLS

TOTAL PROVIDED:

51 STALLS

VISITOR PARKING STALLS:

TOTAL PROPOSED:

0.06 STALLS PER DU X 63 DU = 4 STALLS

TOTAL PROVIDED:

4 STALLS (TO BE SHARED WITH COMMERCIAL)

NEIGHBOURHOOD COMMERCIAL USE PARKING STALLS:

TOTAL PROPOSED:

0.027 STALLS PER 1M2 X 714 M2 OF SCS PROGRAMMING SPACE = 19 STALLS

TOTAL PROVIDED:

0.0357 STALLS PER 1M2 X 129 M2 OF MARKET COMMERCIAL RETAIL = 5 STALLS

TOTAL PARKING PROVIDED:

79 STALLS

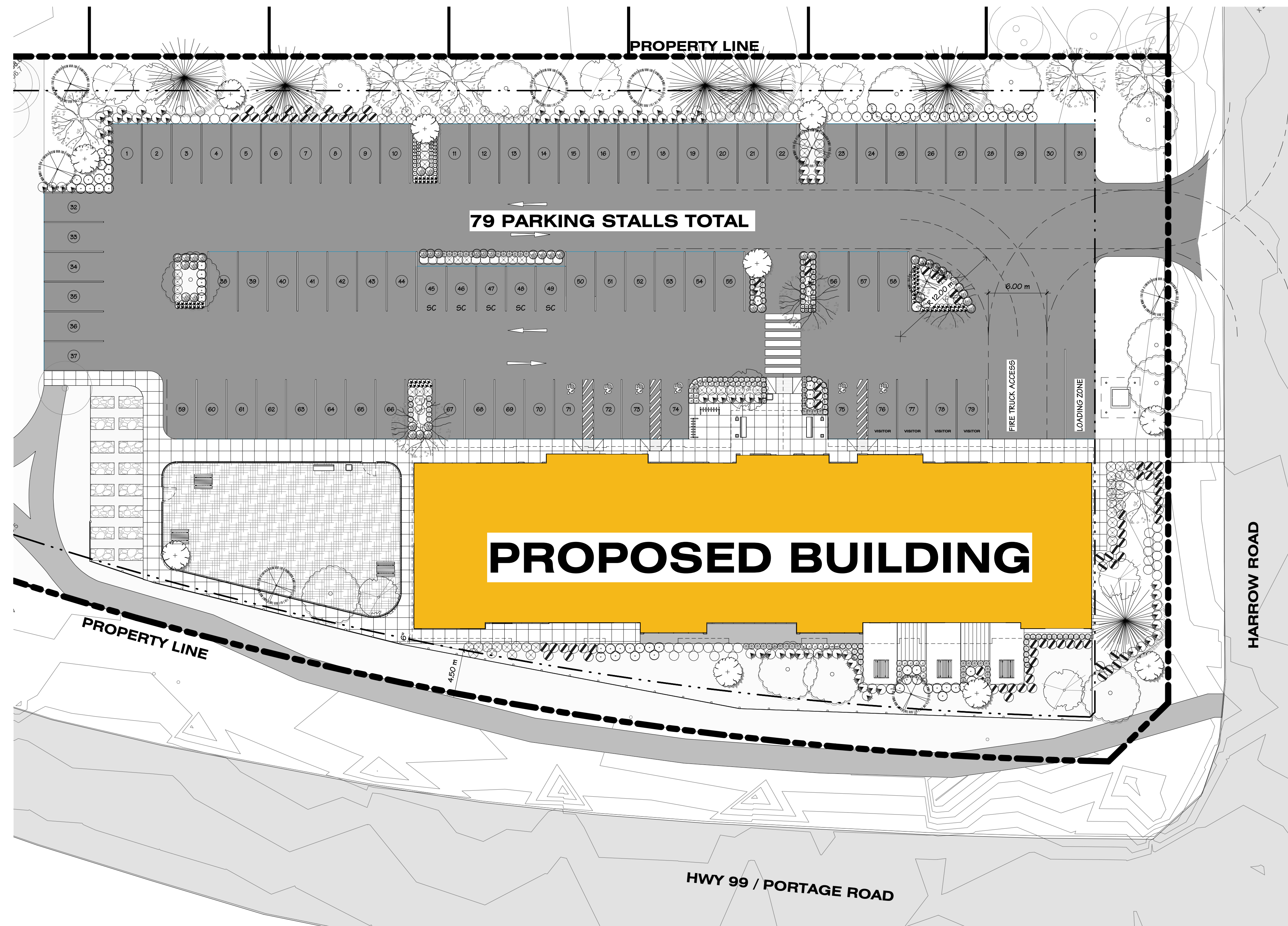
SMALL CAR PARKING STALLS:

TOTAL ALLOWED:

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

TOTAL PROVIDED:

5 STALLS



PARKING

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

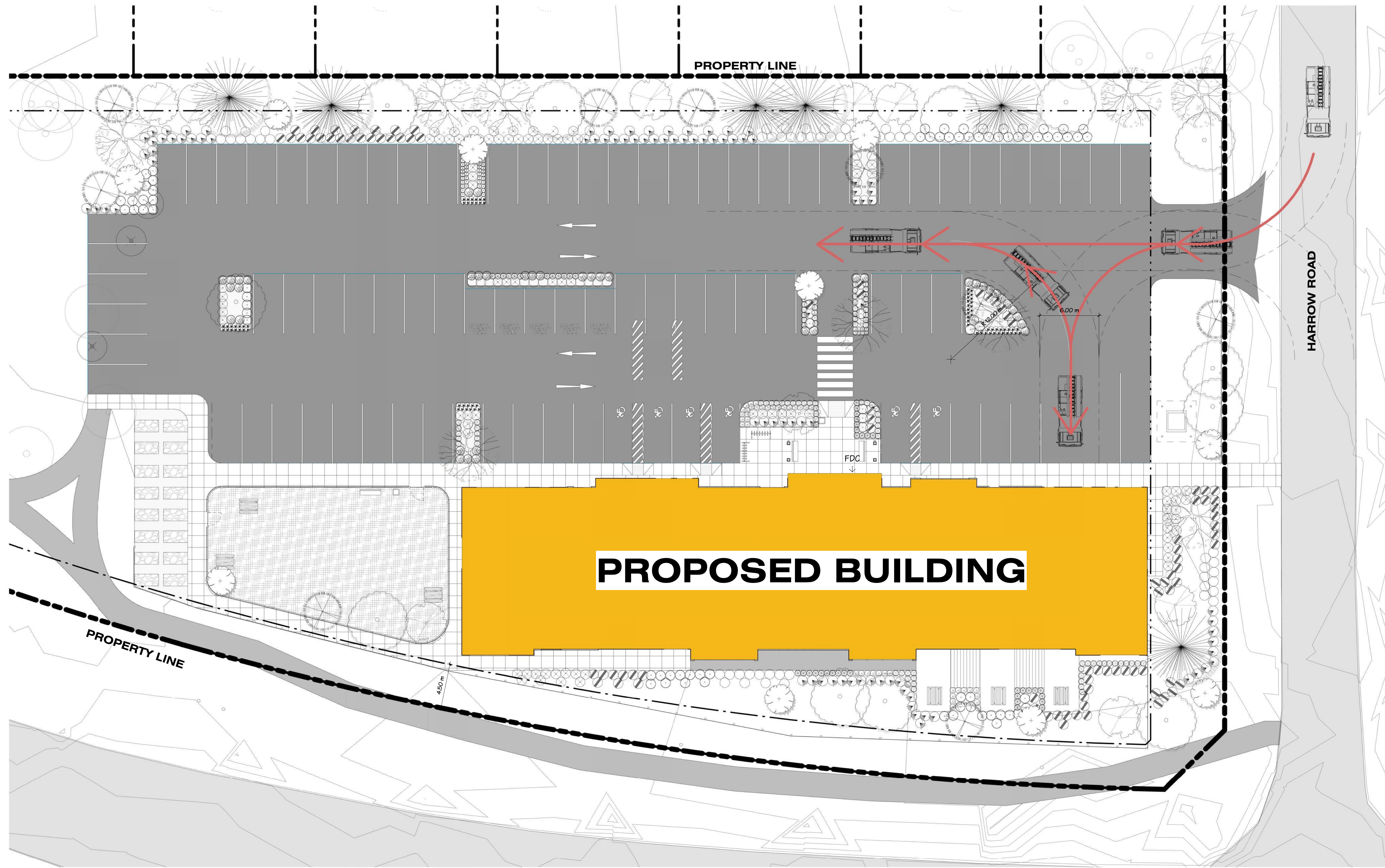
SCALE 3/64" = 1'-0"
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 203-2190 W. Railway St
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WHAT WE HEARD: WILL FIRE TRUCKS BE ABLE TO ACCESS THE BUILDING?



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

FIRE TRUCK ACCESS

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

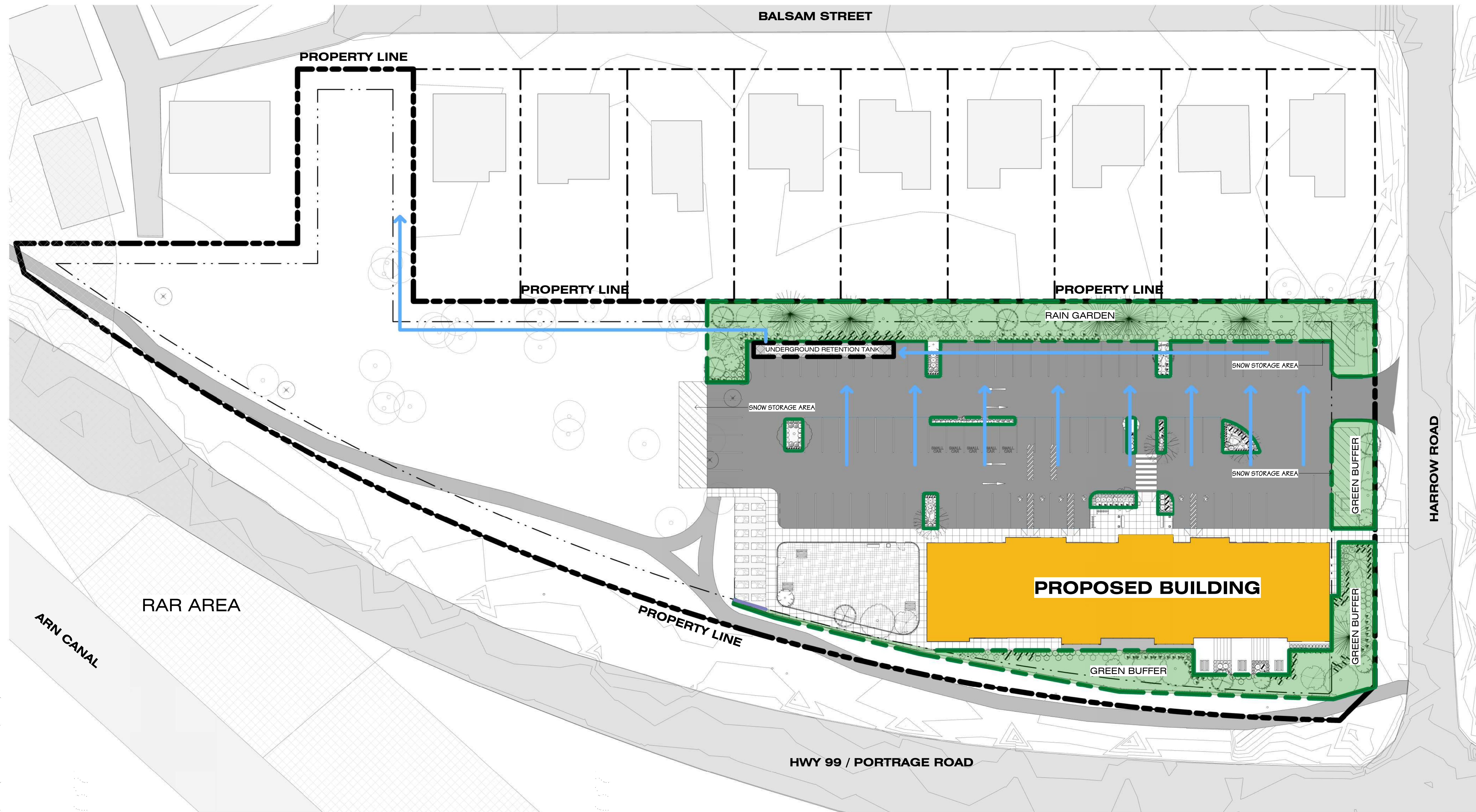
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JOB NO. 20123

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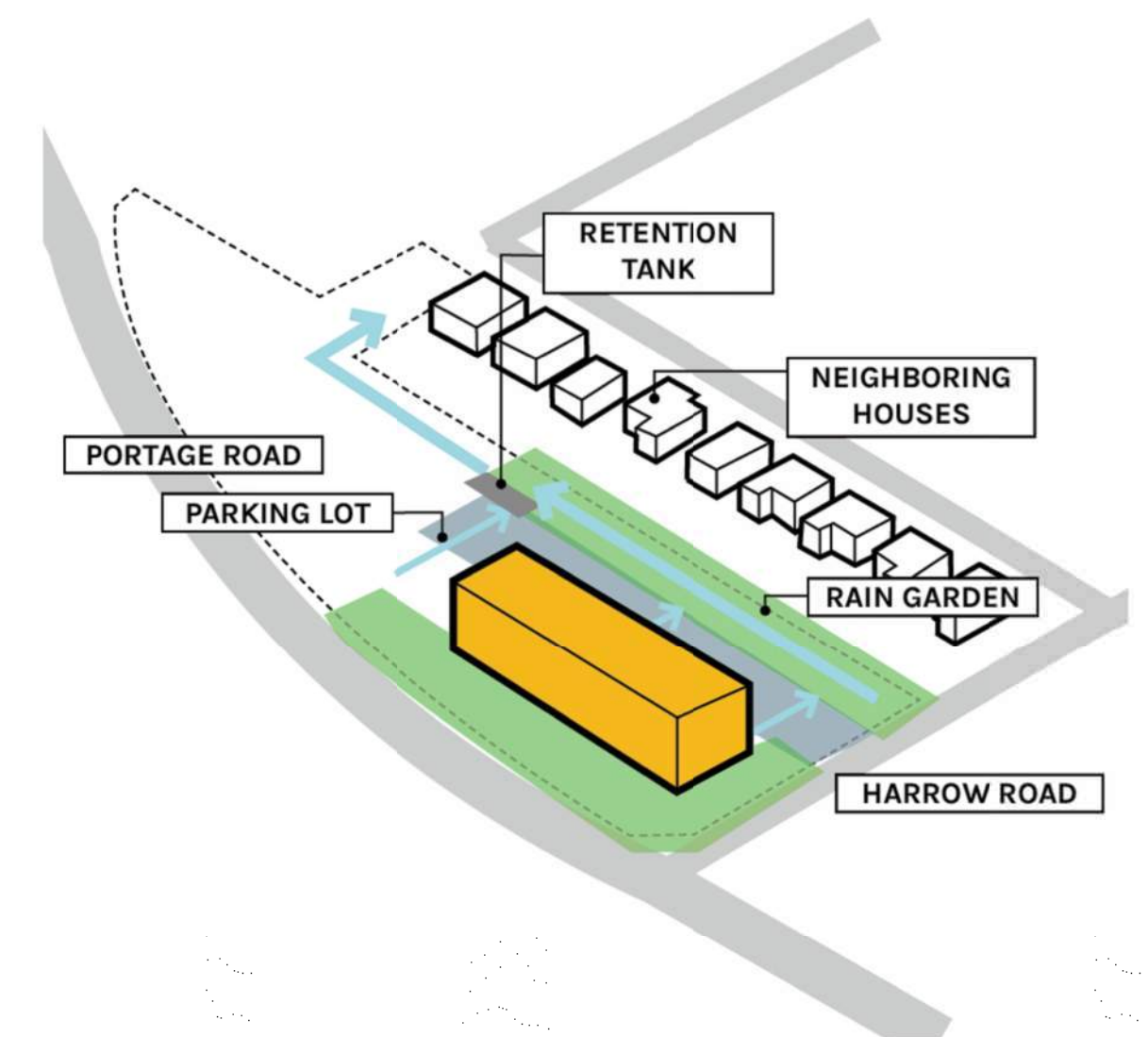
Chilliwack
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203-2190 W. Railway St
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WHAT WE HEARD: STORMWATER MANAGEMENT



LINETYPE LEGEND	
	GREEN BUFFER
	STORMWATER
	PROPERTY LINE
	SETBACK



STORMWATER MANAGEMENT

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE As indicated
JOB NO. 20123

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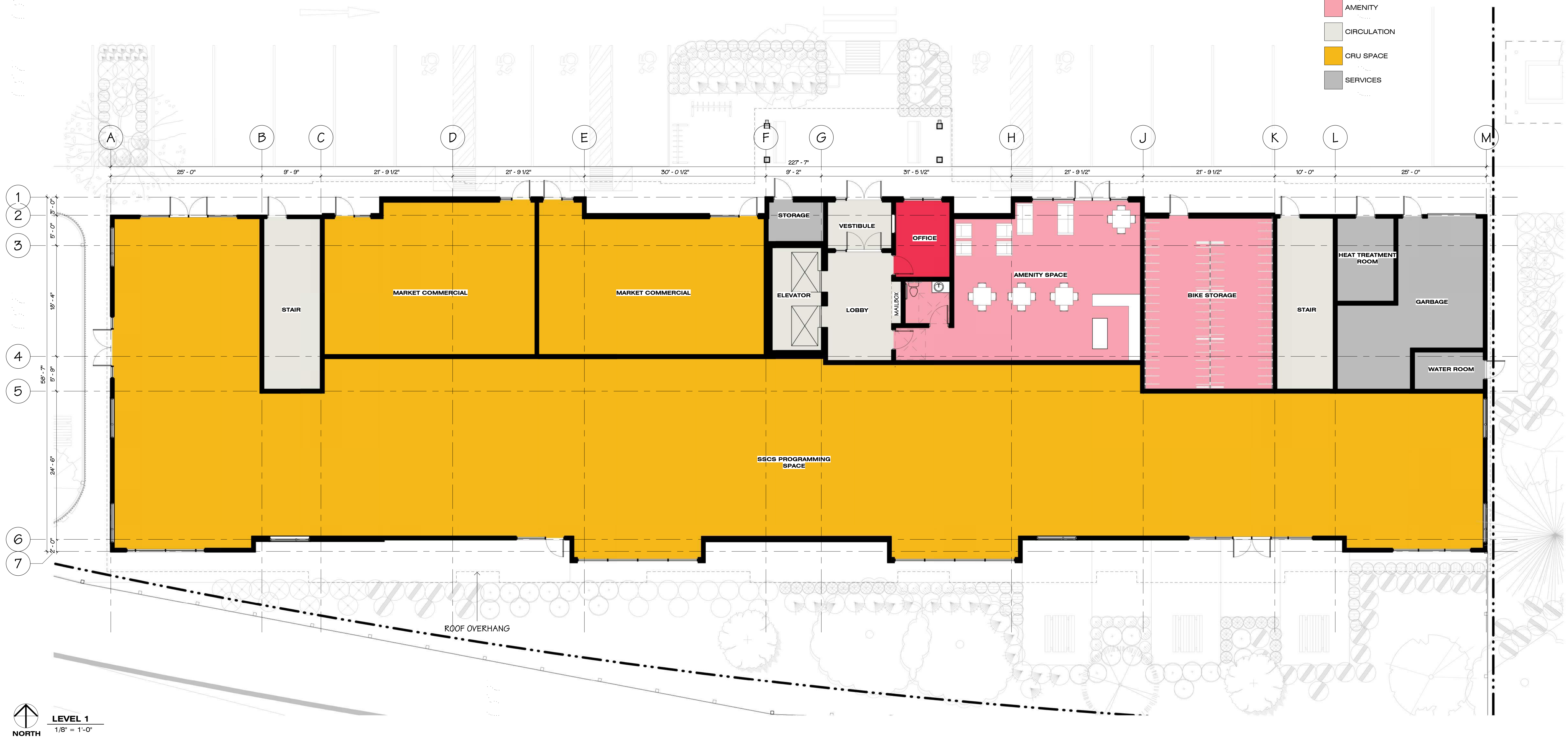
Chilliwack
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SYMBOL LEGEND	
①	GRID REFERENCE
□	ROOM MARKER
ROOM NAME	ROOM NAME

USE LEGEND

- ADMINISTRATION
- AMENITY
- CIRCULATION
- CRU SPACE
- SERVICES



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

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

USE LEGEND

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



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

SCALE As indicated
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SYMBOL LEGEND

1	GRID REFERENCE
	ROOM MARKER
ROOM NAME	ROOM NAME

USE LEGEND

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



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

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

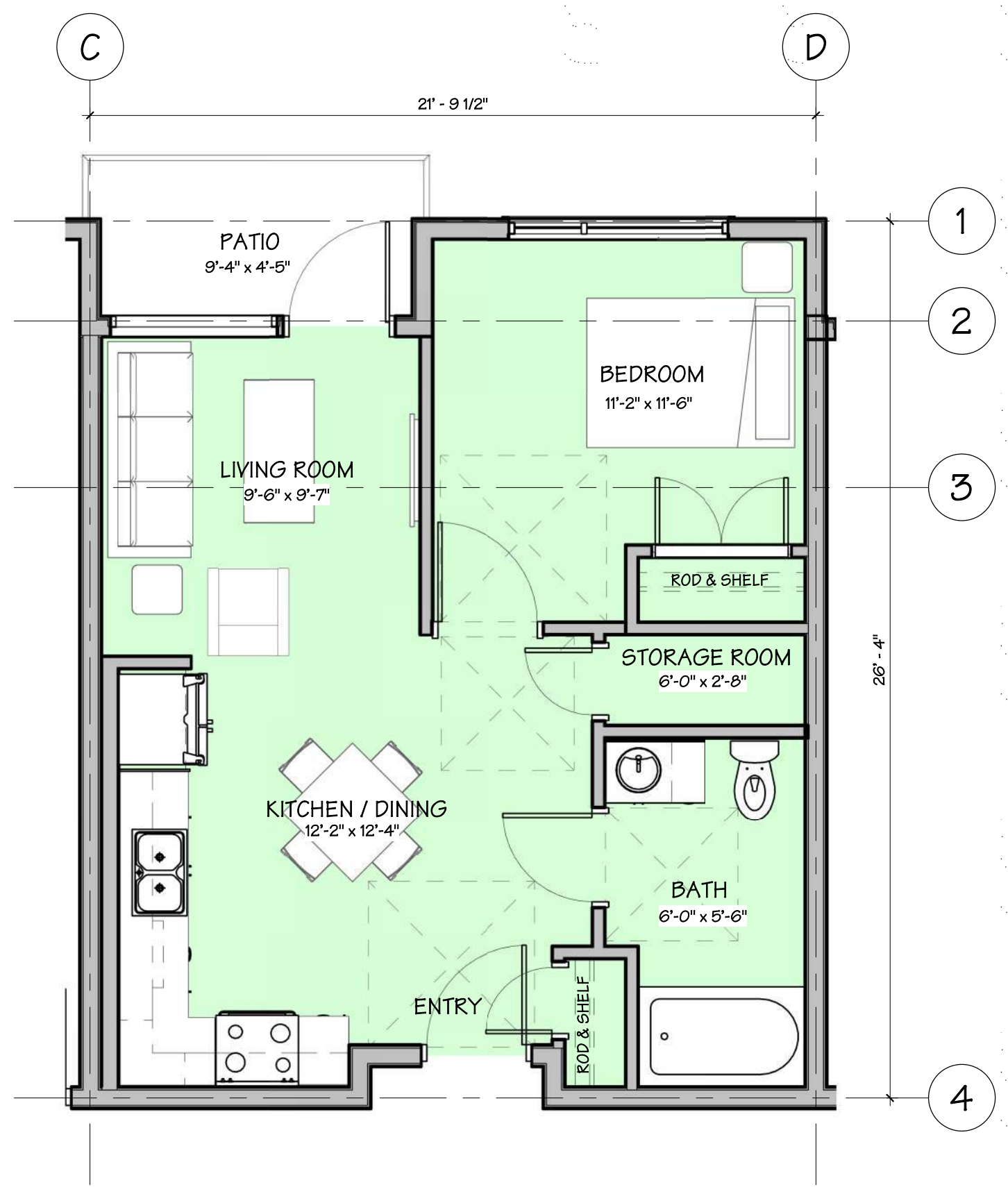
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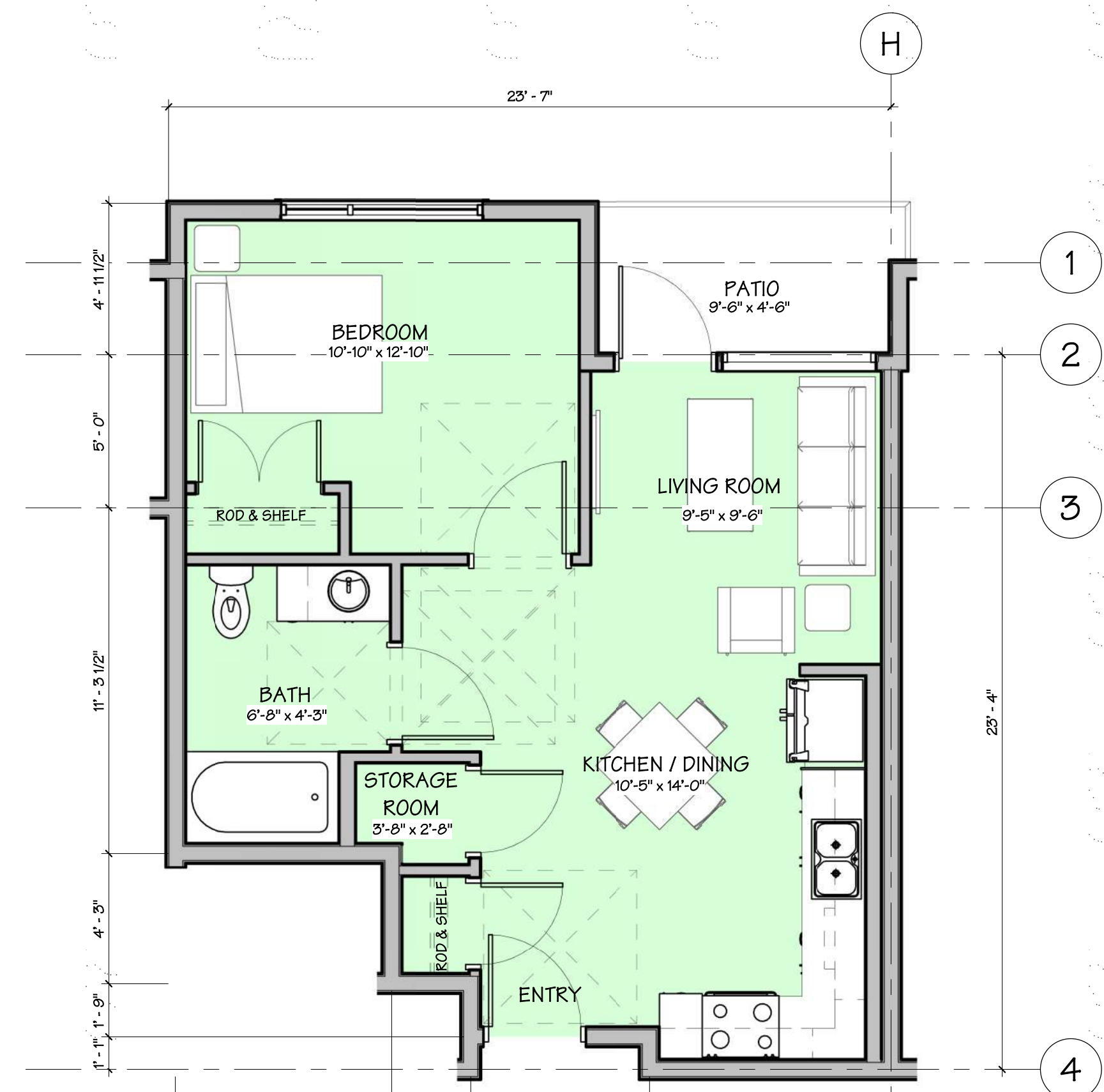
Chilliwack
9355 Young Rd
V2P 4S3

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203-2190 W. Railway St
V2S 2E2

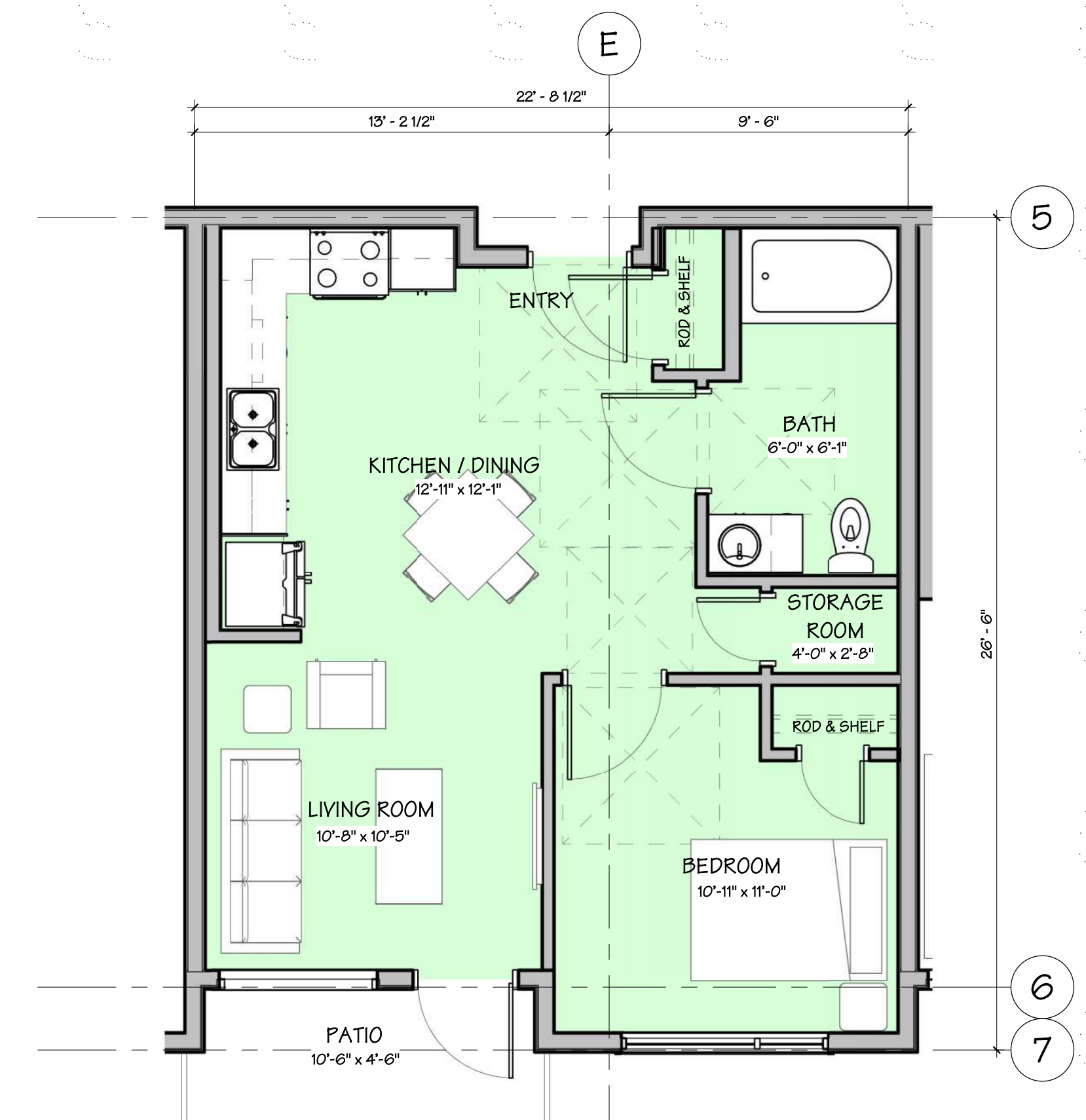




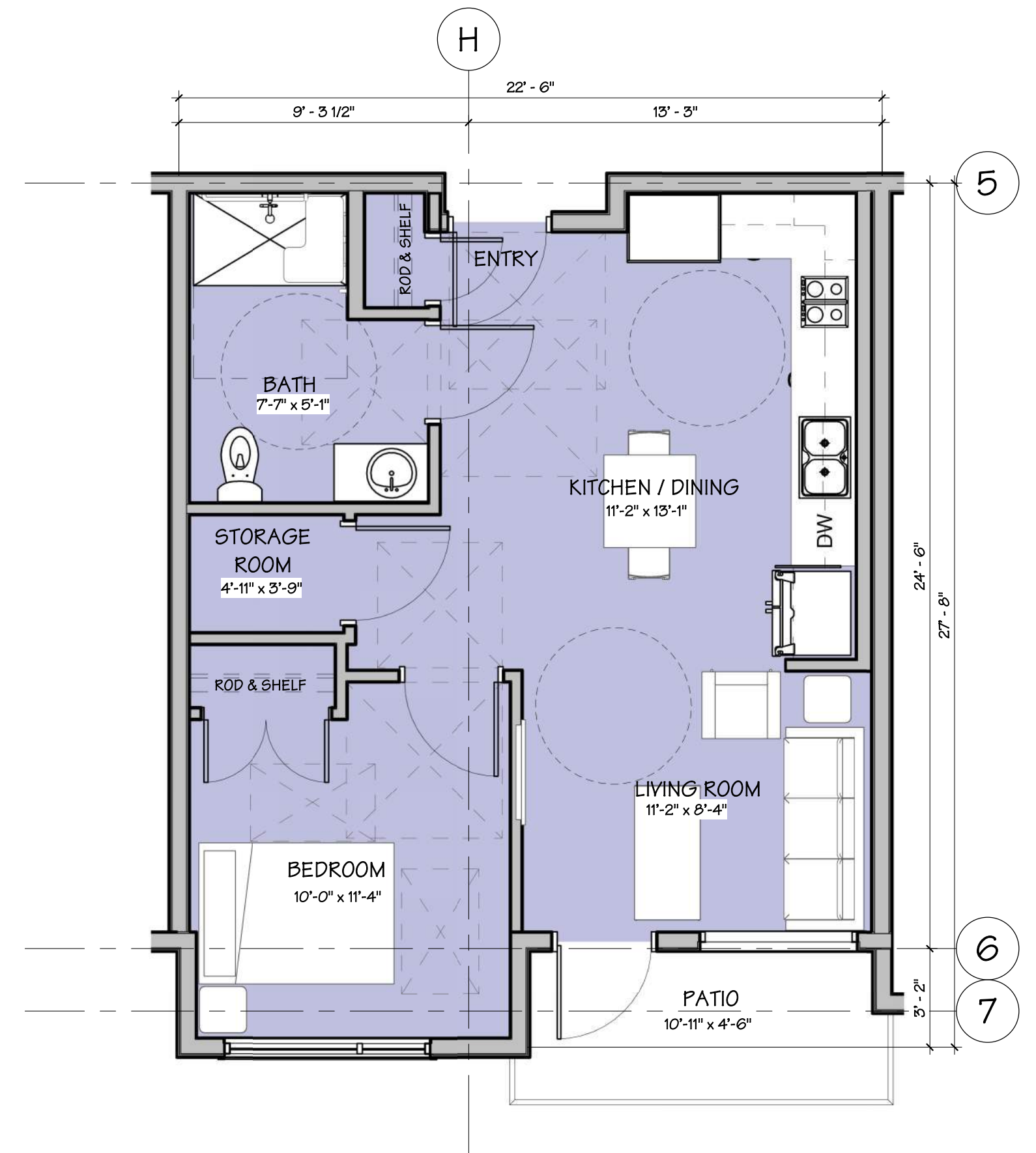
UNIT A
1/4" = 1'-0"



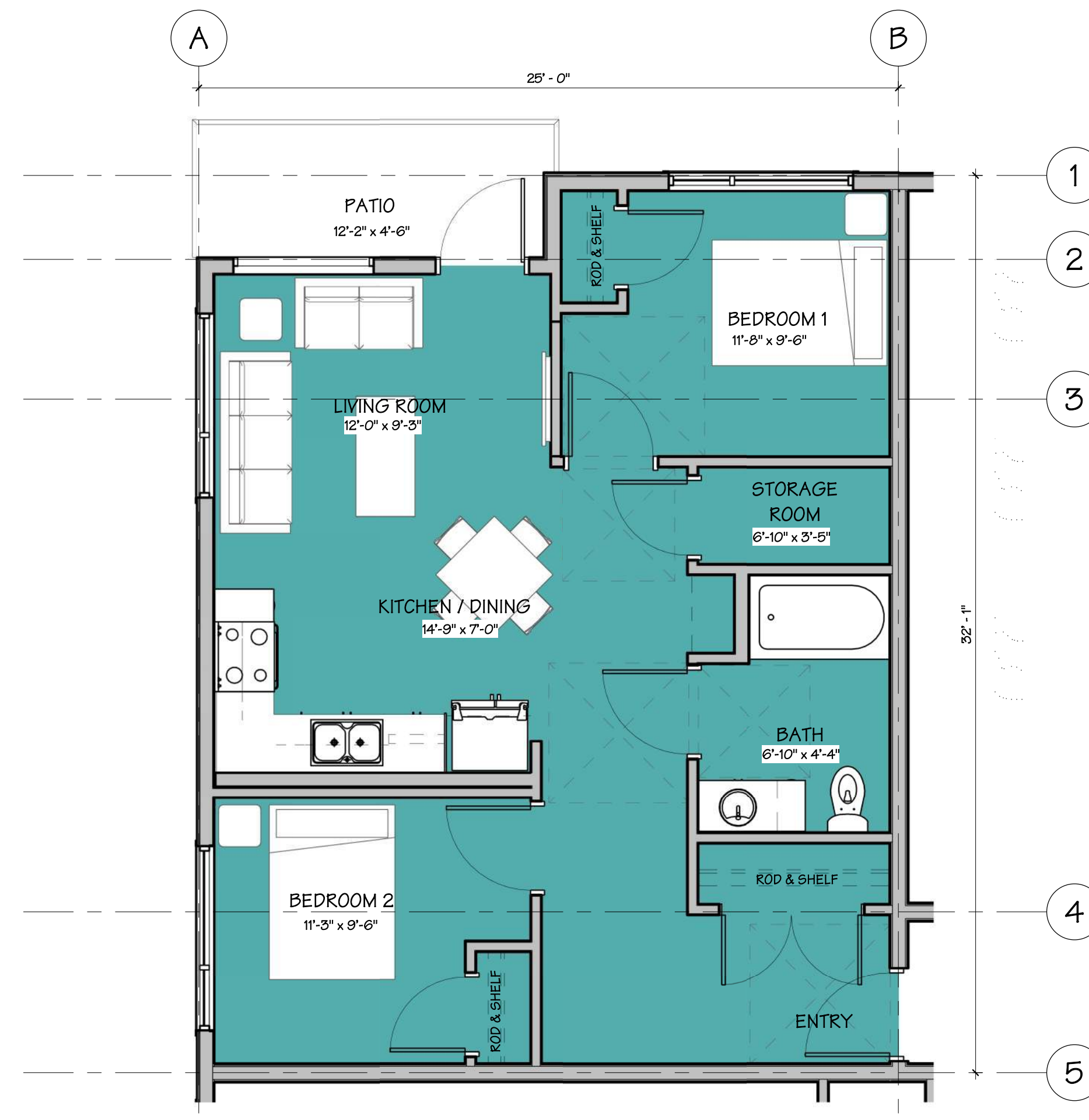
UNIT B
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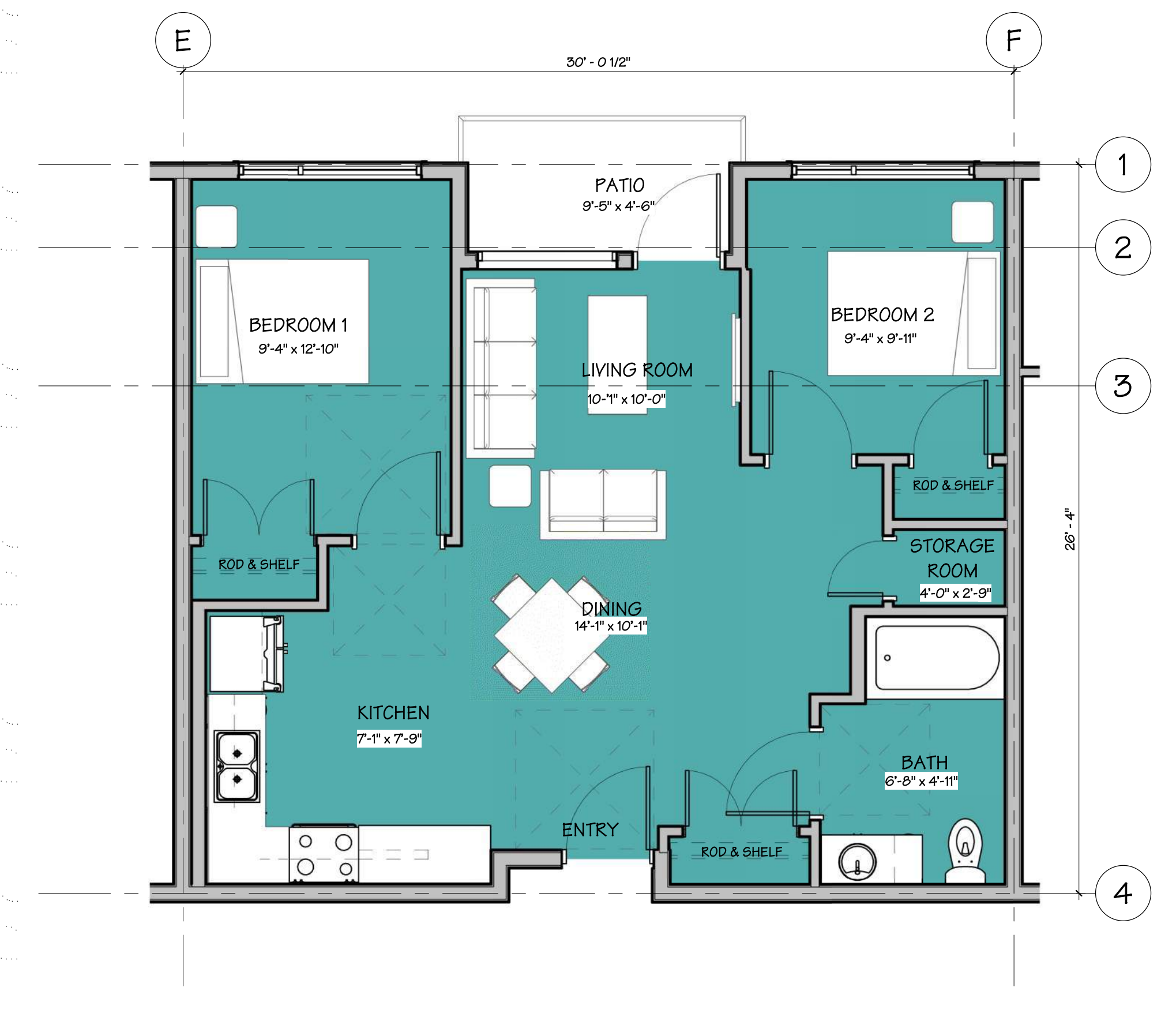
UNIT C
1/4" = 1'-0"



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



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



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

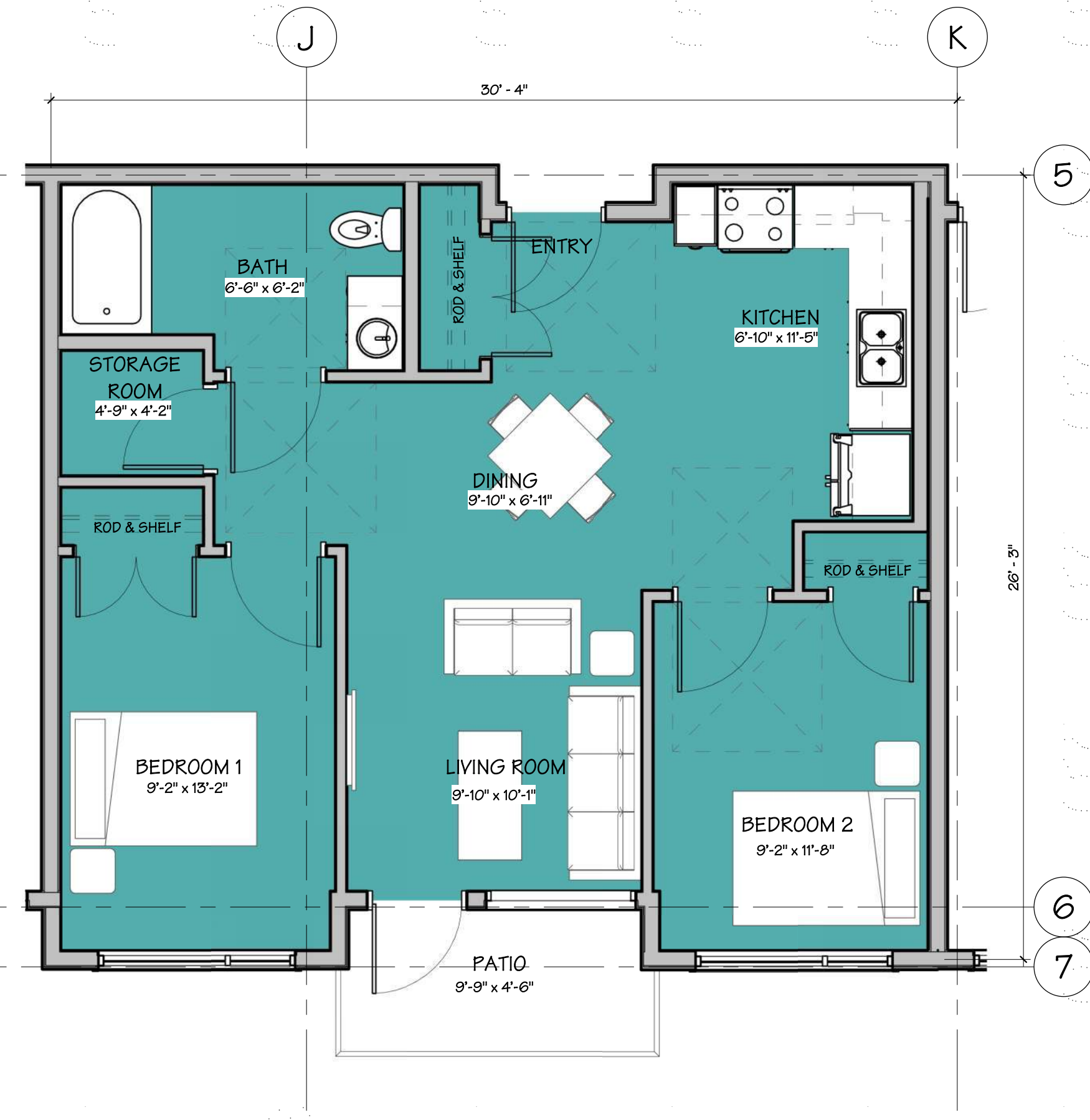
ENLARGED UNIT PLANS
HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

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

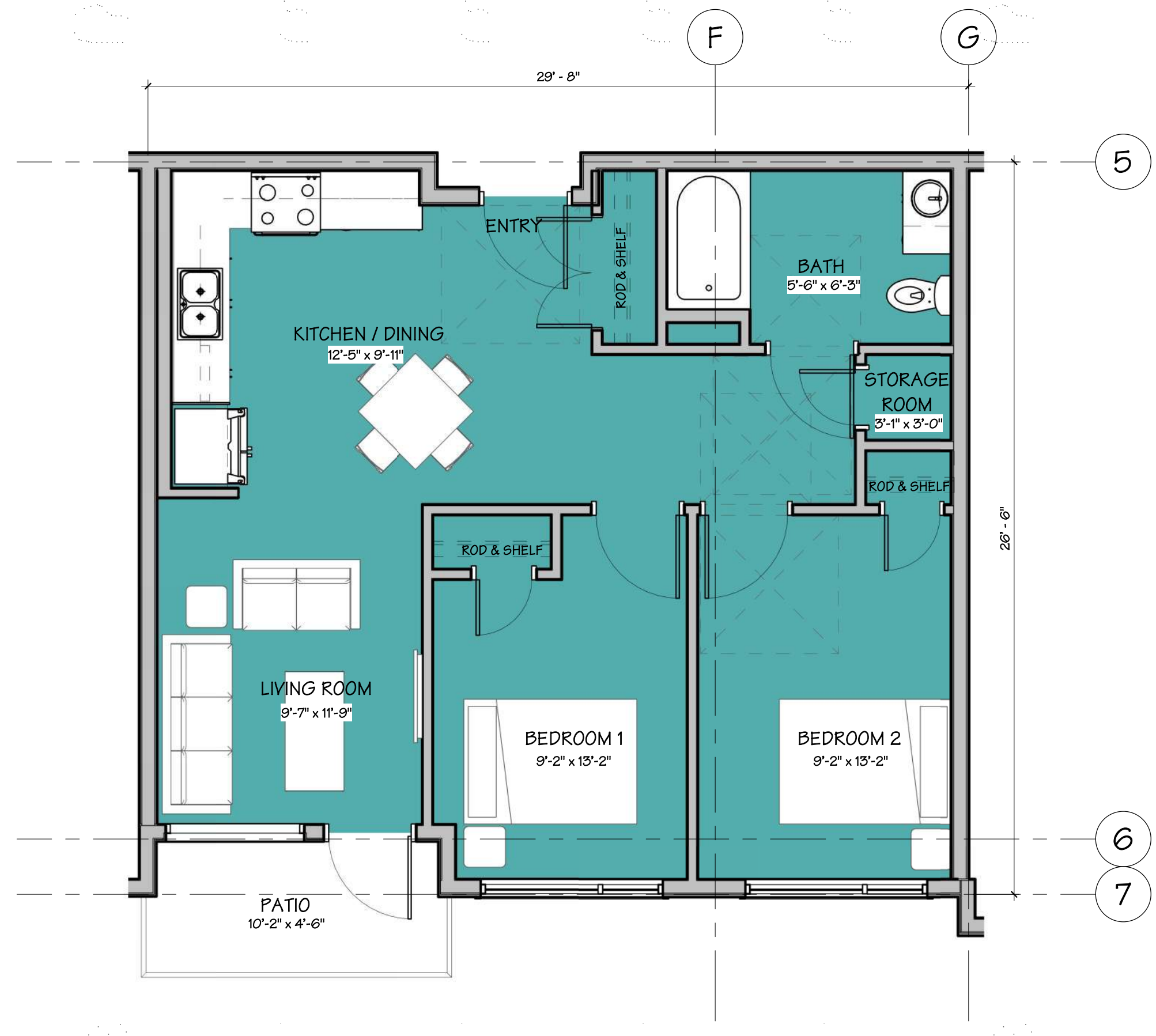
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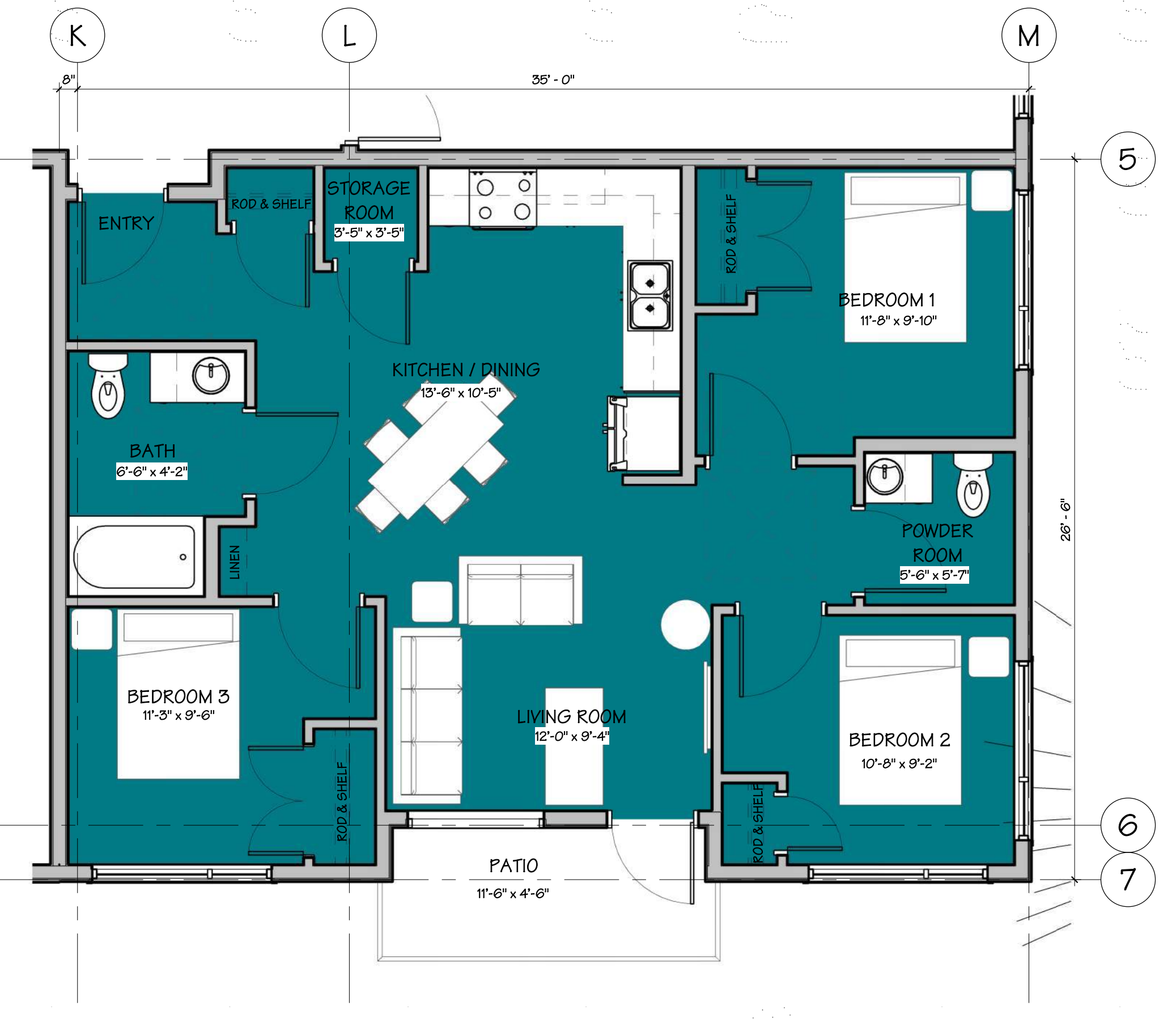
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UNIT G
1/4" = 1'-0"



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



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

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



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



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

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

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

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EXTERIOR FINISH SCHEDULE

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



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



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

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

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

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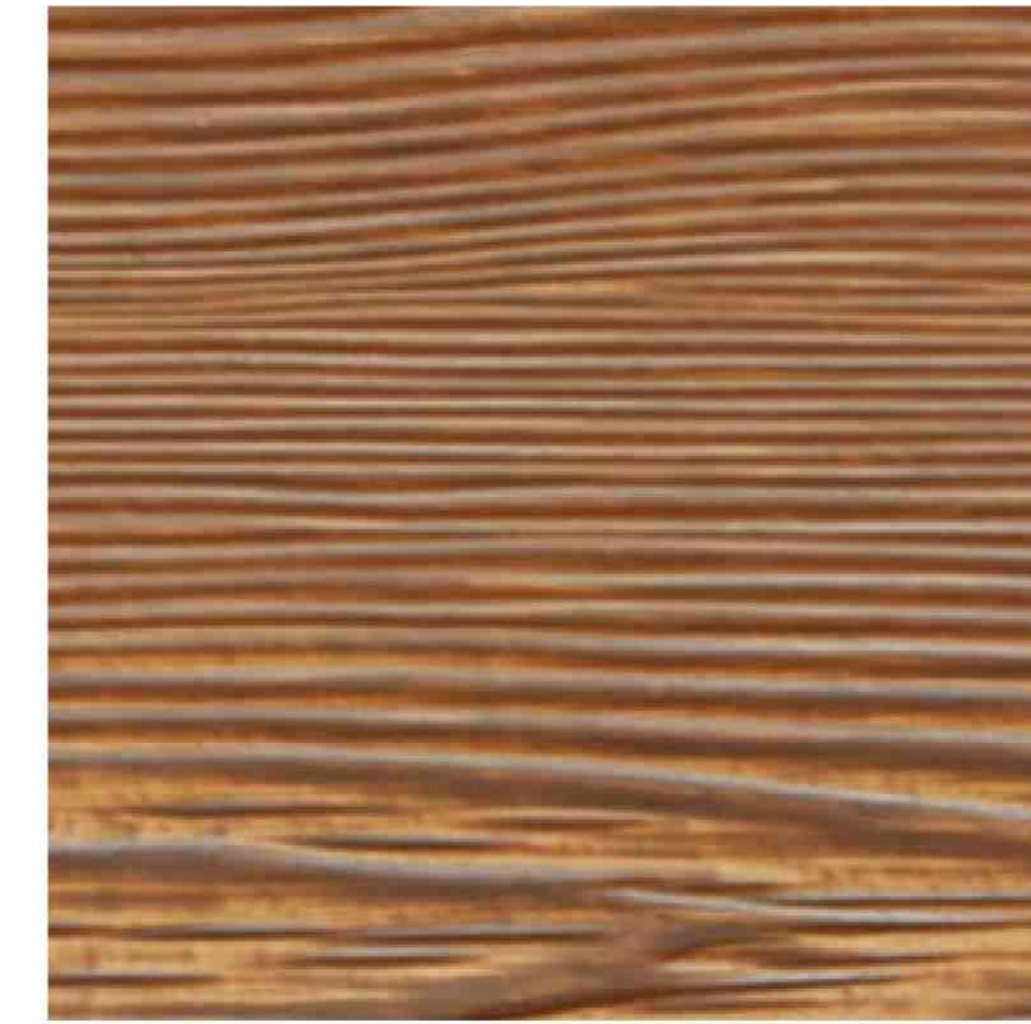
Chilliwack
9355 Young Rd
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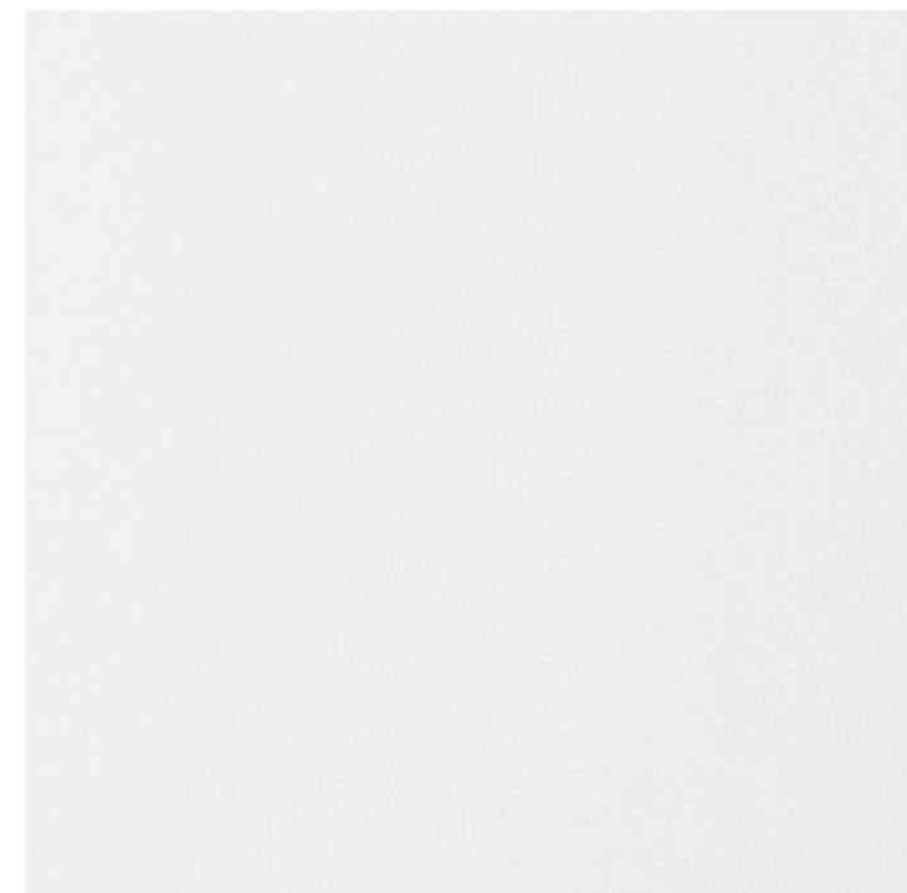




1 BRICK | MUTUAL MATERIALS | COAL CREEK



2 LAP SIDING | JAMES HARDIE WOODTONE | SUMMER WHEAT



ARCTIC WHITE | SMOOTH FINISH



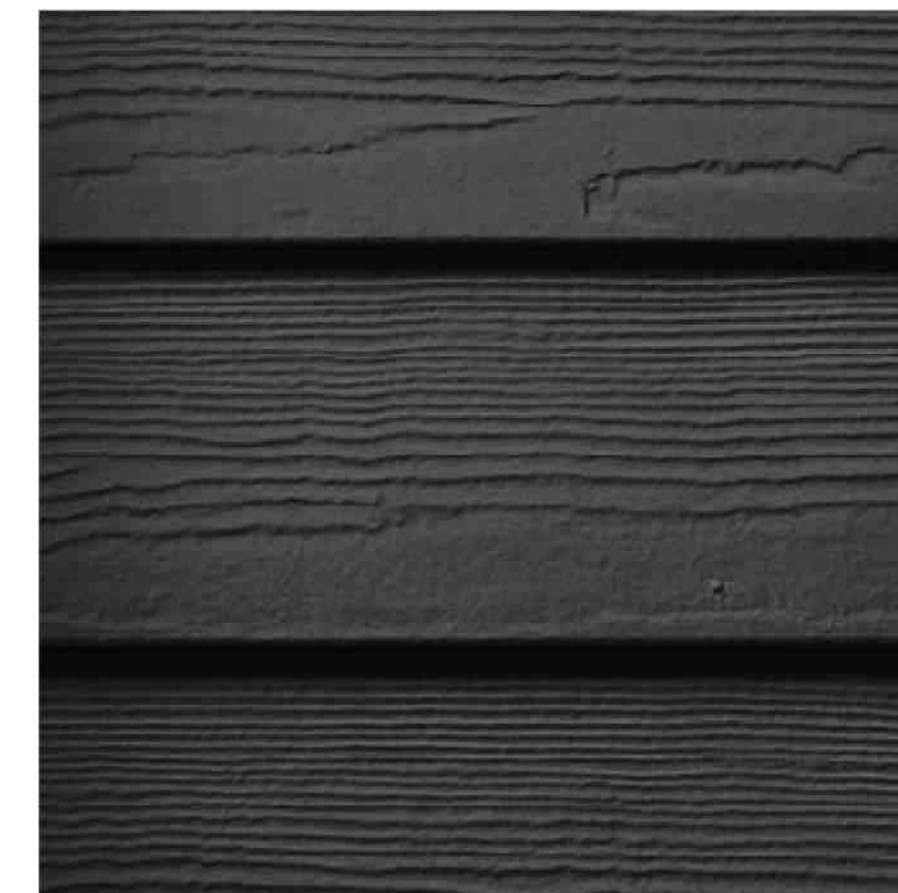
IRON GREY | SMOOTH FINISH



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



PEARL GREY | SELECT CEDAR MILL



IRON GREY | SELECT CEDAR MILL



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



IRON GREY | SMOOTH FINISH



ARCTIC WHITE | SMOOTH FINISH



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

EXTERIOR MATERIAL

HARROW ROAD AFFORDABLE HOUSING

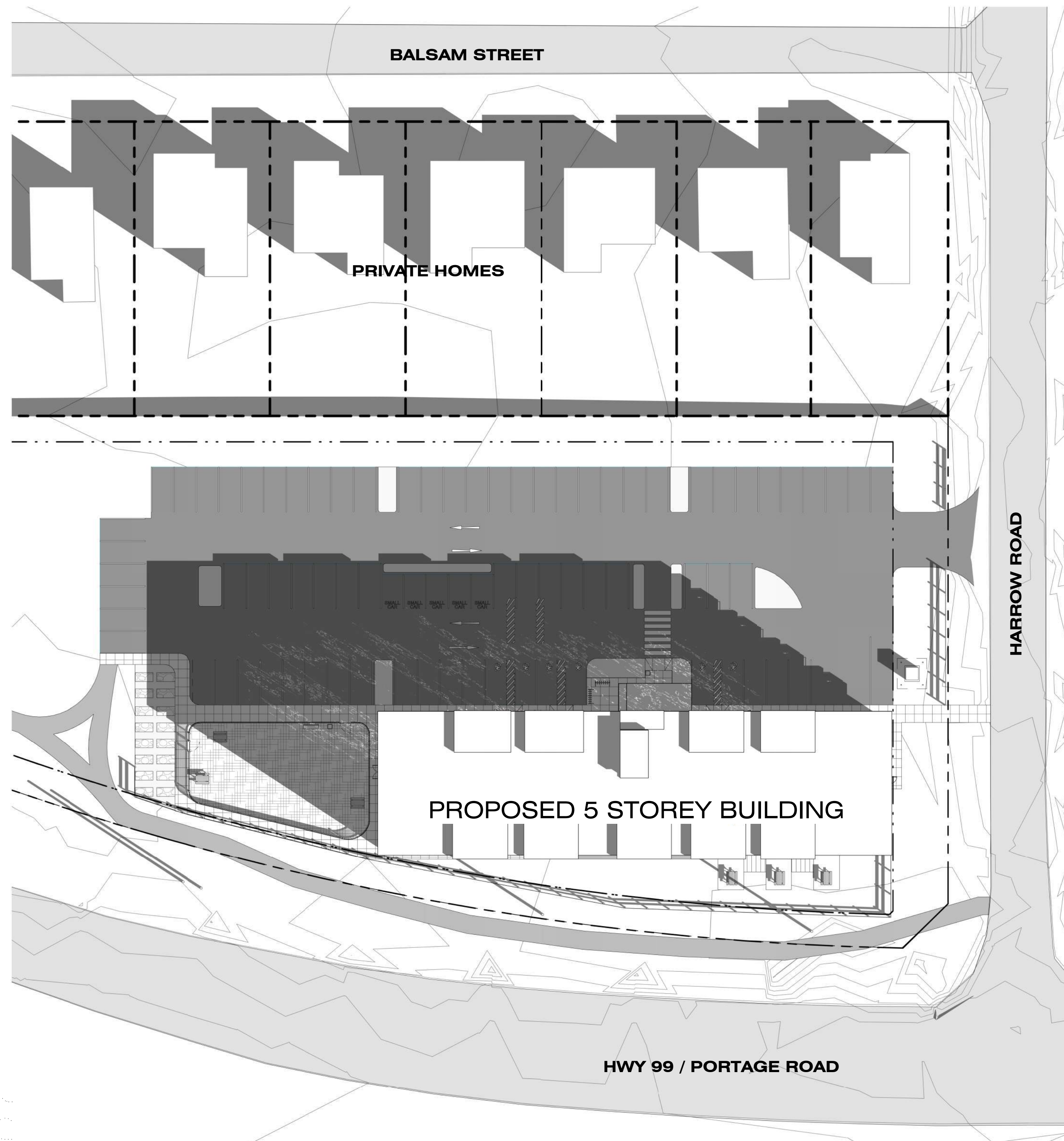
LOT 2 HARROW ROAD, PEMBERTON

SCALE
JOB NO. 20123

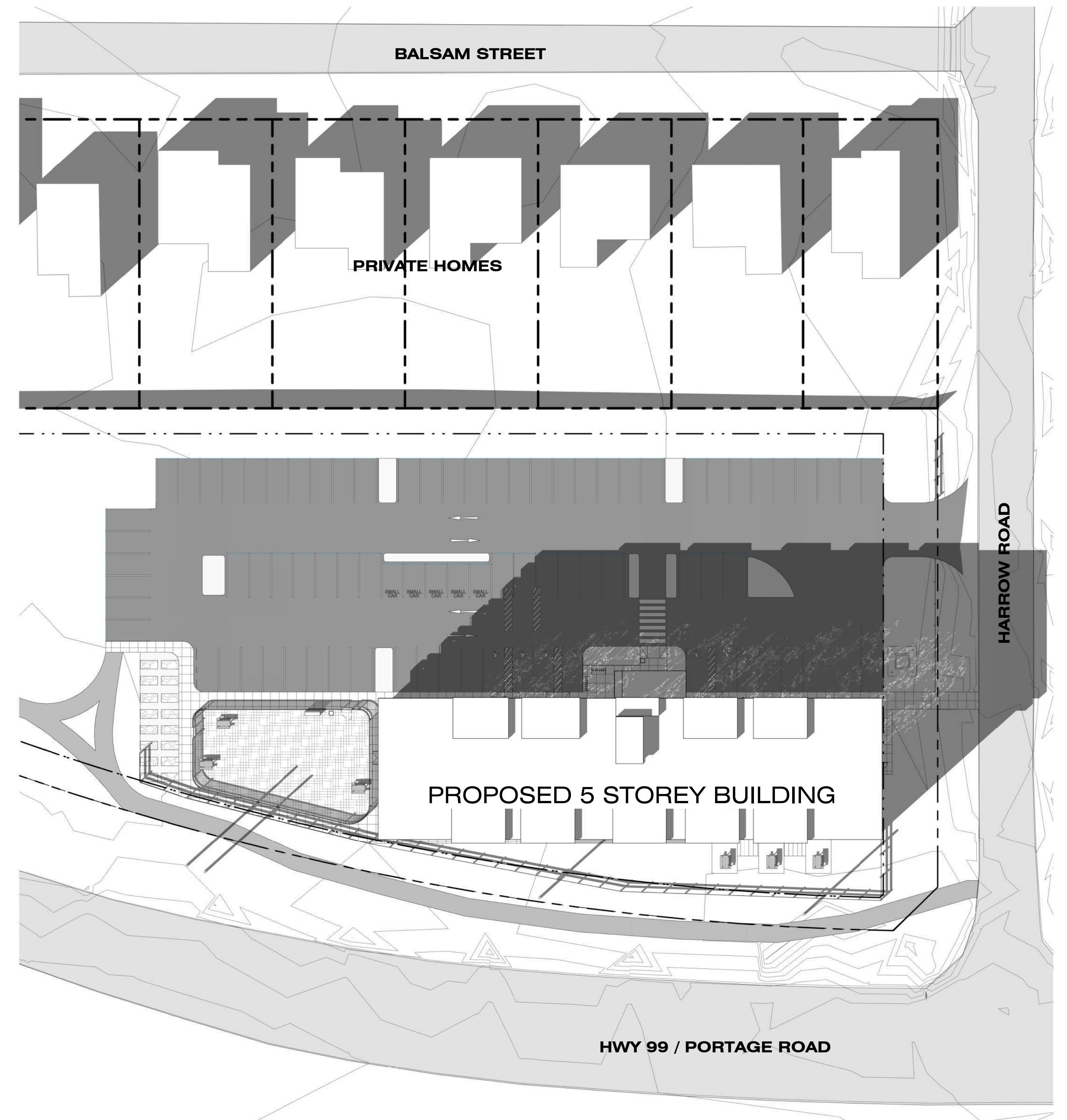
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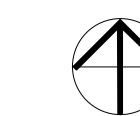
Chilliwack
9355 Young Rd
V2P 4S3

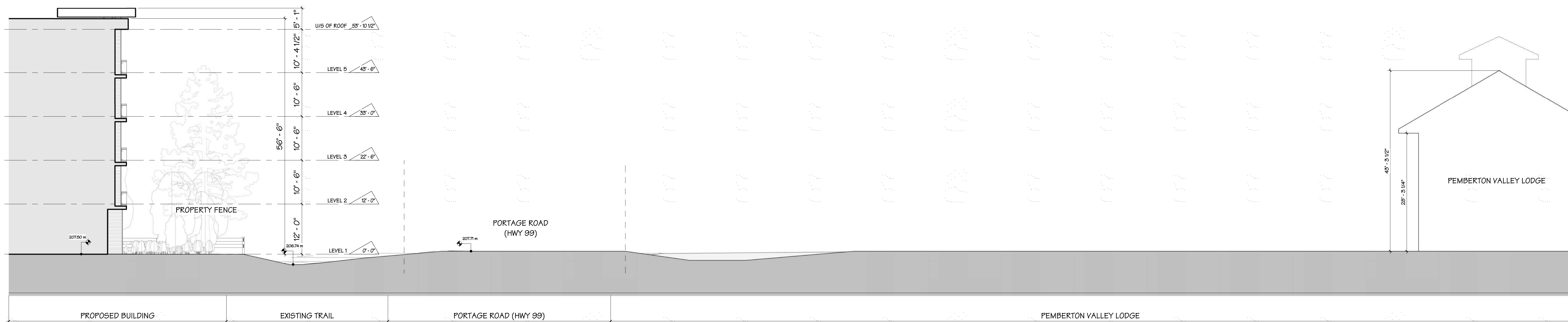
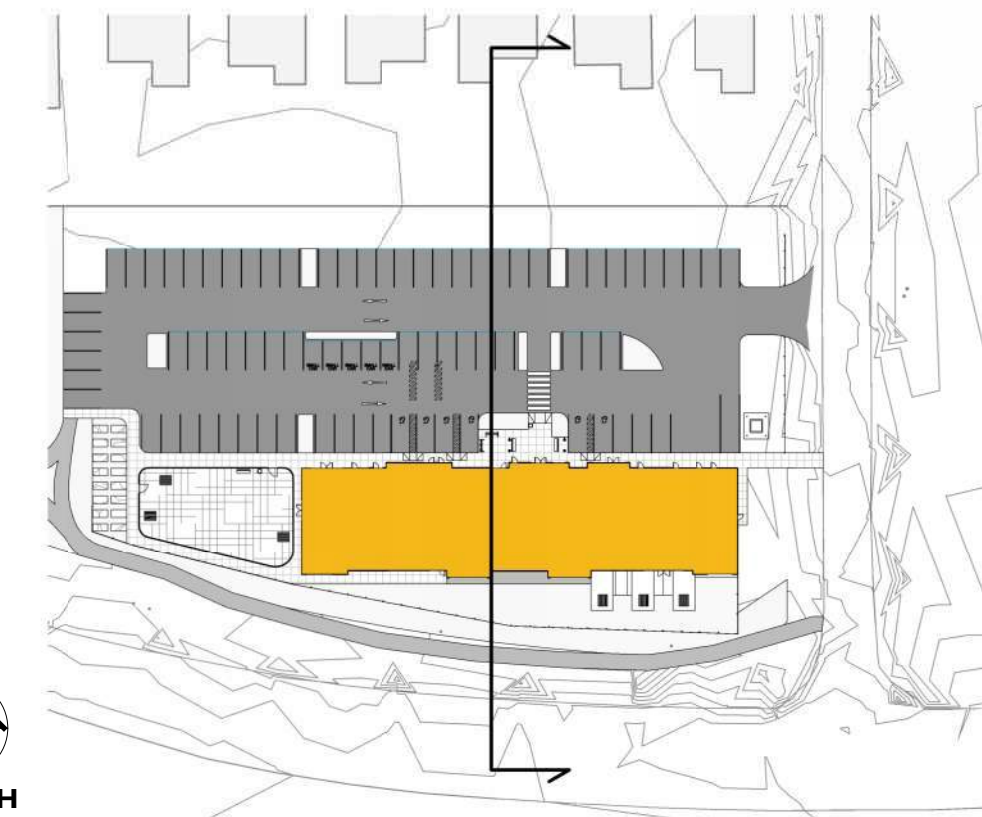
Abbotsford
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SHADOW STUDY, 9AM MARCH 21 / SEPTEMBER 21
 1/32" = 1'-0"




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



SITE SECTION 01
3/32" = 1'-0"

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

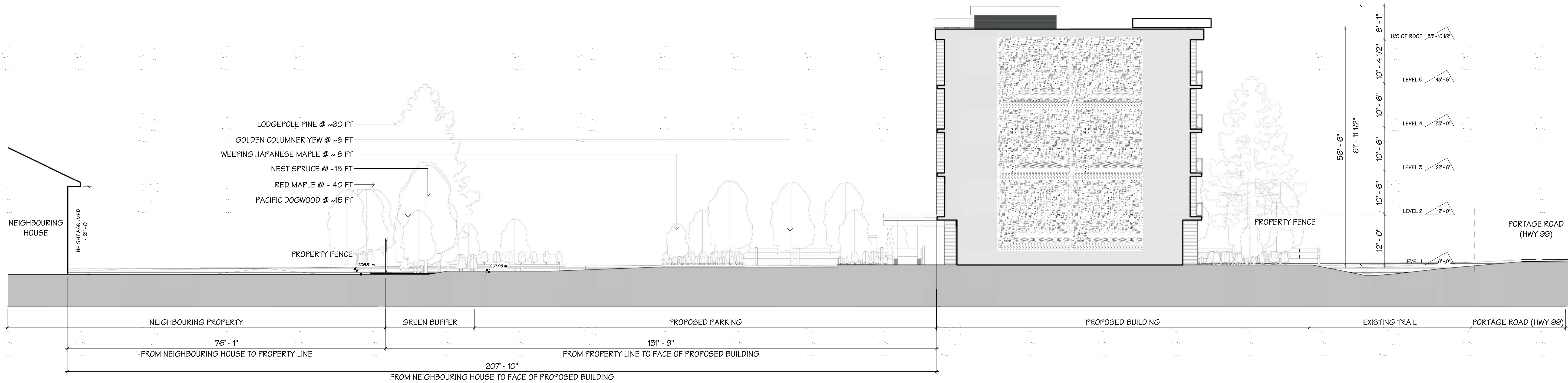
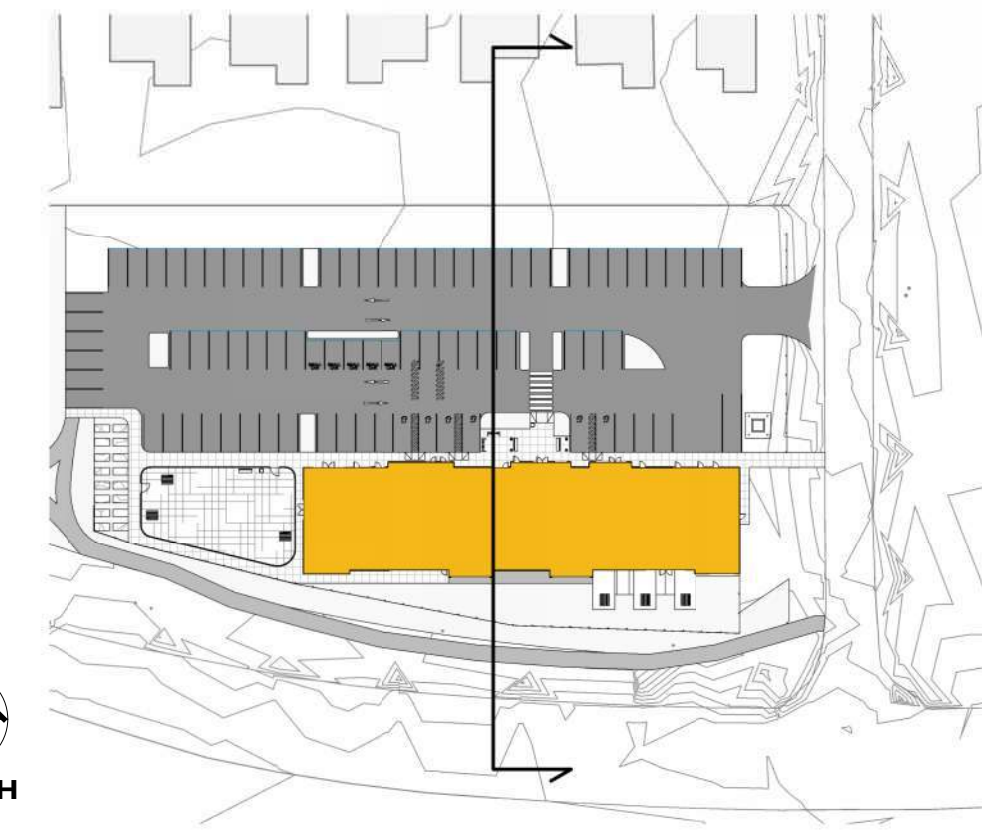
SCALE As indicated
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SITE SECTION 02
3/32" = 1'-0"

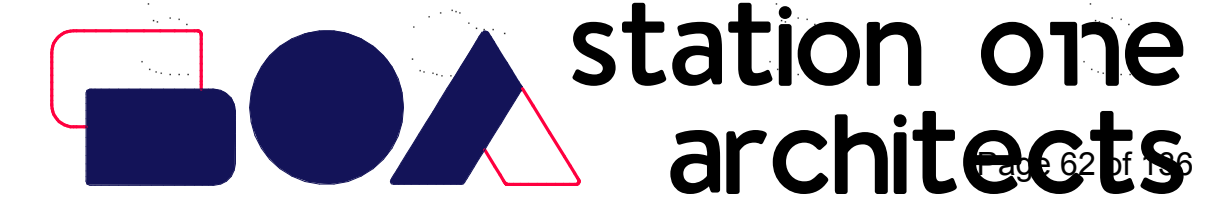
SITE SECTION
HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

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EXTERIOR ELEVATION LOOKING FROM PROPERTY TO THE NORTH



VIEW FROM HARROW ROAD



VIEW FROM PORTAGE ROAD



VIEW OF FRONT ENTRANCE

RENDERINGS

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE
JOB NO. 20123

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Chilliwack
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Abbotsford
203-2190 W. Railway St
V2S 2E2



OVERALL LANDSCAPE PLAN
1 : 400
NORTH

LANDSCAPE DRAWING LIST

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

LANDSCAPE GENERAL NOTES

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

DRAWING NAME
OVERALL LANDSCAPE PLAN

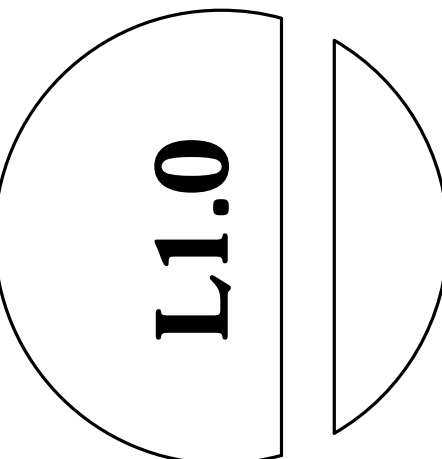
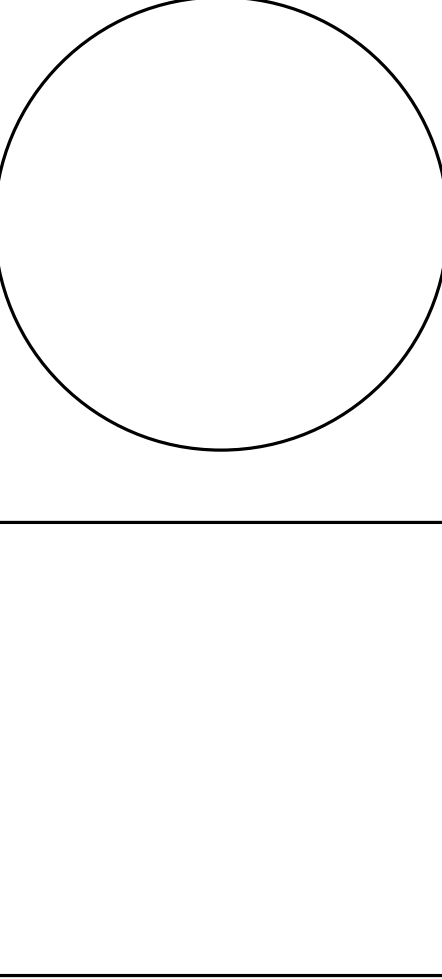
JOB NO. 20123
SCALE As indicated
DATE Issue Date

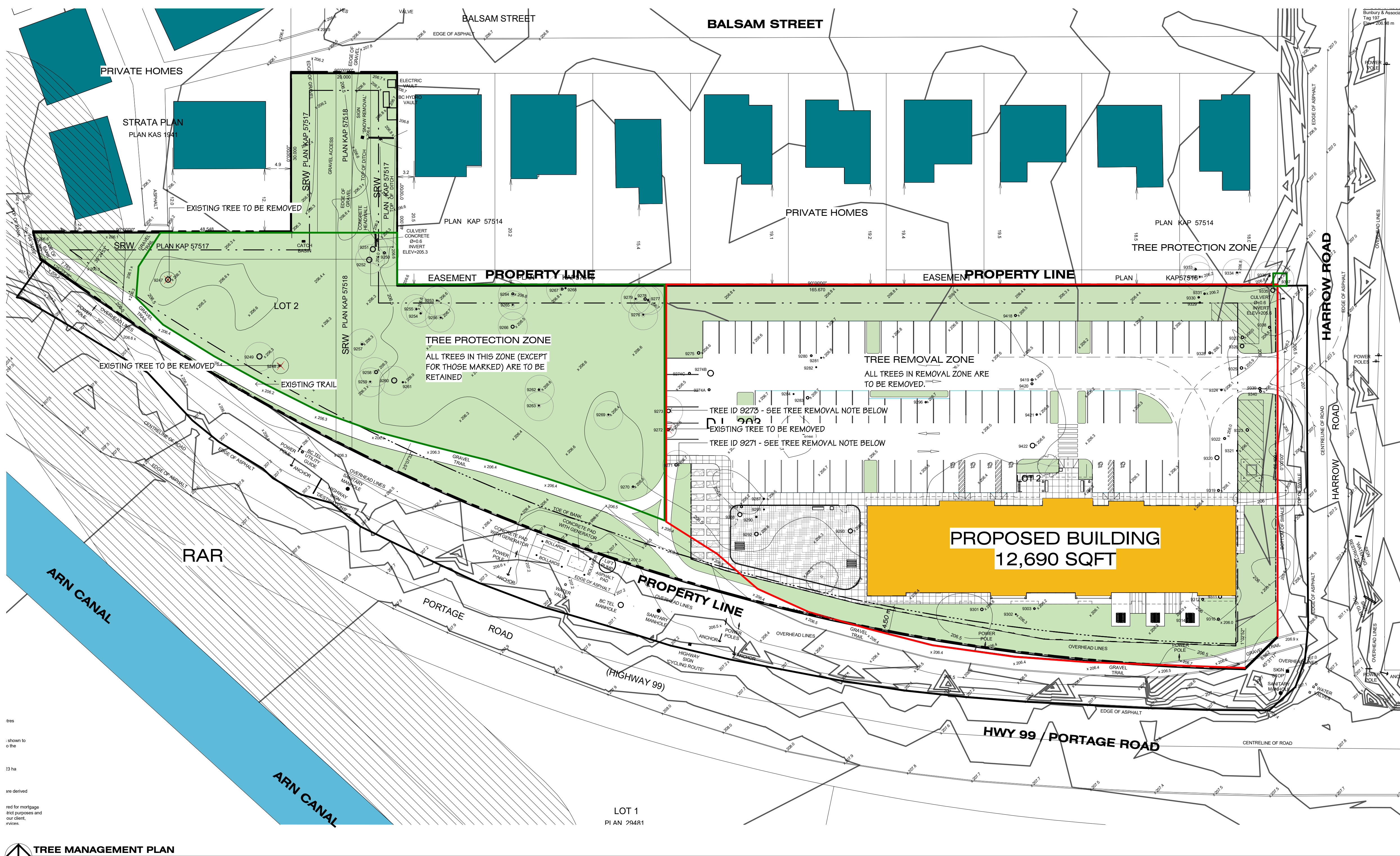
IF THIS DRAWING IS TO BE USED FOR ANY OTHER PROJECT, THE USER MUST OBTAIN WRITTEN PERMISSION FROM THE ARCHITECT. THE ARCHITECT'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED AND DOES NOT EXTEND TO ANY OTHER MATTER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE ARCHITECT'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED AND DOES NOT EXTEND TO ANY OTHER MATTER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.

REVISIONS

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

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





TREE MANAGEMENT PLAN
1 : 400

TREE MANAGEMENT NOTES

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

4. Tree Management Plan

4.1. Street Trees

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

Arborist recommendations: Retain with the following management practices:

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

4.2. Neighbour Trees

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

Arborist recommendations: Retain with the following management practices:

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

Total trees on property over 25cm DBH	Trees proposed to be removed due to being within development footprint	Trees proposed to be removed due to being in poor condition	Trees to be retained
97	68	3	26

The following mitigation measures are to be incorporated for construction:

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

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

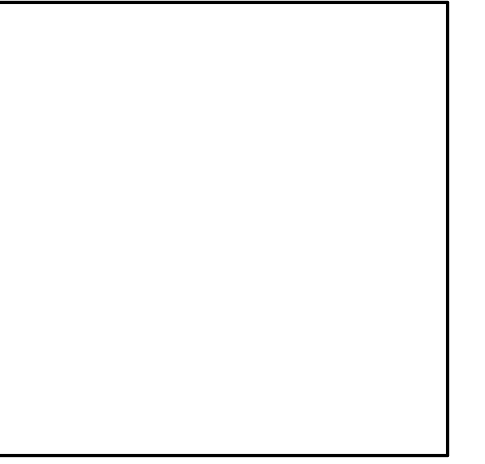
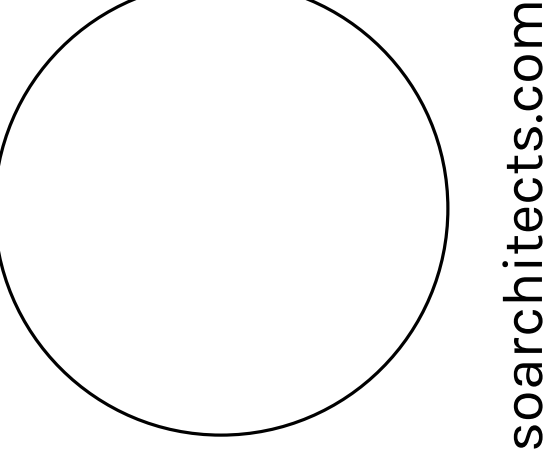
TREE REMOVAL NOTE

TREE ID 9271 AND 9273

REMOVAL STATUS TO BE DETERMINED.

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

ARBORIST TO CONFIRM REMOVAL OF TREES.



HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

REVISIONS

NO.	DATE	DESCRIPTION	RE-ISSUED FOR DP
2	08.12.2022		

TREE MANAGEMENT PLAN

DATE: 2023
SCALE: As indicated
DATE: Issue Date

L1.1

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

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PLANTING PLAN
1 : 200
NORTH

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

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

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

station one architects

OVERALL PLANTING PLAN

DRAWING NO. 20123
SCALE 1 : 200
DATE 08.12.2022

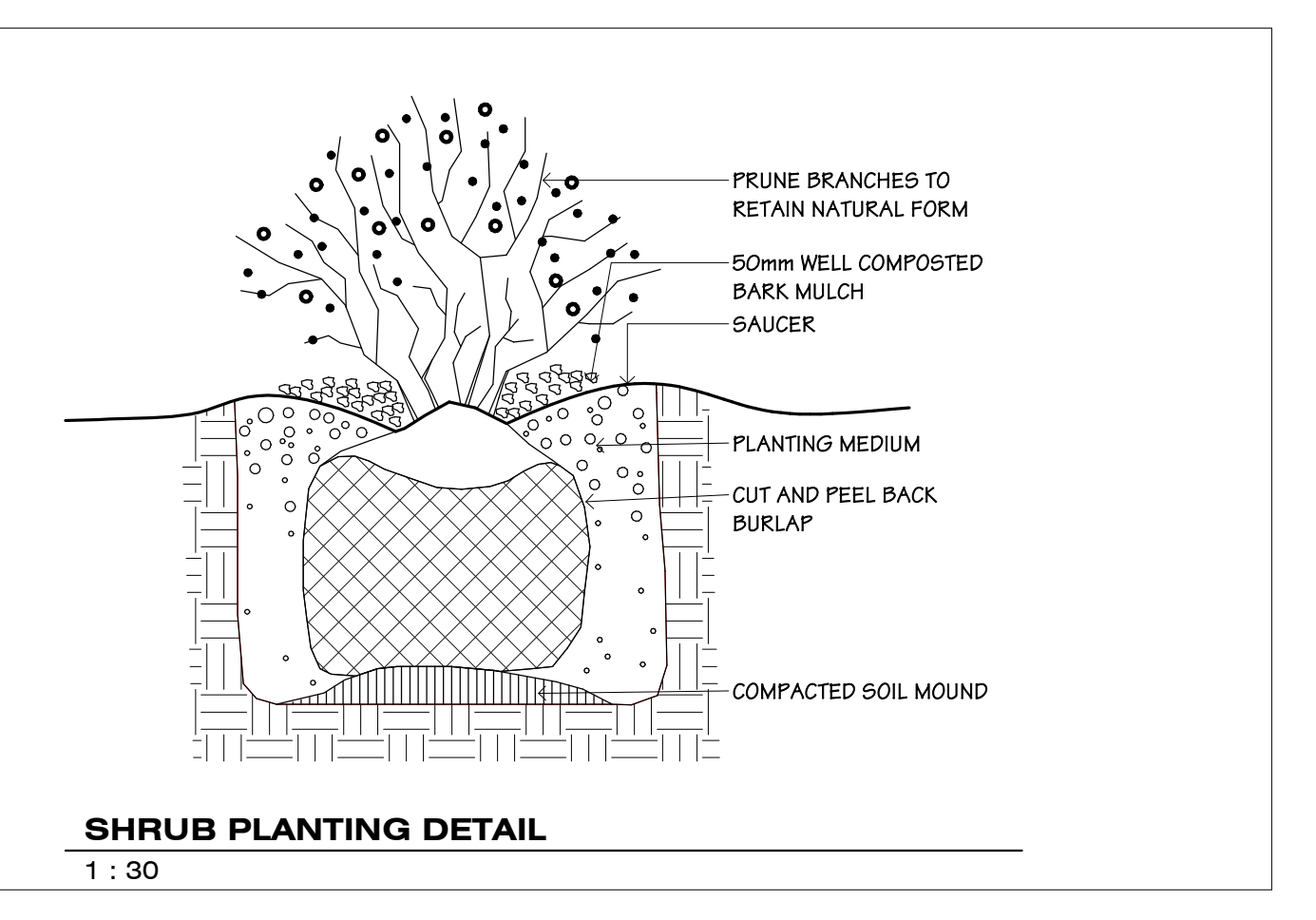
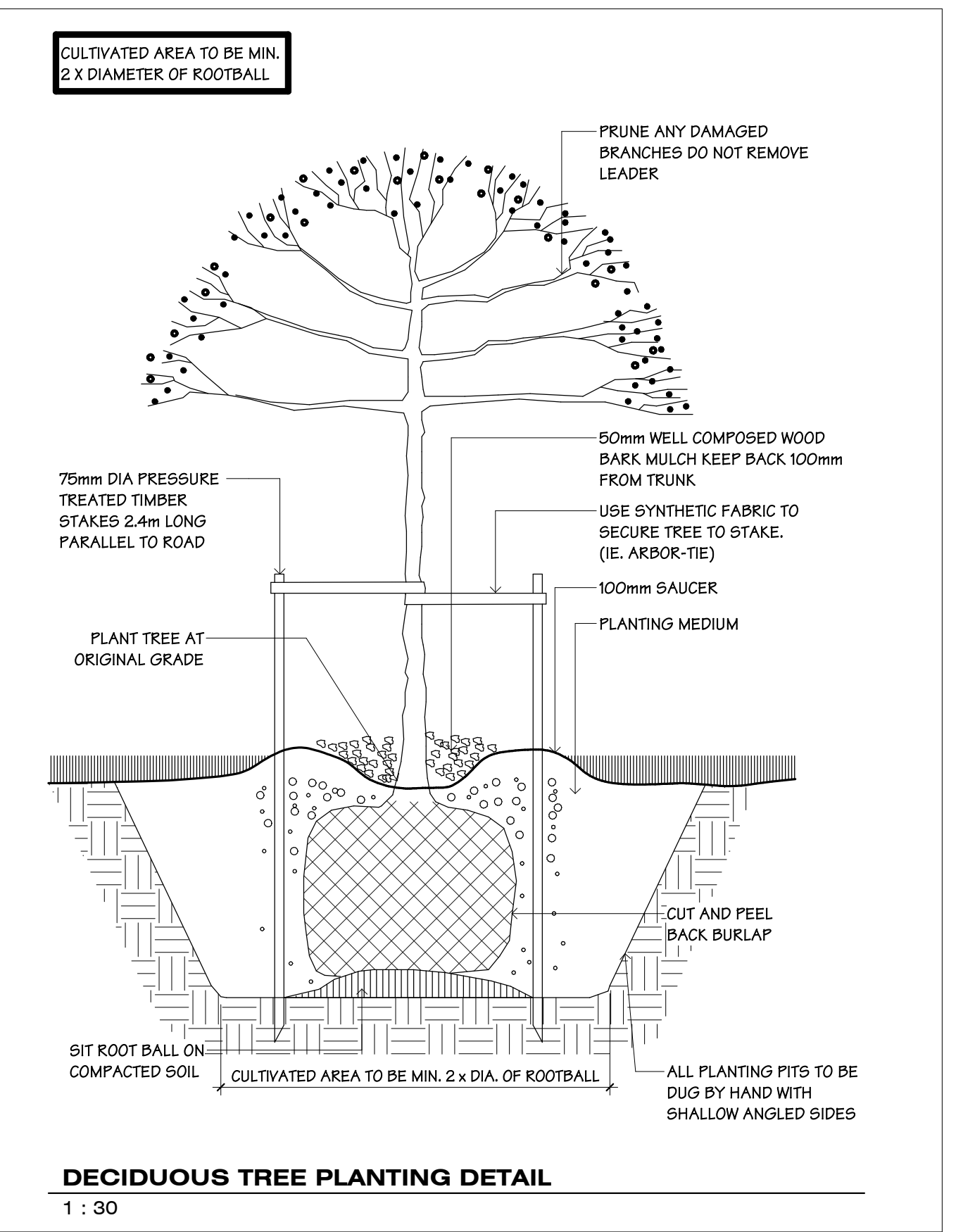
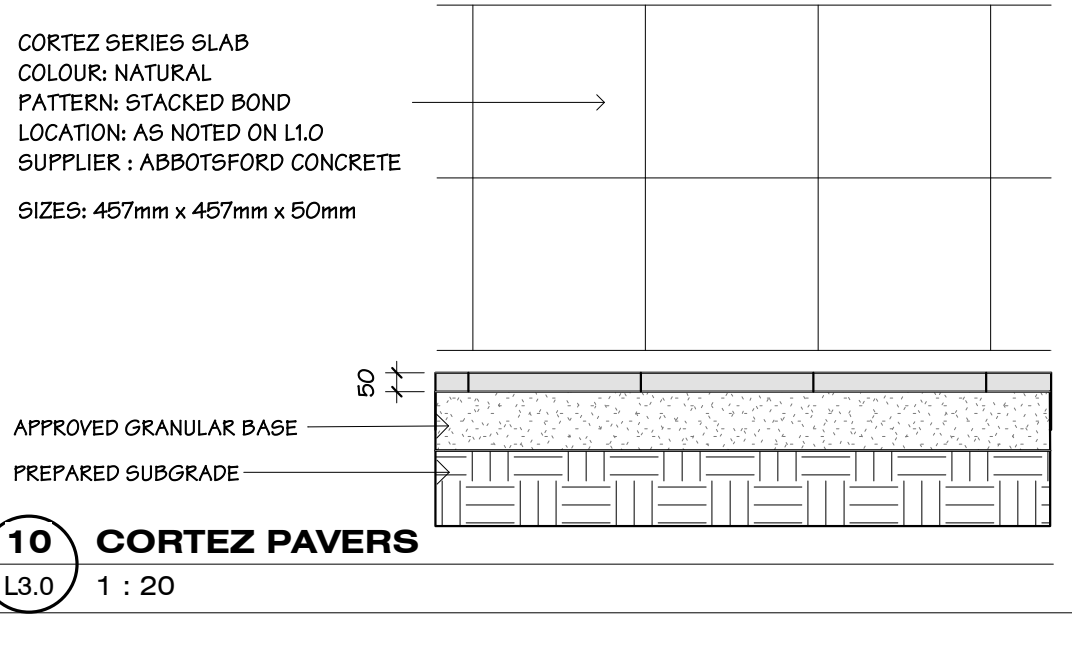
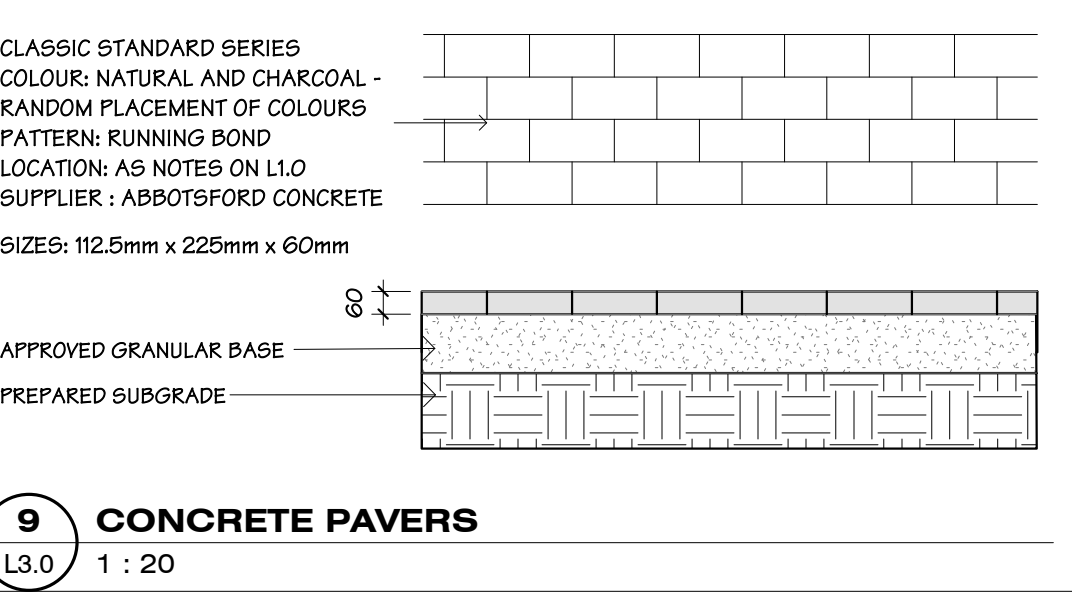
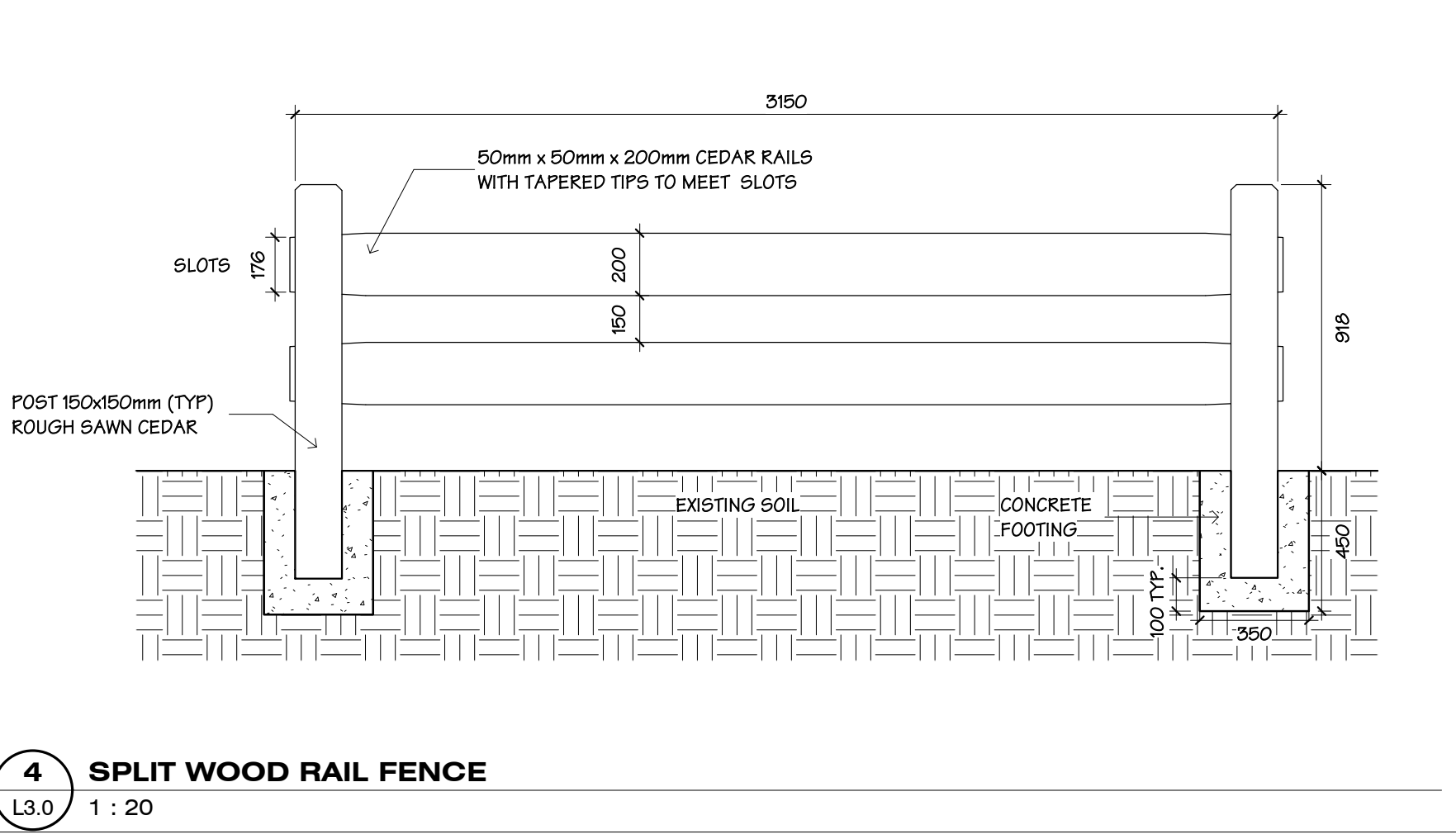
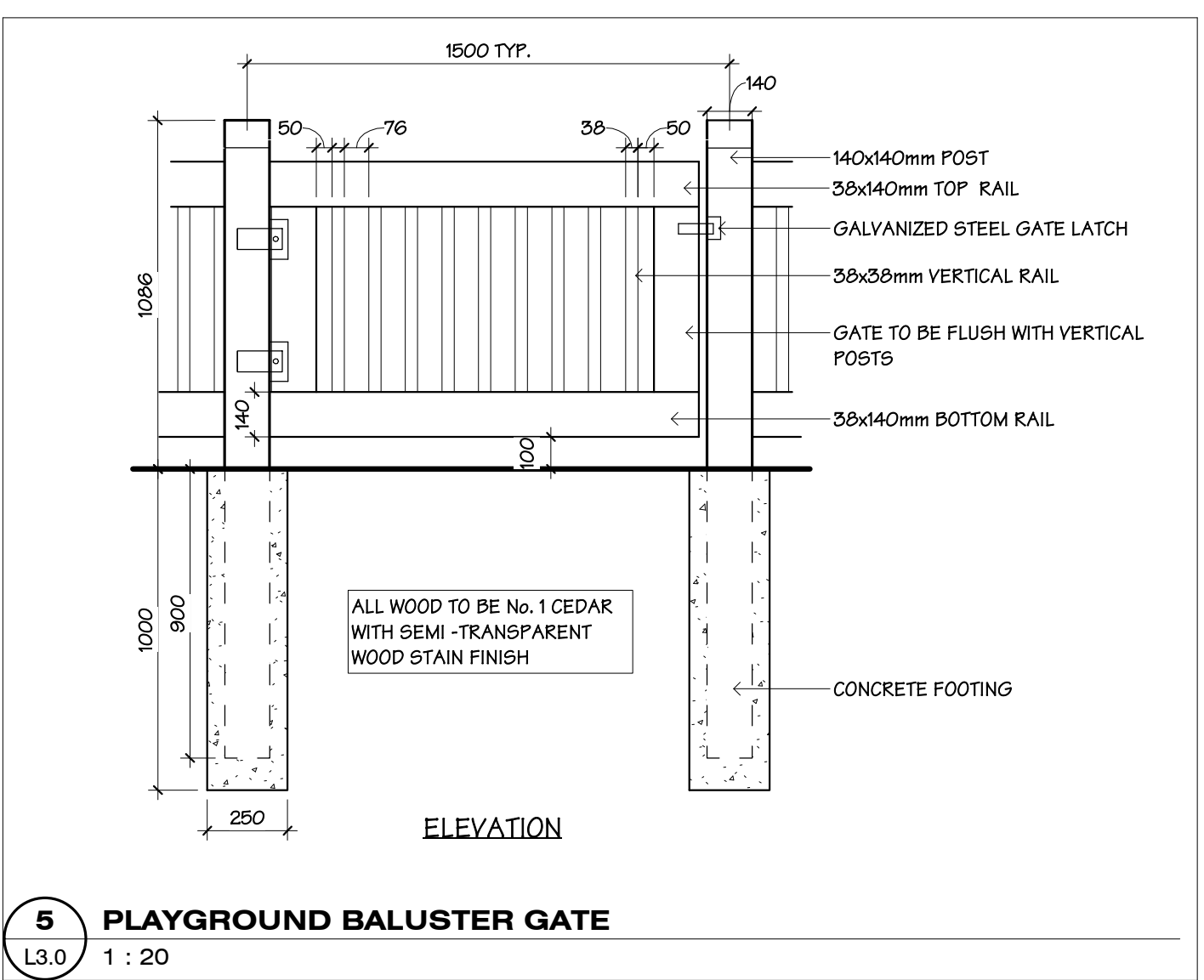
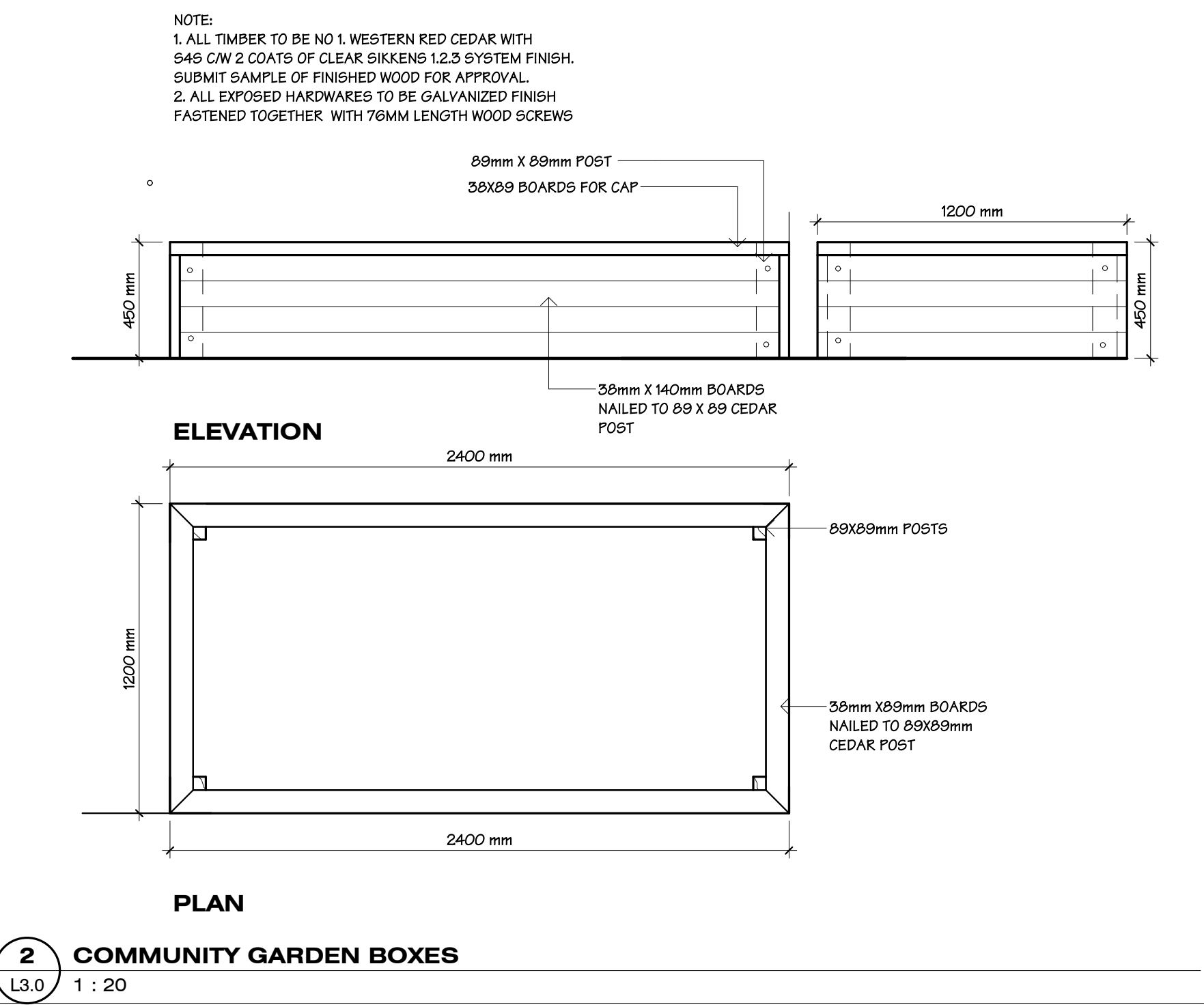
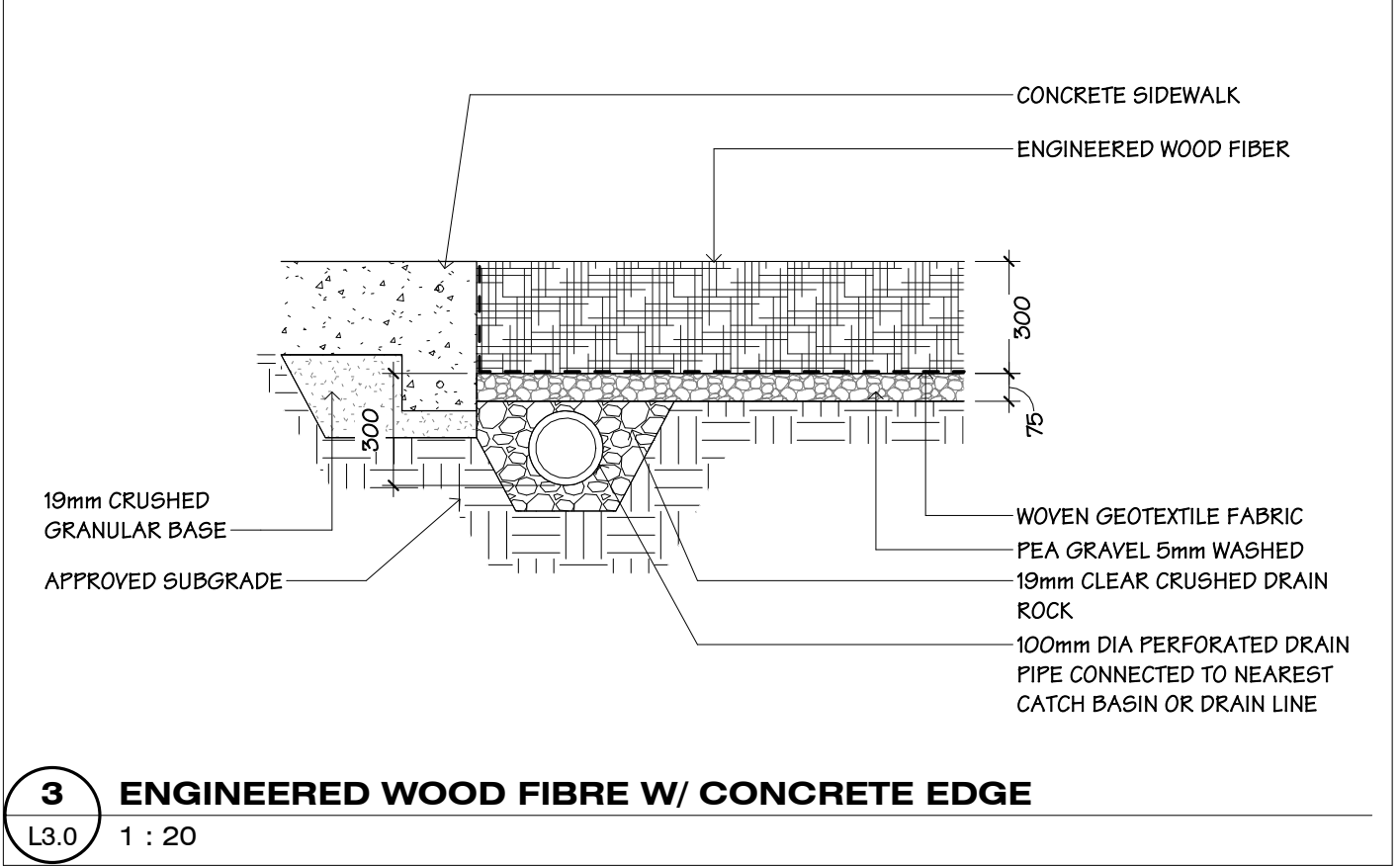
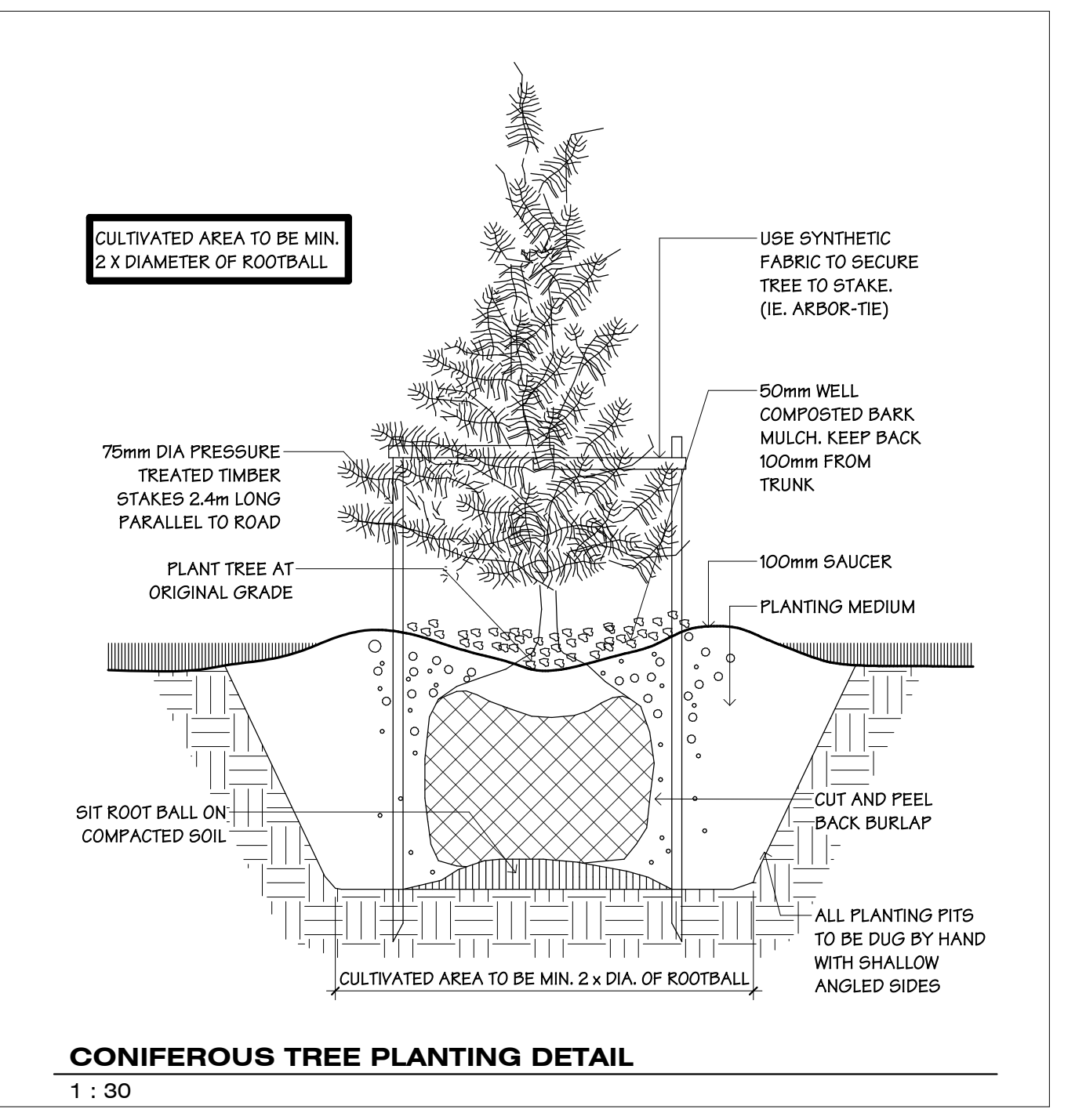
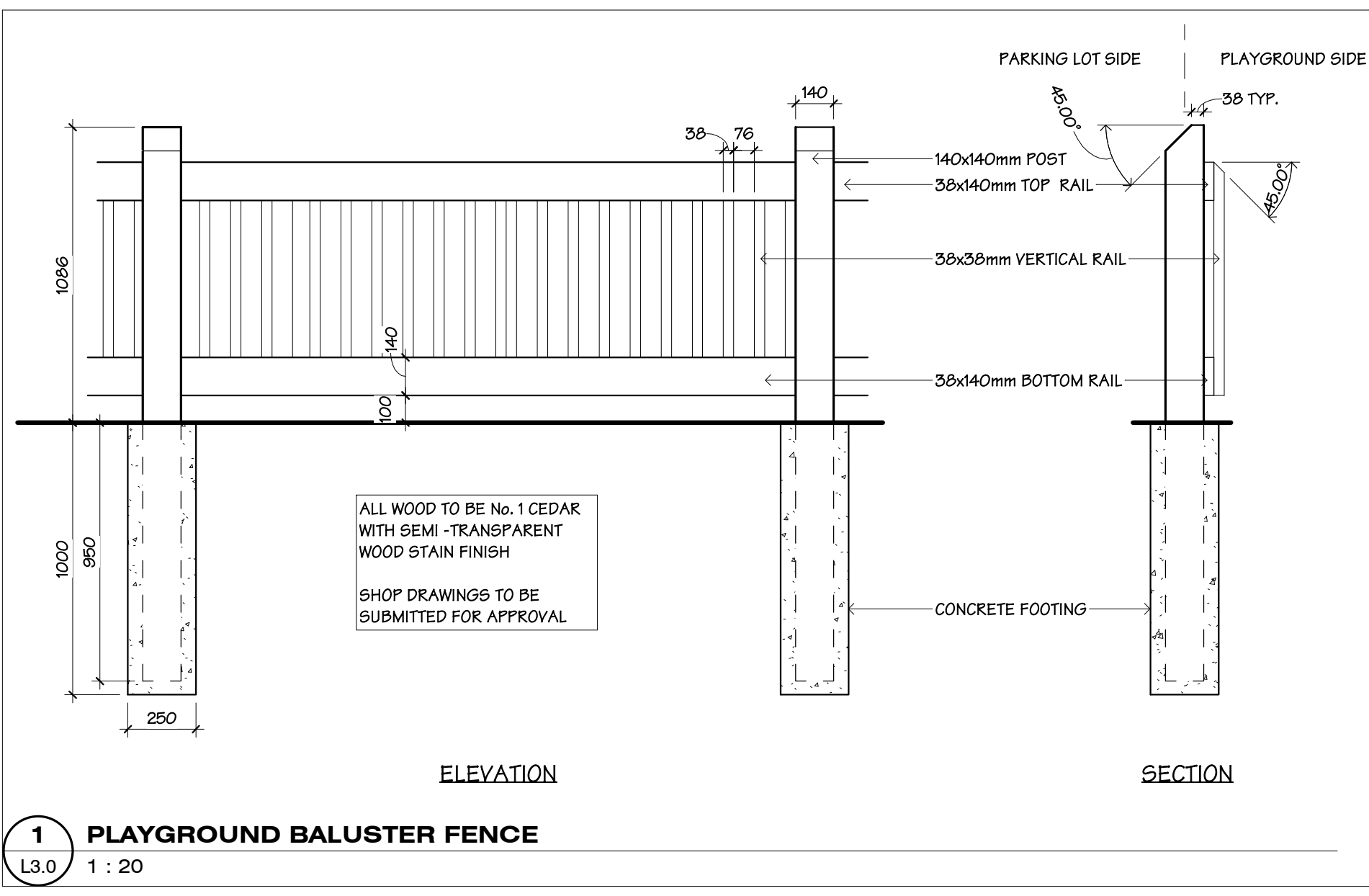
ISSUE DATE

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

HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

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L2.0



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HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

DRAWING NAME

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

LANDSCAPE DETAILS

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

L3.0

TREE MANAGEMENT PLAN

LOT 2 HARROW RD.
PEMBERTON, BC

CPA DEVELOPMENT CONSULTANTS

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SILVERBACK
TREETWORKS LTD



Version 3.0

August 22, 2022

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1. Property Location

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

Figure 1. An aerial image of the site.

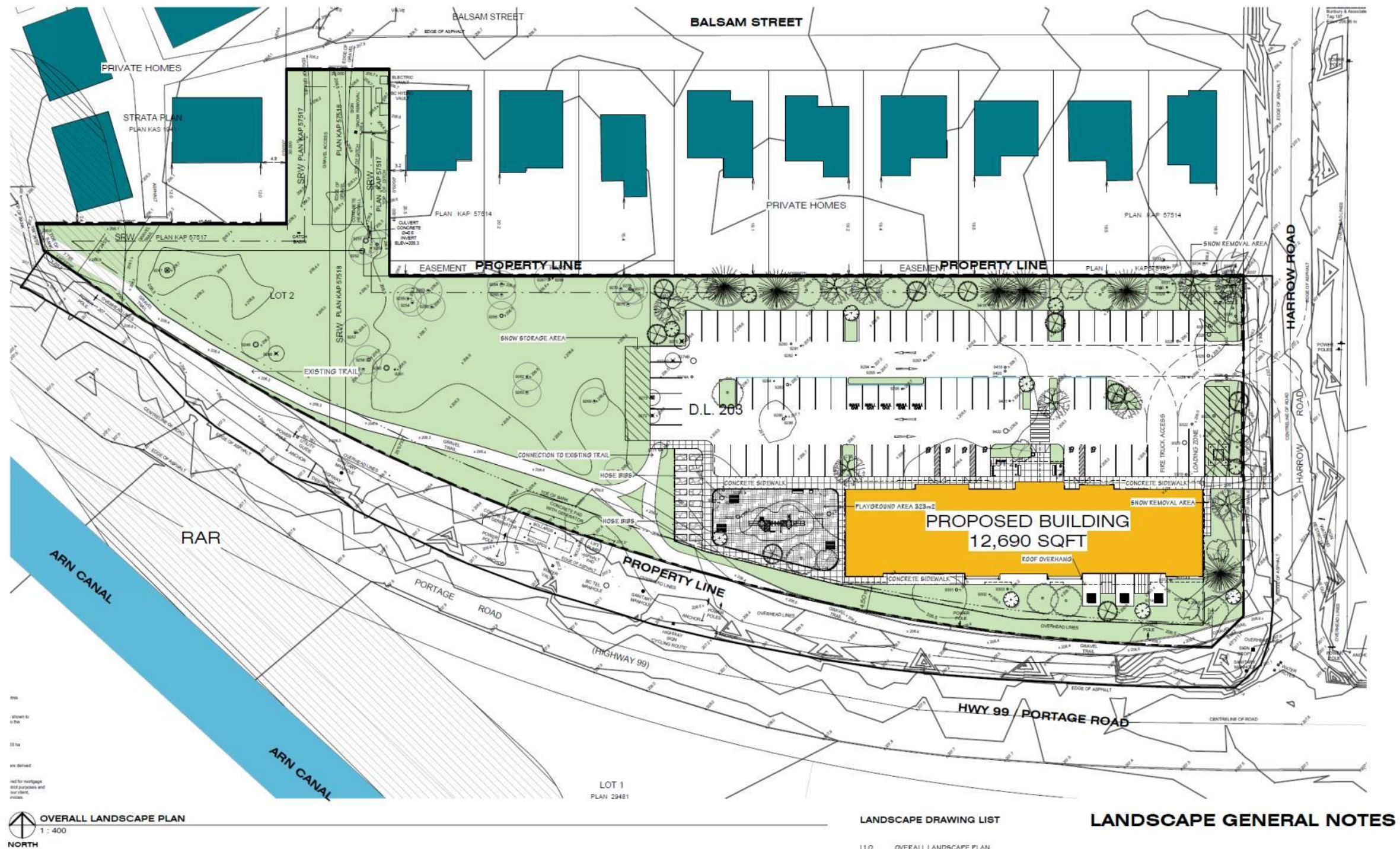


2. Scope and Purpose

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

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

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



3. Site Assessment and Tree Inventory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Tree Management Plan

4.1. Street Trees

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

Arborist recommendations: Retain with the following management practices:

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

4.2. Neighbour Trees

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

Arborist recommendations: Retain with the following management practices:

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

4.3. Property Trees

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

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

Table 2. Property tree management

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

The following mitigation measures are to be incorporated for construction.

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

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

5. Testing and Analysis:

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

6. Assumptions and Limiting Conditions:

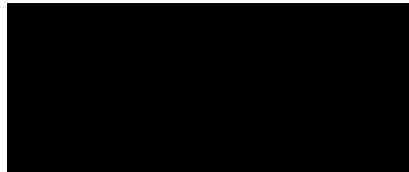
- The information contained in this report covers only those items that were examined and reflect the condition of these items at the time of inspection. The inspection is limited to visual examination of accessible components without dissection, excavation or probing. There is no warranty or guarantee,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

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

7. CLOSURE

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

Sincerely:



August 22, 2022

Andrew Hooper
Project Arborist
ISA Certification Number PN# 6307A

Date

Sincerely:



August 22, 2022

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

Date

Appendix 1 Digital Photo Record





**THE VILLAGE OF PEMBERTON
BYLAW NO. 936, 2022**

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

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

CITATION

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

APPLICATION

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

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

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

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

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

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

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

18.6.1. Permitted Principal Uses

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

18.6.2. Permitted Accessory Uses

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

18.6.3 Conditions of Use

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

18.6.4 Density Regulations

a) Maximum Density:	1.5 FAR
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18.6.5. Lot Regulations

a) Minimum Lot Size:	900 m ²
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18.6.6 Siting Regulations

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

18.6.7. Maximum Height of Buildings

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

	Principal Building Height	Accessory Building Height
Height	10.5m	4.6m

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

18.6.8. Off-Street Parking and Loading

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

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

- (c) In the CD-6 Zone, the following definitions apply to parking requirement calculations for dwelling unit and tenure types established in a Housing Agreement as follows:
- i. *Affordable Market Dwelling Unit* means rental dwelling units provided for moderate income households and secured by a Housing Agreement.
 - ii. *Rent Geared to Income Dwelling Unit* means a rental dwelling unit intended to limit rents to 30% of gross household income and secured by a Housing Agreement.
 - iii. *Deep Subsidy Dwelling Unit* means a rental dwelling unit targeted to residents on income assistance and secured by a Housing Agreement.

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

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

NOTICE OF PUBLIC HEARING was advertised utilizing reasonably equivalent alternatives as set out in section 94.1 (3) of the *Community Charter* on September 15, 2022 and September 16, 2022 and **PUBLISHED IN THE PIQUE NEWSMAGAZINE** on September 22, 2022.

READ A THIRD TIME this _____ day of _____, 2022.

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

ADOPTED this _____ day of _____, 2022.

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

Questions?
We're
Listening.



604.894.6135



admin@
pemberton.ca



pemberton.ca

Zoning Amendment (Comprehensive Development Zone 6 – SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022

Tuesday September 27, 2022 at 6:30pm ~~Monday, September 19, 2022, 6:30 pm~~, in-person at Council Chambers, 7400 Prospect Street, Pemberton, BC or Virtual via Zoom Webinar ID: 842 2635 5664, (<https://us02web.zoom.us/j/84226355664>)

What is Zoning Amendment Comprehensive Development Zone 6 (SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 about?

The bylaw has been prepared to amend the Zoning Bylaw No. 832, 2018 to support the development of affordable housing project owned and operated by Sea to Sky Community Services. The amendment proposes the addition of a new definition for *Community Services, Non-Profit*, the creation of a new Comprehensive Development (CD) zone, CD-6: SSCS Harrow Road Affordable Housing, and amends the Zoning Map for the subject parcel from C-2 (Commercial, Tourism) to CD-6.

The proposed development consists of a five (5) storey mixed use building, with total building height of 19 metres. The first floor consists of 650 square metres of community services space and 185.8 square metres of neighbourhood commercial space. Floors 2 – 5 host 63 dwelling units ranging in size from 1 to 3 bedrooms. 30% of the units will be rented at market rates, 50% of the units will have rents linked to income, and 20% of units will be deep subsidy as defined by BC Housing. The proposed development provides 79 parking spaces.

How do I get more information?

A copy of the proposed bylaws and relevant background documents may be inspected at the Village of Pemberton Office, 7400 Prospect Street from Tuesday, September 13, 2022 to Tuesday, September 27, 2022 during the office hours of 9:00am to 4:00pm (closed noon-1:00pm), Monday through Friday (statutory holidays excluded), and also online at <https://www.pemberton.ca/departments/development-services/sscs-affordable-housing>



How do I provide feedback?

All persons, who believe their interest in the property is affected by the proposed Bylaw, shall be given a reasonable opportunity to be heard by Council at the Public Hearing. Written comments must be addressed to "Mayor and Council" and may be submitted at the Public Hearing or through one of the following methods prior to the Public Hearing (by noon on Tuesday September 27):

Email: admin@pemberton.ca

Fax: 604.894.6136

Mail: Corporate & Legislative Services, Village of Pemberton, P.O. Box 100, Pemberton, BC, V0N 2L0

In Person: Corporate & Legislative Service Department, 7400 Prospect Street, Pemberton BC

Submissions received for the proposed Bylaw **before 12:00pm on Wednesday, September 21** will be included in the Public Hearing information package for Council's consideration. This information package will also be available on the Village website at www.pemberton.ca. Submissions received after 12:00pm on Wednesday, September 21 will be presented to Council at the Public Hearing. At the conclusion of the Public Hearing, no further information on this topic can be considered by Council.

Sheena Fraser, Corporate Officer

1st of 2 Notices



Date: Tuesday, September 20, 2022

To: Elizabeth Tracy, Chief Administrative Officer

From: Sheena Fraser, Manager, Corporate & Legislative Services

Subject: Zoning Amendment Development Zone 6 (SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 – Public Hearing Notification Correction

PURPOSE

The purpose of this report is to provide an update to Council with respect to the Zoning Amendment Development Zone 6 (SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022, Public Hearing Notification and seek Council's support that it has considered the circumstances and considers that the actions taken by staff are reasonably equivalent to that which would be provided by a newspaper publication.

BACKGROUND

At the Regular Council Meeting No. 1566, held August 30, 2022, Council gave First and Second Reading to Zoning Amendment Development Zone 6 (SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 and established that the public hearing for the Bylaw would be held on Monday, September 19, 2022, at 6:30pm in Council Chambers and electronically via ZOOM Webinar. In this regard the following resolution was passed:

Moved/Seconded

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

CARRIED

Moved/Seconded

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

CARRIED

On September 8, 2022, the first of two notifications advertising the public hearing was published in the Pique Newsmagazine. Further, notification was also provided on the Village's website calendar. As well, the same notification was sent out to property owners within 100m of the proposed development on Friday, September 2, 2022.

On Thursday, September 8, 2022, her Majesty Queen Elizabeth II passed away and protocol established a period of mourning that would take place between her death and the date of the funeral scheduled for Monday, September 19, 2022.

On Tuesday, September 13, 2022, the federal government announced that September 19th, 2022, would be a National Day of Mourning in Canada to mark the passing of Her Majesty Queen Elizabeth II, and all federal government offices would be closed. This day was selected to coincide with Her Majesty's funeral in London, England and would end the official period of mourning in Canada.

As it was anticipated that the provincial government may follow suit with the federal government and to which the Village would likely align, consideration was given as to whether it would be appropriate to postpone the public hearing scheduled for September 19, 2022, given provincial and local government offices might potentially be closed. As time was of the essence to meet the advertising deadlines for the local paper a decision was made to postpone the public hearing to Tuesday, September 27, 2022, at 6:30pm out of an abundance of caution. This decision was supported by the Mayor and Chief Administrative Officer.

The Village provided an updated public hearing notification to the Pique Newsmagazine which is attached as **Appendix A**. The notification noted the NEW DATE of September 27, 2022 and identified the advertisement as the First of Two Notices. The intent was for this notification to be published in the September 15, 2022, Pique Newsmagazine with the Second of Two Notices to be published in the September 22, 2022, Pique Newsmagazine. As well, the Village updated the Village website calendar noting that the September 19th public hearing had been postponed to September 27, 2022, and the notification with the new date was sent out on Wednesday, September 13, 2022, to all property owners within 100m of the proposed development. In addition, any person who had submitted correspondence to the Village regarding the proposed development was advised of the new date for the public hearing via email.

Unfortunately, on Thursday, September 15, 2022, it was discovered that the Pique Newsmagazine erroneously published the wrong notification which set out the date for the public hearing as September 19, 2022, and not the updated public hearing notification that established September 27, 2022, at 6:30pm as the new date for the public hearing. As a result, concern was raised that the Village had not met its section 94 *Community Charter* obligations to properly provide notice as it would not be possible to meet section 94.1 (1) (b) of the *Community Charter* which establishes that notice must be published as follows:

- 94.1** (1) Unless a council has adopted a bylaw under section 94.2, and subject to subsection (3) of this section, a notice must be published
- (a) in a newspaper that is distributed at least weekly
 - (i) in the area affected by the subject matter of the notice, and
 - (ii) if the area affected is not in the municipality, also in the municipality, and
 - (b) unless this or another Act provides otherwise, once each week for 2 consecutive weeks.

DISCUSSION & COMMENTS

As a result of the inconsistency in advertising staff raised concern as to whether the legislated requirements for notification had been met.

As noted above, section 94.1 of the *Community Charter* provides that:

- 94.1** (1) Unless a council has adopted a bylaw under section 94.2, and subject to subsection (3) of this section, a notice must be published
- (a) in a newspaper that is distributed at least weekly
 - (i) in the area affected by the subject matter of the notice, and
 - (ii) if the area affected is not in the municipality, also in the municipality, and
 - (b) unless this or another Act provides otherwise, once each week for 2 consecutive weeks.

...

- (3) If publication under subsection (1) is not practicable, the notice may be given in the areas by alternative means so long as the notice
- (a) is given within the same period as required for newspaper publication,
 - (b) is given with the same frequency as required for newspaper publication, and
 - (c) provides notice that the council considers is reasonably equivalent to that which would be provided by newspaper publication.

As the local newspaper publishes only once a week on Thursdays, it is not possible to address the matter of the incorrect notification by placing another advertisement in a subsequent edition of the paper. Given this fact, the notification published on September 15, 2022, in the Pique Newsmagazine cannot be considered as valid notice for the September 27, 2022 public hearing.

However, Section 94.1 (3) (shown above) does permit “*publication by alternative means*” if publication in a local paper is not possible. In this regard, staff considered whether pursuant to this section it would be possible to meet the intention of the requirements to provide public notice, despite the notice not being published in the local paper, which would enable the public hearing on September 27, 2022 to proceed as planned.

Specifically, section 94.1 (3) sets out that notice must be given in the same period and with the same frequency as required for newspaper publication and it must provide notice “*that the council considers*” is reasonably equivalent to the newspaper publication.

To meet the requirements as set out in section 94.1 (3) (a) and (b) staff requested that the Pique Newsmagazine issue a correction on their website that with the correct date for the public hearing and publish the correct notice in the September 22nd edition of the newspaper. The Pique Newsmagazine posted notification of the correction on Friday, September 16, 2022 which can be found here: <https://www.piquenewsmagazine.com/local-news/pembertons-harrow-road-public-hearing-rescheduled-to-sept-27-5831952> and will run until September 22, 2022. A screen shot of the correction is provided below:

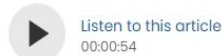
Pemberton's Harrow Road public hearing rescheduled to Sept. 27

Residents invited to weigh in on affordable housing project

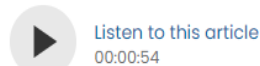
Pique staff
about an hour ago



Artist rendering showing what the Harrow Road apartment complex will look like after completion. | Photo courtesy of Sea to Sky Community Services



A public hearing for Pemberton's controversial [Harrow Road housing project](#) is now set for Tuesday, Sept. 27.



A public hearing for Pemberton's controversial [Harrow Road housing project](#) is now set for Tuesday, Sept. 27.

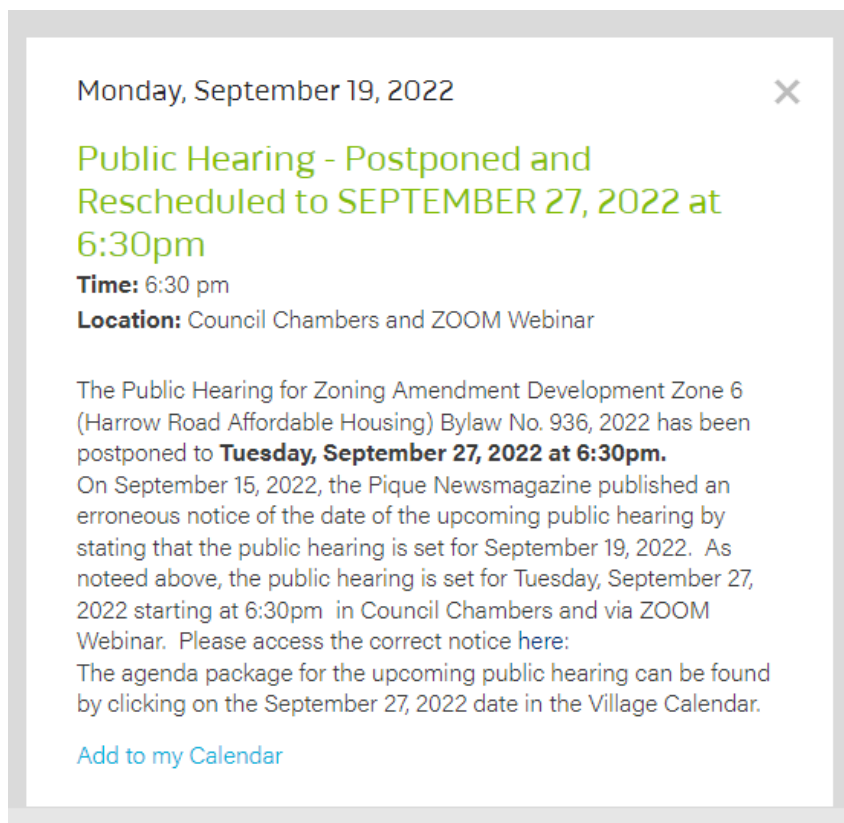
The public hearing was rescheduled from its original Sept. 19 date due to Canada's National Day of Mourning recognizing the passing of Queen Elizabeth II.

In an advertisement in its Sept. 15 print edition, *Pique* erroneously published a notice indicating that the public hearing would take place on September 19, 2022. The notice should have referenced a public hearing date of September 27, 2022.

The Sea to Sky Community Services [housing project](#), to be located at the corner of Harrow Road and Highway 99 in Pemberton, looks to bring 63 new affordable housing units to Pemberton in the form of a five-storey apartment complex with ground-floor office space for social services provided through SSCS.

As well, the updated notification (**Appendix A**) will appear in the Pique Newsmagazine on Thursday, September 22, 2022.

On Thursday, September 15, 2022, staff updated the Village’s website calendar noting under the September 19th date that the public hearing has been postponed to September 27, 2022. The notification includes a link to the updated notification. A screen shot of the calendar pop out is provided below:

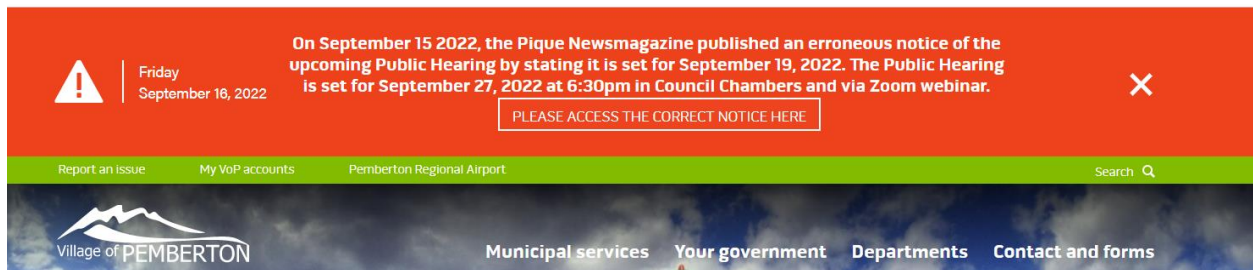


The new date for the public hearing was posted on the Village’s website calendar on Tuesday, September 13, 2022, and updated on September 15, 2022 to include a link to the public hearing notification. A screen shot of the calendar pop out date is below:



The public hearing agenda package will be uploaded to the September 27, 2022 calendar listing when it is ready for issuance on Friday, September 23, 2022.

On Friday, September 16, 2022, the Village's website home page was updated with a special notice banner providing notification of the correction and the public hearing notification was posted on the Village's Facebook Page. A screenshot of both postings is provided below:



As well, as noted above the notification with the new date for the public hearing was mailed out to all property owners within 100m of the proposed development on Wednesday, September 14, 2022.

Finally, section 94.1 (3) (c) requires Council to consider the adequacy of the alternative notice. This includes whether the actions taken above are enough to have adequately and reasonably provided notice of the new date of the public hearing given that only one notice will have been published in the local paper. If Council determines that the work staff has done to address this oversight and that the notification given is adequate, then it would be appropriate for Council to pass a resolution confirming that the notice(s) provided are reasonably equivalent. A sample draft resolution has been provided below and noted in the recommendation section of this report:

Having considered the staff report of September 20, 2022 setting out the steps that have been taken to correct the erroneous public hearing notice published in the printed edition of the Pique Newsmagazine on September 15, 2022, Council considered the alternative means of notice referenced in the report to be reasonably equivalent to notice of public hearing provided in a print edition of a local newspaper the week of September 12, 2022.

COMMUNICATIONS

At this time, the Village has issued a notice advising of the new date for the public hearing to all property owners within 100m of the proposed development via Canada Post. This notice was mailed on Wednesday, September 14, 2022.

The Village website has been updated to reflect that the September 19, 2022, public hearing was postponed to September 27, 2022, as outlined above. The eNEWS and Village Facebook Page, issued on Friday, September 16, 2022, includes the updated notification.

LEGAL CONSIDERATIONS

The notification process undertaken following the discovery of the publication of the incorrect advertisement meets with the requirements as set out in section 94.1 (3).

IMPACT ON BUDGET & STAFFING

This report was prepared in-house.

INTERDEPARTMENTAL IMPACT & APPROVAL

There are no interdepartmental impacts or approvals required.

COMMUNITY CLIMATE ACTION PLAN

This matter is not applicable to the CCAP strategies.

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

There is no impact on other jurisdictions”.

ALTERNATIVE OPTIONS

Should Council consider that appropriate notification for the public hearing has not been met the alternative is to cancel the public hearing scheduled for September 27, 2022 and select a new date.

RECOMMENDATIONS

THAT having considered the staff report of September 20, 2022, setting out the steps that have been taken to correct the erroneous public hearing notice published in the printed edition of the Pique Newsmagazine on September 15, 2022, Council considered the alternative means of notice referenced in the report to be reasonably equivalent to notice of public hearing provided in a print edition of a local newspaper the week of September 12, 2022.

ATTACHMENTS:

Appendix A: Public Hearing Notification – First of Two Notices

Prepared by:	Sheena Fraser, Manager, Corporate & Legislative Services
CAO Approval by:	Elizabeth Tracy, Chief Administrative Officer

From: Johnny Adams [REDACTED]
Sent: September 9, 2022 3:41 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Harrow Road Affordable Housing Bylaw 936 2022

Dear Mayor and Council,

As a home owner and enthusiast of our Pemberton lifestyle and community I am very much opposed to this project and zoning change! There is not one other home owner or resident that I know who approves of this project and we would all appreciate not having these projects being pushed on us by people whos agendas do not represent what the vast majority of what Pemberton residents want!

Projects like these will ruin our way of life here and not only reduce property values but reduce the quality of our lives as well- theres a reason people leave the madness of the cities and move to beautiful communities like Pemberton so please do not aid in its destruction by allowing these bylaw changes and misguided intentions.

The people trying to push these projects are guided by emotion, politics and greed - not supported by facts! Anyone who is serious and logical about economics and community planning will understand this and be opposed to these seemingly well intentioned but dangerous and expensive to us tax payers lives!

As leaders of our Pemberton Community it behooves you to support and represent our way of life here and not be swayed by this assault on our town!

Please look at this critically and not be swayed by passionate nonsense which will only take away from our community and create more problems down the road.

Sincerely,
John Adams
pemberton home owner

From: Katherine Flett [REDACTED]
Sent: September 12, 2022 2:02 PM
To: VoP Admin <admin@pemberton.ca>
Cc: jessie.abraham@sscs.ca <jessie.abraham@sscs.ca>
Subject: Letter of Support - Affordable Housing

Pemberton Mayor and Council,
7400 Prospect St.
Pemberton, BC
V0N 2L0
Email: admin@pemberton.ca

Dear Mayor and Council,

My name is Kate Flett and I live at [REDACTED] Street in Pemberton. I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd.

Many people in this town desperately need this type of development in the community and I support the project for the following reasons:

- **The addition of 63 affordable units will help residents find housing within the community instead of having to move elsewhere.**
- **The deep subsidy units will help the most vulnerable in our community and prevent homelessness.**
- **The eligibility requirements will ensure that units only go to those who are in need of affordable housing.**

- **The project is within walking distance of daily amenities.**
- **The project will provide a home for Pemberton seniors who are aging out of their existing housing and need an affordable place to live.**
- **The project is family friendly by including 2 and 3-bedroom units and a play area for kids.**
- **The project is upgrading the trail on the south of the property from a gravel trail to a paved path that will be more accessible for those with mobility devices.**
- **I feel that SSCS has addressed flooding concerns by having a civil engineer design a stormwater management system for the site.**
- **I appreciate how SSCS has responded to concerns from the neighbours to the north by pushing the building south, further away from their homes.**

Thank you for your consideration.
Sincerely,

Katherine (Kate) Flett

From: Susan Osborne [REDACTED]
Sent: September 12, 2022 4:09 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Harrow road project

To Mayor and Council,

I am writing today to object to the height of the Harrow road project. I LOVE most everything else about this proposal. I really want to see Pemberton move forward in creating supportive housing in a way which respects the ambience of the town past, present and future.

The difference of one story affects so much. Yes, it may only be a difference of a few feet, but it affects so many other peripheral aspects to this build. Here are some items of concern:

1. Heat island effect-each extra story absorbs and emits the sun's heat more than natural landscapes. Every extra level is significant. While a 4 level building will need to be built up on higher ground, this ground and plantings will help with cooling.
2. The right to shade in the summer as stated in the OCP guidelines. It will be very difficult to plant trees tall enough to shade 5 stories. The added difficulty here is the substrate on which the building stands(sand, clay and peat). Planting tall trees that will need a lot of water in summer can create subsidence issues for the structure even with fill and compaction. Subsidence damage and insurance costs are on the rise due to increased temperatures in the summer. Trees pull so much moisture from the soil and the resulting void causes the building to sink, usually unevenly. Depending on the trees planted, the subsidence damage can easily extend to neighbouring properties.
3. The population of the extra level pushes the limits for creating enough parking space and snow clearing space.
4. The population of the extra story creates more traffic coming and going through an already busy intersection.
5. The height of the structure affects the night sky for neighbouring homes. The proposal has windows that are higher than the two story homes adjacent to the building. Retaining a dark sky for Pemberton is a goal stated in the current OCP. It will take many years for trees to block the lights and if not chosen wisely, these trees will negatively affect the adjacent homes in themselves.

6. The extra demands of water and sewer needs from the population of the extra level. We are already struggling with water needs in peak seasons.

7. 5 Stories affects many people in the Glen with regards to the right to a certain style of skyline as stated in the OCP. Some of the artist renderings really misrepresent the proposal as it would be in the real world. This skewed view makes the project look more benign than it will be.

8. The concern over structures that need to be on top of the 5 stories. For example; elevator shaft and venting protrusions.

9. 5 stories is a real jolt to the landscape coming from any direction. With regards to the gateway segment of Pemberton, this is in no way a subtle or representative structure of the town.

Please consider each point when coming to a decision that may create a snowball effect for development in this lovely town. We want to welcome people to this wonderful place to share in its beauty and provide a home and security. If new projects like this are not carefully considered at each turn, as is indeed being done, Pemberton may end up not feeling so homely, or beautiful or secure.

Thank you for your consideration,

Susan Osborne

From: lara parnell [REDACTED]
Sent: Monday, September 12, 2022 3:01 PM
To: Sheena Fraser <sfraser@pemberton.ca>; VoP Admin <admin@pemberton.ca>
Subject: 5 story development

To the attention of Mayor and Council,

Hello,

I am writing to express my concern over the proposed height of the new housing development adjacent to the Glen. I feel that a 5 story building is not in keeping with the character of our town and by allowing this development to go ahead, we are setting a precedent for future projects. I am not against this development and understand our need for housing but believe removing a story from this building would fit better into the feel of Pemberton, not to mention the existing neighbourhood of the Glen.

Thank you
Lara Parnell

Sent from my iPhone

Pemberton

Re: Public Hearing - Harrow Road Affordable Housing – Rezoning Application.

Thoughts and questions for Mayor, Council and Staff:

The “Givens” as we understand them:

- Affordable housing is a serious need in the community.
- Very few viable lots exist within the village, between SLRD lands and the ALR the village has few options to consider. Apparently, the Harrow Road site being the only one where an agreement with the owner could be reached.
- The agreement for the lot purchase expires at yearend! Is there a chance to renegotiate, given the higher interest rates and a slower market? The Provincial funding behind the proposal might well be reassigned to other jurisdictions if approvals are not made in a reasonable time frame. **Hence the rushed process!**
- The Provincial funding is contingent on a certain density, the funds available force the developers to a five-story building to satisfy these constraints.
- In conversation with the Mayor, he was frank and frustrated that his pleas to the Province for expanded public transportation services for the Pemberton/Whistler corridor have fallen on deaf ears – so we are not likely to see any improvement on this for awhile.

The already well documented concerns:

- It’s certainly not an ideal site for family or mobility impaired residents, right beside the highway. A significant walk to services with awkward walking routes into the village for kids and the handicapped. Many will opt to walk on the Hwy whatever, and if it’s a heavy snow year the Hwy will be the only option due to the lack of priority the walkways get for snow clearing.
- ***Is building density in the flood plain a really good idea?***
- Having the highest building profile in the village - not a pretty site as you enter the village. This also sets a new height precedent for future developments, potentially changing the village ambience into the future.
- The original 3-story zoning would have retained much of our street’s views of Mt. Curry, the 5-stories will obliterate them. We would not have bought our property without this view, as did all the neighbours we have spoken to, so this development will negatively impact the enjoyment of our homes and seriously devalue our properties.
- **Infrastructure:**
 - ***Hydrology, can we really be assured that the building footprint will not force flooding waters to push more into the neighbouring developments?***
 - The junction of Hwy-99 and Harrow will be a tight and messy intersection with the new volume complicated by the site access road just a few meters away. Creating access difficulties for both the site users and all the existing Glen residents.

- The parking requirements to service the planned residential and commercial units seems grossly inadequate. ***Will the Glen, particularly Harrow and Balsam Streets, become the overflow parking area for the site?***
- The area on the north side of Hwy-99 and straddling the Arn Canal is already short on Parking. The new townhomes being built on Crabapple St. have limited parking, non of which would appear to easily accommodate a pick-up truck – with good reasons it’s the Pemberton vehicle of choice. We believe that the empty lot on the south side of the Crabapple will become an unofficial parking lot. ***Then what happens when the proposed “Shared- Housing” development for this lot is built, do the residents of both developments start parking on Laurel St. in the Glen?***
- A big question that we first asked back in February was: ***The plan only covers 2/3rds of the lot – what are the plans for the remainder?*** This question has been asked at every forum we have been able to attend. We have never had a straight answer from either SSCS or VOP! Maybe it’s a resource centre, maybe it’s a green space & community garden, maybe it’s a 2nd phase, requiring a new development application.
- The current rezoning application only considers the existing proposed building and it’s associated parking. There is no mention of any future developments, presumably meaning that any future development, such as a phase 2, would require a whole new round of proposals, applications, assessments, etc. It is hard to understand why the Village would take this piecemeal approach. ***Surely the infrastructure issues, in particular, should have been assessed for a complete plan that defines a set of infrastructure parameters within this rezoning, (e.g. the maximum residential density is?)*** Doing this would also appear to be fairer for the SSCS!
So, it appears that the Village is being far too passive in the process, allowing all the “Givens” take president over a well measured planning and development process, simply becoming an approval body to development application.

Summary:

This is clearly a legacy decision for the Village, **does the need for the housing trump the many and serious concerns raised?**

Surly, this decision is better made if VOP became proactive with the rezoning, covering the whole site, providing the usual parameters, usage, size, density etc. We would strongly urge the Planning staff draft such a version for your consideration. Given the serious infrastructure issues around the project it is hard to imagine that the density could be greatly increased with a future phase.

Thank you for your consideration,

Derek & Judith Walton

From: Stu Osborne [REDACTED]
Sent: September 13, 2022 11:55 AM
To: VoP Admin <admin@pemberton.ca>
Subject: SSCS Harrow Road building objection

To Mayor and Council,

I am writing to object to the proposed SSCS Harrow Road building project. I understand the need for affordable housing and support it in Pemberton however I have issues with the concept, location and design of this proposed site. My concerns and reasoning are as follows:

Building Height

- Building a 5 storey, 63 unit building does not create a welcoming look to Pemberton, towering over any other current property in town it will dominate site lines and is not the best first impression of our village.
- The true height of the proposed building will be more than 52' as presented in artist's renditions, the elevator shaft cap and other roof line parts will extend the height of the building.
- The height of the building will block views of Mount Currie for Glen residents, especially those living on Balsam Street.
- Artists renditions of the building create false visual information to the true height and impact this project will cause. I propose the true visual height of the proposed SSCS building be made apparent to Pemberton residents by using actual visual measurements, not via artists' renditions on paper or online. Suspend 4 helium balloons on 52' strings at the exact building site and the real visual measurement impact of the building height will be apparent to all Pemberton residents.

Building Site Rezoning

- Building a 5 storey, 63 unit building will increase traffic and pedestrian density to the area if the amendment is allowed, especially with retail and daycare.
- Amending the zoning bylaw to adopt and proceed with the proposed building opens the door to other build projects being permitted to build to this height in other areas of Pemberton.
- Permitting change to what can take place on the proposed site will allow SSCS to operate 2 retail locations within their building. I was told the 2 for profit stores will be in place to help offset the costs of operating the building however 30% of the units will be rented at market rates which are equal or higher than 1 bedroom suite rates I'm aware of being offered in our area. Generating revenue from a non profit building is already in the plans, we do not need other retail locations detracting from current businesses operating in town.
- I have issue with the tax breaks the SSCS building contractor will receive and how this lost revenue will affect Pemberton resident tax payers.

Building Parking

- Building a 5 storey, 63 unit building will increase traffic density and push parking into residential streets within the Glen.
- The building contractor is basing parking rates and space allocation for residents not affording or needing a vehicle. Vehicle use surveys presented were taken in urban areas where

operational bus transport is available, this does not exist in Pemberton. Cars will be required for those working and space allocation for others to visit and assist residents in their transport needs.

- Parking space and timing of use is assuming building residents will conform to what other surveys presented. The proposed building applications states residents without vehicles will have access to SSCS transport to assist them getting into town, this does not take into account other vehicles being used to pick up, drop off or stay to visit residents which will require additional parking spaces or drop off areas to do so.
- Pemberton residents expressed desire for a daycare facility to operate on the lower floor of the building if it proceeds, this will require pickup and drop off parking for those transporting their children to and from the site; Current parking plans do not account for the timing or space to do this.

Building Traffic Congestion

- Building a 5 storey, 63 unit building will increase traffic density entering and certainly exiting the Glen.
- SSCS is suggesting there is no need for a MOTI traffic survey for the intersection of Harrow Road and Highway 99 however this intersection can already be challenging in the morning for Glen traffic to exit onto Hwy 99 during peak traffic flows. Adding high density housing and vehicles will increase the challenge of Harrow Road congestion.
- Residents expressed desire for a daycare facility to operate on the lower floor of the building, if this proceeds there will be a further increase in traffic flow in and out of the proposed building site during peak traffic flow times at start and end of the day.
- A proposed trail will run along the edge of Hwy 99 in front of the SSCS building and ends at Harrow Road. There is no safe way to cross Hwy 99 from Harrow to access the Friendship Trail on the other side, a traffic light will be required to assist residents walking and for the vehicle traffic flow in and out of the Glen.

Building Water Displacement

- Building a 5 storey, 63 unit building will increase water displacement in an area already prone to and does flood.
- I am reminding Mayor and Council of the sewage lift station install challenges that occurred on the proposed SSCS building site. The hole for the lift station filled up with ground water which required pumping 24 hours a day and eventually flooded the lot and some yards at the end of Balsam Street. Installing a pipe and storm water run off holding tank along the back of Balsam Street gardens will incur similar issues with when dug down into the proposed site. The pipe trench and holding tank hole depth and water table will become a flooding issue once again and will be even closer to Balsam Street residents yards.
- If the SSCS building amendment is permitted, how will flood water be managed prior to the current proposal to handle it once the building is in place?

Thank you for your consideration of my current issues with the proposed SSCS building plan.

Stu Osborne
[REDACTED] Street

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

Form Submission Info

First Name: Ryan

Last Name: Watts

Street Address: [REDACTED] St

PO Box: [REDACTED]

Town/City: Pemberton

Province: BC

Postal Code: V0n2L0

Phone Number: [REDACTED]

Email: [REDACTED]

Please attach any related documents (if applicable):

Message to Mayor & Council: First, I would like to say that I am fully in support an affordable housing project in Pemberton. This project would be a welcome addition to the community if it were created with more respect to the current residents and homeowners.

I would like to re-iterate my opposition to the proposal for the Harrow Road development in its current form. The height of the building and lack of parking will create a significant negative impact on the residents of the Glen.

I read that an independent traffic engineer recommended 51 resident parking spaces for 63 housing units. This is clearly inadequate. The public transit system is too weak to think otherwise.

The rezoning of this lot to allow a 5-story building will create the tallest building in Pemberton, directly impacting current residents. 3 stories would be much more respectful.

I am asking council to please consider a compromise for its current residents before approving this project.

Thank you.

Village of Pemberton

Pemberton Mayor and Council,
7400 Prospect St.
Pemberton, BC
V0N 2L0
Email: admin@pemberton.ca

Dear Mayor and Council,

My name is Jeannie Boscarol and I live at [REDACTED] Brackendale, BC I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd. We desperately need this type of development in the community and I support the project for the following reasons:

- SSCS provides valuable community services in Pemberton and the additional programming space on the ground floor will ensure their services continue in Pemberton long-term.
- The addition of 63 affordable units will help residents find housing within the community instead of having to move elsewhere.
- The deep subsidy units will help the most vulnerable in our community and prevent homelessness.
- The eligibility requirements will ensure that units only go to those who are in need of affordable housing.
- Because this is a non-market project backed by BC Housing, we can be sure that rents will stay at their affordable rates, as opposed to a market rental development.
- The project is within walking distance of daily amenities.
- The project will provide a home for Pemberton seniors who are aging out of their existing housing and need an affordable place to live.
- The project is family friendly by including 2 and 3-bedroom units and a play area for kids.
- The project is upgrading the trail on the south of the property from a gravel trail to a paved path that will be more accessible for those with mobility devices.
- I feel that SSCS has addressed flooding concerns by having a civil engineer design a stormwater management system for the site.
- I appreciate how SSCS has responded to concerns from the neighbours to the north by pushing the building south, further away from their homes.

Thank you for your consideration.

Sincerely,

Jeannie Boscarol

From: Cathy Goodman [REDACTED]
Sent: September 13, 2022 5:49 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Harrow Road Affordable Housing

To Mayor and Council.

I live in [REDACTED] Street just off Harrow Road. I am concerned that the proposed development is being built adjacent to Highway 99 at a point where the speed limit is 80 kph. I was hoping that for the sake of the residents the speed limit could be reduced significantly. This would reduce noise as well as allow cars to pull out safely on to the highway. If the highway is crossed by pedestrians at this point they can join the Valley Loop Trail just behind Pemberton Valley Lodge. The highway widens here as well as traffic being fast and there is a bend in the road towards Pemberton all of which makes crossing the road on foot dangerous, especially with young children. Could a pedestrian bridge be built over the highway or a crossway installed? Obviously a reduction in the speed limit would also help with the problem of getting across the highway.

Yours Faithfully,

Cathy Goodman

Pemberton Mayor and Council,
7400 Prospect St.
Pemberton, BC
V0N 2L0
Email: admin@pemberton.ca

Dear Mayor and Council,

My name is Ashley Oakes and I am the Executive Director of Howe Sound Women's Centre Society. I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd. We desperately need this type of development in the community and I support the project for the following reasons:

- SSCS provides valuable community services in Pemberton and the additional programming space on the ground floor will ensure their services continue in Pemberton long-term.
- The addition of 63 affordable units will help residents find housing within the community instead of having to move elsewhere.
- The deep subsidy units will help the most vulnerable in our community and prevent homelessness.
- The eligibility requirements will ensure that units only go to those who are in need of affordable housing.
- Because this is a non-market project backed by BC Housing, we can be sure that rents will stay at their affordable rates, as opposed to a market rental development.
- The project is within walking distance of daily amenities.
- The project will provide a home for Pemberton seniors who are aging out of their existing housing and need an affordable place to live.
- The project is family friendly by including 2 and 3-bedroom units and a play area for kids.
- The project is upgrading the trail on the south of the property from a gravel trail to a paved path that will be more accessible for those with mobility devices.
- I feel that SSCS has addressed flooding concerns by having a civil engineer design a stormwater management system for the site.
- I appreciate how SSCS has responded to concerns from the neighbours to the north by pushing the building south, further away from their homes.

Each and every day, Howe Sound Women's Centre staff hear from families in desperate need of affordable housing who wish to stay in the community. We have been offering second stage housing in Pemberton for just over 10 years but the housing is only available to families for up to one year. This proposed project would allow for a critical continuum of housing in the community.

Thank you for your consideration,

Sincerely,

Ashley Oakes
Executive Director

Pemberton Mayor and Council,
7400 Prospect St.
Pemberton, BC
V0N 2L0
Email: admin@pemberton.ca


Dear Mayor and Council,

My name is Sean Easton and I work for Zero Ceiling Society of Canada. I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd. We desperately need this type of development in the sea-to-sky corridor and I support the project for the following reasons:

- SSCS provides valuable community services in Pemberton and the additional programming space on the ground floor will ensure their services continue in Pemberton long-term.
- The addition of 63 affordable units will help residents find housing within the community instead of having to move elsewhere.
- The deep subsidy units will help the most vulnerable in our community and prevent homelessness.
- The eligibility requirements will ensure that units only go to those who are in need of affordable housing.
- Because this is a non-market project backed by BC Housing, we can be sure that rents will stay at their affordable rates, as opposed to a market rental development.
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- The project is family friendly by including 2 and 3-bedroom units and a play area for kids.
- The project is upgrading the trail on the south of the property from a gravel trail to a paved path that will be more accessible for those with mobility devices.
- I feel that SSCS has addressed flooding concerns by having a civil engineer design a stormwater management system for the site.
- I appreciate how SSCS has responded to concerns from the neighbours to the north by pushing the building south, further away from their homes.

Thank you for your consideration.

All the best,

Sean Easton (he/his/him) | Co-Executive Director |  | zeroceiling.org

I gratefully and respectfully acknowledge that our workplace, the land now known as Whistler, lies in the unceded territory of the S̓k̓w̓x̓w̓ú7mesh and Líl'wat Nations

From: Erica Finnsson <[REDACTED]>
Sent: September 16, 2022 3:54 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Harrow Road Project - Support

Pemberton Mayor and Council,
7400 Prospect St.
Pemberton, BC
V0N 2L0
Email: admin@pemberton.ca

Dear Mayor and Council,

My name is Erica Finnsson and I live at [REDACTED] Drive. I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd. We desperately need this type of development in the community and I support the project for the following reasons:

- SSCS provides valuable community services in Pemberton and the additional programming space on the ground floor will ensure their services continue in Pemberton long-term.
- The addition of 63 affordable units will help residents find housing within the community instead of having to move elsewhere.
- The deep subsidy units will help the most vulnerable in our community and prevent homelessness.
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- The project will provide a home for Pemberton seniors who are aging out of their existing housing and need an affordable place to live.
- The project is family friendly by including 2 and 3-bedroom units and a play area for kids.
- The project is upgrading the trail on the south of the property from a gravel trail to a paved path that will be more accessible for those with mobility devices.
- I feel that SSCS has addressed flooding concerns by having a civil engineer design a stormwater management system for the site.
- I appreciate how SSCS has responded to concerns from the neighbours to the north by pushing the building south, further away from their homes.

Thank you for your consideration.

Sincerely,

Erica Finnsson

Pemberton Mayor and Council,
7400 Prospect St.
Pemberton, BC
V0N 2L0
Email: admin@pemberton.ca

Dear Mayor and Council,

My name is Hailey LeBlanc and I live at [REDACTED] Street here in Pemberton. I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd. Having grown up in Pemberton, I never imagined the challenges that face today's community members looking to call Pemberton their home. Our town is a beautiful place to live, however there are fewer and fewer places available with the competitive housing and rental markets. I see many of my friends and family members moving out of town not because they wouldn't like to stay but because there are few affordable options. Pemberton and it's residents need affordable housing developments in the community.

These units will provide housing to Pemberton seniors who have aged out of their existing housing and need an affordable and safe place to live. Several seniors who have lived here for have been forced to sell and move, faced with raising costs of living and the challenges of caring for their yards and houses as they age. However, once their larger house is sold, there are few options for smaller homes that consider accessibility, and currently the Lions Villa has a wait list for their units. We owe it to our seniors to provide options to age within community where their support systems are.

Pemberton is known to be a family friendly community and I can vouch that it is beautiful place to grow up. Young families face a higher cost of living then ever before, and because this is a non-market project backed by BC Housing, we can be sure that rents will stay at their affordable rates, as opposed to a market rental development.

Sea to Sky Community Services will be a landlord residents can trust. One of the programs that SSCS oversees is the Legal Advocacy program which offers free legal advice and resources to residents needing help with learning and advocating for their tenancy rights. Sea to Sky residents live in fear of eviction, may that be a legal or illegal eviction. These units will provide 63 individuals/families with secure housing!

Most of the commercial space on the ground floor will offer secure programming and office space to Sea to Sky Community Services Society a non-profit. 2,146 people in Pemberton, Lil'wat Nation, and D'arcy received services from SSCS in 2021-2022 (fiscal year). These individuals and their families rely on the services offered. This develop would provide space to operate programs such as the Healthy Pregnancy Outreach Program, Better at Home (Assisting Seniors), and Youth Services to name a few.

I hope that the council will consider what an opportunity this development is for our community.

Sincerely,

Hailey LeBlanc

Pemberton Mayor and Council,
7400 Prospect St.
Pemberton, BC
V0N 2L0
Email: admin@pemberton.ca

Dear Mayor and Council,

My name is Marta Tabaka and I live at [REDACTED] Road. I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd. I support the project for the following reasons:

- SSCS provides valuable community services in Pemberton and the additional programming space on the ground floor will ensure their services continue in Pemberton long-term.
- The addition of 63 affordable units will help residents find housing within the community instead of having to move elsewhere.
- The deep subsidy units will help the most vulnerable in our community and prevent homelessness.
- The eligibility requirements will ensure that units only go to those who are in need of affordable housing.
- Because this is a non-market project backed by BC Housing, we can be sure that rents will stay at their affordable rates, as opposed to a market rental development.
- The project is within walking distance of daily amenities.
- The project is family friendly by including 2 and 3-bedroom units and a play area for kids.

Thank you for your consideration.

Marta Tabaka

September 17, 2022

Re: Affordable/ Subsidized Housing in Pemberton

Dear Mayor and Council

I am a retired single woman, 67 years young. I receive a pension and I work part time, even so my income is modest. I came to the Pemberton Valley nearly 7 years ago to be close to family.

This spring my landlord listed his property for sale, and my future tenancy was put into question. I began looking for options. What I found was very concerning, as there was no way I could afford the going market rental rates for a 1 bedroom or studio suite on my income. At my age and stage in life, I really hoped to not be forced into sharing space with multiple others, lovely as they might be....(and frankly even many of those options that I saw advertised were out of my affordability range).

Happily I was able to find long term, stable and mercifully affordable housing at the West Winds complex in Squamish. I found no similar options available in Pemberton.

I am sure my story and my income bracket are not unique. Businesses and Services in Pemberton, like in other communities, are struggling to find and retain staff. Providing opportunities for potential workers and potential community volunteers (both home grown and from away), to find secure, stable and affordable, housing, will go a long way to ensuring that Pemberton remains the thriving community we would all like it to be.

I encourage you to support subsidized housing projects to provide your community with options that truly are affordable.

Sincerely
Sharyl Johnson

September 17, 2022

Pemberton Mayor and Council
7400 Prospect St.
Pemberton, BC
V0N 2L0

Via Email: admin@pemberton.ca

Dear Mayor and Council

My name is Valerie Brooksbank and I live at [REDACTED] Street, Pemberton and I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd. We desperately need this type of development in the community and I support the project for the following reasons:

- SSCS provides valuable community services in Pemberton and the additional programming space on the ground floor will ensure their services continue in Pemberton long-term
- The addition of 63 affordable units will help residents find housing within the community instead of having to move elsewhere
- The deep subsidy units will help the most vulnerable in our community and prevent homelessness
- The eligibility requirements will ensure that units only go to those who are in need of affordable housing
- Because this is a non-market project backed by BC Housing, we can be sure that rents will stay at their affordable rates, as opposed to a market rental development
- The project is within walking distance of daily amenities
- The project will provide a home for Pemberton seniors who are aging out of their existing housing and need an affordable place to live.
- The project is family friendly by including 2 and 3-bedroom units and a play area for kids
- The project is upgrading the trail on the south of the property from a gravel trail to a paved path that will be more accessible for those with mobility devices
- I feel that SSCS has addressed flooding concerns by having a civil engineer design a stormwater management system for the site
- I appreciate how SSCS has responded to concerns from the neighbours to the north by pushing the building south, further away from their homes

Thank you for your consideration.

Sincerely
Valerie Brooksbank

From: [REDACTED]
Sent: September 17, 2022 2:31 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Rezoning proposal on Harrow Road

Pemberton Mayor and Council
7403 Prospect St.
Pemberton BC
V0N 2L0

My name is Richard Megeney and I live at [REDACTED] Drive in Pemberton. I am writing to express my support for the Sea to Sky Community Services Affordable Housing rezoning proposal on Harrow Road.

We desperately need this development and I support the project for the following reasons:

- Affordable units will help residents find housing within the community;
- The project is within walking distance of local amenities;
- The eligibility requirements will ensure that the units go to those who really need affordable housing.

Hoping the project will be approved and I thank you for your consideration.

Sincerely

Richard Megeney

From: Kailey Morin [REDACTED]
Sent: September 17, 2022 11:08 AM
To: VoP Admin <admin@pemberton.ca>
Subject: Full support for Harrow Rd Housing

Dear Mayor and Council,

My name is Kailey Morin and I live at [REDACTED] I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd.

I urge you to move forward with this project and stand up for community members who have been made vulnerable due to a severe lack of safe and affordable housing. **The Village must aim for excellence, not perfection, when it comes to difficult and complex development needs such as this and I believe the plans that have been proposed and amended following community feedback meet that standard.**

The community has changed and higher density, affordable housing is an important part of a solution to the crisis Pemberton is currently facing. It would be a shame on all of us if this opportunity to offer safe and affordable housing is missed and if the Mayor and Council allow themselves to be swayed by tactics that are classically employed by the "not in my backyard" crowd in communities across this country to derail critical projects like these. As a homeowner in this Village, I say YES in my backyard. I want to live in a community where everyone has a safe place to call home.

We desperately need this type of development in the community and I support the project for the following reasons, as articulated by SSCS:

- SSCS provides valuable community services in Pemberton and the additional programming space on the ground floor will ensure their services continue in Pemberton long-term.
- The addition of 63 affordable units will help residents find housing within the community instead of having to move elsewhere.
- The deep subsidy units will help the most vulnerable in our community and prevent homelessness.
- The eligibility requirements will ensure that units only go to those who are in need of affordable housing.
- Because this is a non-market project backed by BC Housing, we can be sure that rents will stay at their affordable rates, as opposed to a market rental development.

- The project is within walking distance of daily amenities.
- The project will provide a home for Pemberton seniors who are aging out of their existing housing and need an affordable place to live.
- The project is family friendly by including 2 and 3-bedroom units and a play area for kids.
- The project is upgrading the trail on the south of the property from a gravel trail to a paved path that will be more accessible for those with mobility devices.
- I feel that SSCS has addressed flooding concerns by having a civil engineer design a stormwater management system for the site.

Thank you for your consideration.

Sincerely,

Kailey Morin

September 17, 2022

Pemberton Mayor and Council,
7400 Prospect Street
Pemberton, BC
V0N 2L0

Dear Mayor and Council,

My name is Michelle Staehli, I am a business owner in the town center at 7421 Prospect Street, and I live at [REDACTED] I am writing to express my support for Sea to Sky Community Services Affordable Housing rezoning proposal on Harrow Road in Pemberton, BC. We desperately need this type of development in our community, and I support the project for the following reasons;

- The project will provide a home for Pemberton seniors that need an affordable place to live, along with considerations for people with disabilities.
- The addition of 63 affordable units will help residents find housing within the community.
- The deep subsidy units will help the most vulnerable in our community and prevent homelessness.
- Because this is a non-market project backed by BC Housing, we can be sure that rents will stay at their affordable rates, as opposed to a market rental development.
- The project is within walking distance to daily amenities and local bus routes.
- SSCS has been an integral part of our community for years, they provide valuable community services in Pemberton and the additional programming space on the ground floor will ensure their services continue in Pemberton long-term.
- The plans are well thought out, including green space and play area for kids.
- This development is needed and will be a positive addition to our growing community for years to come.

Thank you for your consideration.

Sincerely,

[REDACTED]
Michelle Staehli

To Mayor & Council,

I am writing today regarding the proposed housing development on the corner of Harrow Rd / Hwy 99. In your upcoming discussion and decision-making regarding the rezoning of the proposed site, I encourage you to consider issues beyond just the zoning component for a comprehensive and thorough process.

While I'm in favour of affordable housing initiatives in Pemberton, I have a few concerns that I would like addressed before you make your decision on moving forward with this particular proposal as is.

First, my main concern is as a taxpayer. I would like more discussion and information regarding the tax impacts residents of Pemberton are facing for this subsidized housing.

How will this development contribute to our tax base? If this development/SSCS is granted a municipal property tax exemption, what does that mean for the taxpayers of Pemberton?

I would like to know how much (percentage and/or per household \$ amount) this will cost each taxpayer. As Pembertonians already highly taxed for limited services and amenities, any increase in taxes must be openly and fully discussed before any decisions are made and a move forward. For a subsidized development, taxpayers should have approval/oversight of any decisions that affect our taxes - it's our money and council must be transparent.

Please do not approve any tax exemptions for this project, as we the community cannot afford foregoing the tax revenue of a development of this size. Non-collected/exempted taxes are monies not available to our community for increased and upgraded infrastructure, municipal services, etc; therefore, our taxes are raised to cover the ever-increasing budgets in our growing community.

I would wholly agree with a compromise to collect a tax contribution, proportional to the discount on market valuation (ex. a unit renting 50% below market is then assessed as such, and therefore, the landlord contributes 50% of the regular tax rate). It is only fair to Pemberton taxpayers, who pay full rates, that subsidized developments pay and shoulder some municipal responsibilities as we, the current residents/taxpayers, do.

Second, I am not convinced that the chosen site is best suited for the development as proposed for several reasons:

1. I am sure that proper professionals will be consulted and address the concerns related to flooding at the location of the development, so I will not comment on this. However, I would like reassurance that mitigation of the site will result in no future flooding issues and will not cause new flooding issues to develop in surrounding areas.
2. The height of 5-storey's is too high to fit into the character of our town and will have a negative impact on neighbouring properties. Also, if a second building is built in the future on the site, it will be even worse of an impact to neighbours. Please maintain the current height limitations in the Village.
3. The parking plan is not sufficient for the amount of anticipated vehicles for the development in its current proposal size. The removal of required spaces from previous developments in the Village has been a grave mistake by councils who allowed it.

This development proposal does not allocate enough parking spaces as it currently stands (for full resident capacity in 63-units) and this will negatively impact the surrounding neighbours/neighbourhood. If there was a reduction of building height/storey's (therefore a reduction of anticipated vehicles requiring parking spaces), the current parking proposal may suffice.

4. A traffic-light should be required from the developer and be installed to mitigate the increase in traffic, both vehicular and pedestrian (ex. even more people will cross the highway to access the Friendship Trail), at this entrance to the Glen.

5. I believe this development would be better suited to the lot next to the Community Barn, or across the highway in the vacant lot next to the Pemberton Valley Lodge, or in the fenced area behind the Inukshuk (this location in collaboration with the First Nations who own this parcel) as all three locations seem to address and/or eliminate concerns the community has with the current proposed location.

Better yet, the Harrow Rd/Hwy 99 location fits the criteria of a much-needed new fire hall. Could the new fire hall be built here and then affordable housing be built on the current fire hall site (Aster St)? Developing that area (Aster St) into more of a neighbourhood within walking distance of amenities seems more appropriate to the development proposal.

Presenting the pros/cons of alternate locations to residents would be wholly helpful in understanding all decision-making in this matter.

Finally, I would like to see:

1. Any development that is approved must follow the FireSmart guidelines for building design & materials and landscaping design & tree/planting choices. Our community must proactively prepare for wildfire by requiring these measures for all new builds.

2. Restrictions that any tenants for such a development (subsidized by Pemberton taxpayers) be limited to residents who are either seniors, are people with disabilities, or are persons who work IN Pemberton (especially for doctors, nurses, paramedics, firefighters, municipal staff, daycare teachers, etc. who could have a place to start in the market rentals).

3. Any subsidized rentals be diligently monitored to maintain eligibility. I am compassionate towards those needing assistance, but have seen firsthand how some people take advantage of the system.

Going forward too quickly so we don't "lose the opportunity" or because "we need it" is not the right approach. There are still too many questions the community needs answered.

Thanking you in advance for your consideration and response.

Regards,

Jenna Markovic

[REDACTED]
[REDACTED]
[REDACTED]

Pemberton Mayor and Council,
7400 Prospect St.
Pemberton, BC
V0N 2L0
Email: admin@pemberton.ca

Dear Mayor and Council,

My name is Maria McKay. I live at [REDACTED] and I work at the Whistler and Pemberton Health Care Centres as a therapist with the Mental Health and Substance Use program. I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd. We desperately need this type of development in the community and I support the project for the following reasons:

- SSCS provides valuable community services in Pemberton and the additional programming space on the ground floor will ensure their services continue in Pemberton long-term.
- The addition of 63 affordable units will help residents find housing within the community instead of having to move elsewhere.
- The deep subsidy units will help the most vulnerable in our community and prevent homelessness.
- The eligibility requirements will ensure that units only go to those who are in need of affordable housing.
- Because this is a non-market project backed by BC Housing, we can be sure that rents will stay at their affordable rates, as opposed to a market rental development.
- The project is within walking distance of daily amenities.
- The project will provide a home for Pemberton seniors who are aging out of their existing housing and need an affordable place to live.
- The project is family friendly by including 2 and 3-bedroom units and a play area for kids.
- The project is upgrading the trail on the south of the property from a gravel trail to a paved path that will be more accessible for those with mobility devices.
- I feel that SSCS has addressed flooding concerns by having a civil engineer design a stormwater management system for the site.
- I appreciate how SSCS has responded to concerns from the neighbours to the north by pushing the building south, further away from their homes.
- I believe that SSCS can and will apply fair and equitable processes in determining which of our neighbours are housed in the project.
- I am aware that Vancouver Coastal Health is in talks with SSCS to move our Mental Health and Substance Use services to the Harrow Road site, creating a healthy new space for these programs and opening up additional space in the PHCC for other Community Health programs.

Thank you for your consideration.

Sincerely,
Maria McKay

From: Lizi McLoughlin <lizi@ZEROCEILING.ORG>
Sent: September 19, 2022 4:20 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Re: Harrow Road Development

Dear Mayor and Council,

My name is Lizi McLoughlin and I live at [REDACTED] I'm writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd. I work for Zero Ceiling, a local non-profit dedicated to ending homelessness. In both my professional and personal experience, I understand how desperately we need this type of development in the community and consider the Harrow Road Development to be a hugely exciting development for Pemberton.

The Harrow Road Development provides affordable housing, in perpetuity, for Pemberton residents and families. Secure housing is a fundamental human right and a prerequisite for healthy individuals, families, and communities. This development, funded by BC Housing, is an excellent example of a solution to the current housing and cost-of-living crisis that our community is facing. It will ensure the most vulnerable members of our community can stay here and access safe, stable housing.

The building has been thoughtfully designed to including housing suitable for individuals, couples, families, and seniors, and to incorporate vital community services on the ground floor of the development. The plans are clearly developed and make great use of the vacant lot on the corner of Harrow Road. As a close neighbour, I am excited to see this development close to my house and within walking distance of the village amenities. I also appreciate how SSCS has responded to community concerns, including the flooding concerns and concerns from neighbours.

Affordable housing developments like Harrow Road are absolutely vital for the strength of our community. As Pemberton grows and changes, we must ensure individuals, families, and seniors who live and work in our community can continue to do so. There is a great risk and a huge loss to these people being pushed out of our community, which is why I wholeheartedly support this development that will provide homes for 63 families for the long-term.

Thank you for your consideration.

Sincerely,

Lizi

Lizi McLoughlin (she/her) | Development Manager | c: 604.967.2971 | zeroceiling.org

I gratefully and respectfully acknowledge that our workplace, the land now known as Whistler, lies in the unceded territory of the Skwxwú7mesh and Lílwat Nations.

Join us to [celebrate 25 years](#) of ending youth homelessness.



FAO:
The Mayor & Council
Village of Pemberton

Dear Members of Council,

I feel compelled to contact you and add my voice to the concerns expressed by the growing number of Pemberton residents who are deeply worried about the proposed Harrow Road project. I would applaud the idea that Pemberton should embrace the concept of affordable housing projects for the families who have the greatest needs in our society. However, it is important that the chosen locations provide an acceptable outcome for everyone in the vicinity.

The construction would be out of keeping with the general look and feel of our beautiful village. Current height restrictions are set at 10.5 metres and this proposal allows a maximum height of 19 metres. This would be an unsightly feature alongside the highway which would obscure an enormous amount of light from existing properties along Balsam Street, and totally obliterate the view of Mount Currie. I do not live in the Glen, but I have great sympathy for the local residents who would be impacted by this. One of the major mental health benefits of living in such a lovely rural location is enjoyment of the spectacular topography.

The location is so close to the highway that this would cause noise problems for the residents of the new development. As well as the perpetual cacophony of sound emanating from traffic on the highway (which seems to be increasing exponentially), there would potentially be danger to pedestrians and other by-passers because of the close proximity to the highway. The playground and gardens for this new development would be sited next to the sewage lift station which would be extremely unpleasant for the residents.

The other issue worth mentioning is that we already have poor facilities, which barely cope with the demand generated by the current population, in several key areas. This includes medical care, veterinary services, and our woefully inadequate, outdated water treatment plant. Thank you for taking the time to read my concerns. I hope you will reconsider the current plans.

Kind regards,

[REDACTED]

Dr Janis Shaw

Sept 20/22

Dear Mayor and Council

My name is Bruce Bareham

I fully support sea to sky
Community services affordable
Housing rezoning.

I have read the report
on the rezoning proposal on
Harrow rd.

The people this will help,
need our help. Do not look
for ways to oppose people
who need assistance.

Bruce Bareham

Age [redacted] Mt. Currie BC

Pemberton Mayor and Council,
7400 Prospect St.
Pemberton, BC
V0N 2L0
Email: admin@pemberton.ca

RECEIVED
SEP 20 2022
Village of Pemberton

Dated: September 14, 2022

Dear Mayor and Council,

My name is D. Hasan and I live on [REDACTED] in Pemberton. I am writing to express my support for Sea to Sky Community Services' Affordable Housing rezoning proposal on Harrow Rd. We desperately need this type of development in the community and I support the project for the following reasons:

Pick and choose what you like about the project from the bullets below. Feel free to revise and add your own points!

- SCS provides valuable community services in Pemberton and the additional programming space on the ground floor will ensure their services continue in Pemberton long-term.
- The addition of 63 affordable units will help residents find housing within the community instead of having to move elsewhere.
- **The deep subsidy units will help the most vulnerable in our community and prevent homelessness.**
- **The eligibility requirements will ensure that units only go to those who are in need of affordable housing.**
- **Because this is a non-market project backed by BC Housing, we can be sure that rents will stay at their affordable rates, as opposed to a market rental development.**
- **The project is within walking distance of daily amenities.**
- **The project will provide a home for Pemberton seniors who are aging out of their existing housing and need an affordable place to live.**
- The project is family friendly by including 2 and 3-bedroom units and a play area for kids.
- **The project is upgrading the trail on the south of the property from a gravel trail to a paved path that will be more accessible for those with mobility devices.**
- I feel that SCS has addressed flooding concerns by having a civil engineer design a stormwater management system for the site.
- **I appreciate how SCS has responded to concerns from the neighbours to the north by pushing the building south, further away from their homes.**

Thank you for your consideration.

Sincerely,

[REDACTED]
D. Hasan

From: Cindy Laflamme [REDACTED]
Sent: September 20, 2022 6:34 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Sorry about that

Dear Mayor and Council

My name is Cindy Laflamme, I currently live at [REDACTED] Street, I am writing to express my support for Sea to Sky Community Services'

Affordable Housing rezoning proposal for the following reasons:

The SSCS provides valuable community services and the additional programming space on the bottom floor, ensures their service continues in Pemberton long term.

The affordable units will help residents to stay in Pemberton, instead of having to move elsewhere. I for one, love Pemberton and don't want to have to move, but due to high rental costs, I will have no hope of getting another place to live here. The project will provide home for Pemberton Seniors, who are to vulnerable to be forced to live on the streets. And even in shelters they become targets for abuse and theft. Please help SSCS to continue to offer the valuable Community services that they have to help our community stay strong and prevent homelessness.

Thank you for your consideration and valuable time

Sincerely
Cindy Laflamme

From: Reshma Raju [REDACTED]
Sent: September 20, 2022 4:29 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Housing problem in Pemberton

Dear Mayor and Council

My name is Reshma Raju. I am a 3 year resident of Pemberton and I work at the Pemberton Valley Super Market.

Like so many I have real challenges finding good affordable accommodation
Currently I share a flat with others but I am expecting a baby in the new year and will need a place of my own

A number of friends and colleagues are helping me but nothing has come up
I have tried looking everywhere and am having no luck
I am just not sure what I will do.

I want to stay here but I may be forced to go elsewhere if I cannot find a home. I enjoy living in Pemberton.

I ask that you support the Harrow Road affordable housing project as I know our town needs it so much

Thank you

Reshma Raju

From: Jamie Van Ymeren [REDACTED]
Sent: September 20, 2022 2:42 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Fwd: Harrow Road!

Dear Mayor and Council,

Just a note that me and my family support the Harrow road affordable housing development. I'm a homeowner at [REDACTED], Pemberton.

Earlier this year when we rented out our tenant suite, we were overwhelmed by the number of people in desperate circumstances looking for housing. Numerous applicants were weeks away from having nowhere to live and being close to leaving town.

People need affordable housing units to take the pressure off the current rental stock in the village. We hope you approve the project.

Jamie Van Ymeren
[REDACTED]

From: Loretta Cox [REDACTED]
Sent: September 21, 2022 10:18 AM
To: VoP Admin <admin@pemberton.ca>
Cc: Jaye Russell <jaye.russell@sscs.ca>; peter@cascadiaconsulting.ca <peter@cascadiaconsulting.ca>
Subject: Letter of Support for Harrow Rd Project

Dear Mayor and Council

My name is Loretta Cox. I have lived in Pemberton for almost 3 years. I moved here from Newfoundland to be near my daughter and her family. I was thrilled to come and build a beautiful relationship with my grandchildren and be a part of my childrens lives again. The plan was to live with them until I got settled, found a job and moved into a place of my own. Safe to say I have a secure job but I cannot afford a place of my own with the high rents in Pemberton. I do sometimes see rentals come up on the community forum but the cost way exceeds what I am able to afford. I continue to look but things seem to just get more expensive. Unless you are willing to live in shared accommodations which is not where I want to be at my young 60ish age. So I continue to live with my wonderful family which I am grateful they are happy to have me but I would like to have the choice to live on my own. I don't have that choice living in Pemberton. At some point I may need to live with my family as I age but at this stage of my life, while I am able to live independently I would love to do so. If the rental situation here doesn't improve I may have to consider moving back....to where I know the rent is affordable. The Harrow Road project would be perfect for me. A nice small affordable unit is all I would ever want and need. A place that I could call my home and not my daughters home. I ask that you please approve the re-zoning so that it can go ahead. My application will be at the top of the list.

Thank you
Regards
Loretta Cox