



-REGULAR COUNCIL MEETING AGENDA-

Meeting #: 1577  
Date: Tuesday, March 14, 2023, 5:30 pm  
Location: Council Chambers  
7400 Prospect Street

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

Pages

1. **CALL TO ORDER**  
In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.
2. **IN CAMERA (3:30pm)**  
**Recommendation:**  
THAT the meeting is closed to the public in accordance with the *Community Charter* section 90 (1) (c) employee relations, (k) negotiations and related discussions that in the view of Council could reasonably expect to harm the interest of the municipality if they were held in public.
3. **RECESS REGULAR MEETING**
  - 3.1 **2023 Budget Information Session (5:00pm)**  
This information session will take place prior to the start of the Regular Council Meeting.
4. **RECONVENE REGULAR MEETING**  
In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.
5. **APPROVAL OF AGENDA**  
**Recommendation:**  
THAT the agenda be approved as presented.
6. **RISE WITH REPORT FROM IN CAMERA**
7. **ADOPTION OF MINUTES**
  - 7.1 **Regular Council Meeting No. 1575, Tuesday, February 28, 2023** 4  
**Recommendation:**  
THAT the minutes of Regular Council Meeting No. 1575, held Tuesday, February 28, 2023, be adopted as circulated.
8. **BUSINESS ARISING FROM THE PREVIOUS REGULAR COUNCIL MEETING**
9. **BUSINESS ARISING FROM THE COMMITTEE OF THE WHOLE**
10. **COMMITTEE MINUTES - FOR INFORMATION**
11. **DELEGATION**
  - 11.1 **Kieran Hale, Board Director, Howe Sound Community Forum, Presentation on Sea to Sky Outdoor Adventure Recreation (SOARE) Initiative** 11
12. **STAFF REPORTS**
  - 12.1 **Office of the CAO**
    - a. **Verbal Report**  
**Recommendation:**  
THAT the Chief Administrative Officer's verbal report be received.
  - 12.2 **Development Services**

- a. Development Variance Permit No. 131 – LiveShare Parking Variance  
**NOTE: Following the presentation of the Staff report, the meeting will be opened to the public for comment regarding DVP No. 131**

**Recommendation:**

**THAT** Council authorize issuance of Development Variance Permit No. 131 for the lands located at 7340 Crabapple Court (PID 025-587-897) to vary the parking requirements in the Village of Pemberton Zoning Bylaw No. 832, 2018;

**AND THAT** Mayor and Chief Administrative Officer are authorized to execute the final permit subject to completion of the following conditions:

- 1. The Owners and the Village of Pemberton have entered into a Housing Agreement which establishes the terms of occupancy, parking allocation, and alternate means of transportation; and
- 2. The Owners have registered a discharge, modification, or replacement for Covenant 1698277 and Modification Agreement CA2577713 to establish shared or beneficial parking arrangement for a minimum of 16 parking stalls to the satisfaction of the Village of Pemberton.

**13. BYLAWS**

<b>13.1</b>	<b>Special Events Bylaw No. 940, 2023</b>	<b>88</b>
	<b>Recommendation:</b> THAT Special Events Bylaw No. 940, 2023 receive fourth and final reading.	
<b>13.2</b>	<b>Airport Establishment, Operation and Fees Bylaw No. 817, 2017, Amendment (Lease Application Deposit) Bylaw No. 941, 2023</b>	<b>97</b>
	<b>Recommendation:</b> THAT Village of Pemberton Airport Establishment, Operations and Fees Bylaw No. 817, 2017, Amendment (Lease Application Deposit) Bylaw No. 941, 2023 receive fourth and final reading.	
<b>13.3</b>	<b>Village of Pemberton Fees and Charges Bylaw No. 905, 2021, Amendment (Special Event, Parks and Open Spaces, Airport) Bylaw No. 942, 2023</b>	<b>98</b>
	<b>Recommendation:</b> THAT Village of Pemberton Fees and Charges Bylaw No. 905, 2021 Amendment (Special Events, Parks and Public Spaces, Airport) Bylaw No. 942, 2023 receive fourth and final reading.	

**14. MAYOR'S Report**

- 14.1** Balsam Street - Speed Bumps
- 14.2** Hitching Post - Sale

**15. COUNCILLORS' Reports**

**16. CORRESPONDENCE**

<b>16.1</b>	<b>Correspondence for Action</b>	
a.	Lee Anne Patterson, dated February 27, 2023, regarding excavation work taking place near the Cream Puff trail.	102
b.	Kevin Radford, dated February 27, 2023, regarding excavation work taking place near Cream Puff trail.	104
c.	Kelsey Watson, Drop-in Support and Outreach Worker, The Howe Sound Women's Centre Society, received March 7, 2023, requesting April 2023 be proclaimed April Sexual Assault Awareness Month (SAAM)	106



16.2 Correspondence for Information

17. DECISION ON LATE BUSINESS

18. LATE BUSINESS

19. NOTICE OF MOTION

20. QUESTION PERIOD

111

21. IN CAMERA, CONTINUED

**Recommendation:**

THAT the meeting is closed to the public in accordance with the *Community Charter* section 90 (1) (c) employee relations, (k) negotiations and related discussions that in the view of Council could reasonably expect to harm the interest of the municipality if they were held in public.

22. RISE WITH REPORT

23. ADJOURNMENT OF REGULAR COUNCIL MEETING

**Recommendation:**

THAT the meeting be adjourned.

**VILLAGE OF PEMBERTON**  
**-REGULAR COUNCIL MEETING MINUTES-**

Meeting #: 1575  
Date: Tuesday, February 28, 2023, 9:00 am  
Location: Council Chambers & Zoom Webinar  
7400 Prospect Street

COUNCILLORS: Mayor Mike Richman  
Councillor Ted Craddock  
Councillor Katrina Nightingale  
Councillor Laura Ramsden

REGRETS: Councillor Jennie Helmer

STAFF: Elizabeth Tracy, Chief Administrative Officer  
Sheena Fraser, Manager of Corporate & Legislative Services  
Elena Aranguren, Office Coordinator  
Cam Adams, Fire Chief  
Paul Stoker, FireSmart Coordinator  
Christine Burns, Manager Recreation Services

PUBLIC: 1

MEDIA: 1

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

**1. CALL TO ORDER**

In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.

At 9:08am Mayor Richman called the meeting to order.

**2. APPROVAL OF AGENDA**

Moved/Seconded

**THAT** the agenda be approved as presented.

**CARRIED**

**3. RISE WITH REPORT FROM IN CAMERA**

**4. ADOPTION OF MINUTES**

**4.1 Regular Council Meeting No. 1574, Tuesday, February 7, 2023**

Moved/Seconded

**THAT** the minutes of Regular Council Meeting No. 1574, held Tuesday, February 7, 2023, be adopted as circulated.

**CARRIED**

**5. BUSINESS ARISING FROM THE PREVIOUS REGULAR COUNCIL MEETING**

There was no business arising.

**6. BUSINESS ARISING FROM THE COMMITTEE OF THE WHOLE**

**6.1 On February 7, 2023, the Committee of the Whole rose with the following recommendation for Council’s consideration:**

Moved/Seconded

**THAT** the Nature Play Park PlayScape feature be relocated to the Option Two location which is the at the Linear Pocket Park between the Spray Park and Radius building

**MOTION WITHDRAWN**

The motion above was withdrawn, and further discussion took place respecting the relocation of the PlayScape feature and how to proceed given feedback received from the community.

Moved/Seconded

**THAT** the decision respecting the Nature Park Playscape relocation be deferred;

**AND THAT** staff be directed to develop a community engagement plan respecting the proposed relocation of the PlayScape Feature;

**AND THAT** the community engagement plan be presented to the Committee of the Whole for review prior to any community engagement proceeding.

**CARRIED**

**7. COMMITTEE MINUTES - FOR INFORMATION**

**8. DELEGATION**

There were no delegations.

**9. STAFF REPORTS**

**9.1 Office of the CAO**

**a. Verbal Report**

Official Community Plan Review – Engagement

CAO Tracy thanked Council members who attended and supported the engagement of the students at L’Ecole de la Vallee and Signal Hill Elementary School and acknowledged and thanked the Development Services team and Colin Brown, Planner II, for the thoughtful work that has gone into supporting the community engagement on the OCP.

CAO Tracy reminded those in attendance of the Official Community Plan Public Open House to be held at the Pemberton & District Community Centre on Monday, March 6, 2023.

Moved/Seconded  
**THAT** the Chief Administrative Officer's verbal report be received.  
**CARRIED**

**9.2 Corporate and Legislative Services**

**a. Mayors Task Force on COVID-19 Response and Recovery Committee – Request to Dissolve**

Moved/Seconded  
**THAT** the Mayors Task Force on COVID-19 Response and Recovery, a Select Committee of Council, be dissolved.  
**CARRIED**

**9.3 Pemberton Fire Rescue**

**a. Community Wildfire Resiliency Plan**

Moved/Seconded  
**THAT** the 2022 Community Wildfire Resiliency Plan (CWRP) be adopted as presented.  
**CARRIED**

**10. BYLAWS**

**10.1 Special Events Bylaw No. 940, 2023**

Moved/Seconded  
**THAT** Special Events Bylaw No. 940, 2023 be given First, Second and Third Readings.  
**CARRIED**

**10.2 Airport Establishment, Operations and Fees Bylaw No. 817, 2017, Amendment (Lease Application Deposit) Bylaw No. 941, 2023**

Moved/Seconded  
**THAT** Village of Pemberton Airport Establishment, Operations and Fees Bylaw No. 817, 2017, Amendment (Lease Application Deposit) Bylaw No. 941, 2023 be given First, Second and Third Readings.  
**CARRIED**

**10.3 Village of Pemberton Fees and Charges Bylaw No. 905, 2021, Amendment (Special Event, Parks and Open Spaces, Airport) Bylaw No. 942, 2023**

Moved/Seconded  
**THAT** Village of Pemberton Fees and Charges Bylaw No. 905, 2021 Amendment (Special Events, Parks and Public Spaces, Airport) Bylaw No. 942, 2023 receives First, Second, and Third Readings.  
**CARRIED**

**11. MAYOR’S Report**

Mayor Richman reported on meetings from the Squamish-Lillooet Regional District Board. The following topics were reported:

- Zoning Amendment Bylaw for Area C - ALR and Wedgewoods

- Review of Code of Conduct
  - Catiline Creek debris flow hazard mitigation projects
- SLRD Budget discussions

Mayor Richman attended and reported on the following:

- Local Government Leadership Academy (LGLA) New Council Orientation
- Sea to Sky Regional Hospital District Board

Mayor Richmond recognized the efforts of the Fire Department during their attendance at the Sheraton Wall Centre climb. Pemberton's Fire Department were the number three (3) fundraising department out of forty-two (42) others from across the province and collectively raised \$8,650.00 for the BC Lung Foundation.

### **Foreign Homebuyer Ban Exemption:**

Councillor Craddock expressed concerns regarding the foreign homebuyer ban exemption that will impact Pemberton.

Mayor Richman noted that this is federal legislation, and the foreign homebuyer ban applies to areas based on population and does not apply to recreation properties along with several other exemptions. The challenges of this can be brought forward through discussions related to affordable housing needs report as part of the OCP process.

## **12. COUNCILLORS' Reports**

Councillor Nightingale attended and reported on the following meetings and seminars:

- Pemberton Arts Council
- Local Government Leadership Academy Newly Elected Officials Seminar
- OCP at the Pemberton Elementary School

Councillor Craddock attended and reported on the following meetings and seminars:

- BC Hydro Substation Open House
- Pemberton Valley Dyking District
- Tourism Pemberton AGM
- Local Government Leadership Academy Newly Elected Officials Seminar

Councillor Ramsden attended and reported on the following meetings and seminars:

- Regional Economic Development Collaborative
- Local Government Leadership Academy Newly Elected Officials Seminar

## **13. CORRESPONDENCE**

### **13.1 Correspondence for Action**

- a. **Squamish-Lillooet Regional District, dated February 22, 2023, requesting participation consent for Sea to Sky Corridor Recreational Trails Service Establishment Bylaw No. 1006-2007, Amendment Bylaw No. 1806-2023**

Moved/Seconded

**THAT** Council give participating area approval by consenting, on behalf of the electors of the Village of Pemberton, to the adoption, by the Squamish-Lillooet Regional District, of proposed SLRD Bylaw 1806-2023, cited as “Sea to Sky Corridor Recreational Trails Service Establishment Bylaw No. 1006-2007, Amendment Bylaw No. 1806-2023”;

**AND THAT** Village of Pemberton staff notify the SLRD Board of the Village of Pemberton’s consent.

**CARRIED**

- b. **Letters from received from residents between February 9, 2023 and February 17, 2023, providing comments and/or concerns respecting the relocation of the Nature Park PlayScape feature at the Pemberton and District Community Centre;**

- Nicola Boling, Village of Pemberton, February 9, 2023
- Melissa Denomme, Village of Pemberton, February 9, 2023
- Anna McRae, Village of Pemberton, February 9, 2023
- Amy Peterson, Village of Pemberton, February 9, 2023
- Becky Pritchard, Village of Pemberton, February 9, 2023
- Fiona Werman, Village of Pemberton, February 9, 2023
- Allie Dooley, Squamish Lillooet Regional District, February 10, 2023
- Annie Oja, Village of Pemberton, February 10, 2023
- Lara Plotnikoff, Village of Pemberton, February 10, 2023
- Brittany Andrew, Mount Currie, February 11, 2023
- Nicole Brink, Village of Pemberton, February 11, 2023
- Marilou Carswell, Village of Pemberton, February 11, 2023
- Chelsea Kozlan, Village of Pemberton, February 11, 2023
- Sam Lymbery, Kaleden, BC, February 11, 2023
- Louise Mackinnon, Village of Pemberton, February 11, 2023
- Courtney Marchment, Village of Pemberton, February 11, 2023
- Sharon Matthews, Village of Pemberton, February 11, 2023
- Kayleigh Raw, Village of Pemberton, February 11, 2023

- Louis Renaud, Village of Pemberton, February 11, 2023
- Martine Walberg, Village of Pemberton, February 11, 2023
- Aurora Warren, Village of Pemberton, February 11, 2023
- Elizabeth Akehurst, Village of Pemberton, February 9, 2023
- Alison Proeschel, Village of Pemberton, February 13, 2023
- Cedric Proeschel, Village of Pemberton, February 13, 2023
- Steffan King, Village of Pemberton, February 15, 2023
- Kate Wiadrwoski, Village of Pemberton, February 15, 2023
- Kristina Richards, Village of Pemberton, February 17, 2023

Moved/Seconded

**THAT** the correspondence be referred to staff for response and to inform residents there will be public engagement on this matter.

**CARRIED**

### 13.2 Correspondence for Information

- a. **Steven F. Kozuki, Executive Director, Forest Enhancement Society of BC, dated January 26, 2023, providing information on funded projects**
- b. **Steven F. Kozuki, Executive Director, Forest Enhancement Society of BC, dated February 12, 2023, providing FESBC 2023 Accomplishments Update**
- c. **Jay Chalke, Office of the Ombudsperson Province of British Columbia, dated February 14, 2023, offering a webinar, Fairness by Design guide, for public bodies on March 16, 2023**

### 14. DECISION ON LATE BUSINESS

### 15. LATE BUSINESS

### 16. NOTICE OF MOTION

### 17. QUESTION PERIOD

### 18. IN CAMERA

At 11:05am Council moved in camera.

Moved/Seconded

**THAT** the meeting is closed to the public in accordance with the *Community Charter* section 90 (1) (l) Municipal Objectives, (c) Employee Relations and (k) Negotiations and related discussions that in the view of Council could reasonably expect to harm the interest of the municipality if they were held in public.

**CARRIED**

### 19. RECESS REGULAR MEETING

At 12:45pm the Regular Meeting was recessed.

**20. RECONVENE REGULAR MEETING**

At 3:59pm the Regular Meeting was reconvened, and Council Moved back In Camera.

**21. IN CAMERA, CONTINUED**

At 3:59pm Council moved in camera.

Moved/Seconded

**THAT** the meeting is closed to the public in accordance with the Community Charter section 90 (1) (l) Municipal Objectives, (c) Employee Relations and (k) Negotiations and related discussions that in the view of Council could reasonably expect to harm the interest of the municipality if they were held in public.

**CARRIED**

**22. RISE WITH REPORT**

At 4:29pm Council rose without report.

**23. ADJOURNMENT OF REGULAR COUNCIL MEETING**

At 4:30pm the Regular Meeting was adjourned.

Moved/Seconded

**THAT** the meeting be adjourned.

**CARRIED**

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Mike Richman, Mayor

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Sheena Fraser, Corporate Officer



**From:** no-reply@webguidecms.ca <no-reply@webguidecms.ca>  
**Sent:** Thursday, December 15, 2022 10:49 AM  
**To:** Sheena Fraser <sfraser@pemberton.ca>  
**Subject:** Website Submission: Request to Appear Before Council - pemberton.ca

Village of Pemberton - Website Submission: Request to Appear Before Council - pemberton.ca

## Website Submission: Request to Appear Before Council - pemberton.ca

### Form Submission Info

**First Name:** Kieran

**Last Name:** Hale

**Company or Organization Name (If Applicable):** SOARE (Sea to Sky Outdoor Adventure Recreation Enterprise)

**Title (If Applicable):** Board Director

**Email:** info@soare.org

**Phone Number:** [REDACTED]

**Street Address:** [REDACTED]

**City/Town:** Squamish

**Province:**

**Postal Code:**

**Requested Date to Appear Before Council:** 03/14/2023

**Purpose of Presentation to Council:** To explain in more detail the initiative and programs of SOARE.

**Please attached any related documents (if applicable):**

**I agree by submitting this form, you agree to the terms and conditions below.:** yes

Village of Pemberton

**Date: Tuesday, March 14, 2023**

**To: Elizabeth Tracy, Chief Administrative Officer**

**From: Cameron Chalmers, RPP, MCIP, Consulting Planner**

**Subject: Development Variance Permit No. 131 – LiveShare Parking Variance**

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### **PURPOSE**

The purpose of this report is for Council to consider authorization of issuance for Development Variance Permit (DVP) No. 131 (**Appendix A**). If approved, the DVP would enable a reduction in parking standards from the Village of Pemberton Zoning Bylaw No. 832, 2018 to enable the development of a co-living micro-suite development under a housing agreement as a purpose built affordable rental project. The authorization would be subject to the Owner entering into a housing agreement and amending an existing covenant/easement to secure the obligations outlined in this report.

### **INTRODUCTION**

This Development Variance Permit application is a companion application for a Development Permit (DP) application at 7340 Crabapple Court. The DP application proposes a new form of “co-living” housing in a new building consisting of 63 co-living micro-suite dwelling units, of approximately 27.9 square metres (300 square feet) each. The micro-suites will provide basic sleeping quarters and washroom facilities and common cooking and lounge facilities will be included in a co-operative living environment. The initial drawing submission is attached as **Appendix B**.

The building is proposed as a purpose-built rental development and the Owners have agreed to enter into a housing agreement to secure the project as a rental building. Accordingly, the proposal qualifies as an affordable housing development. Though the proponents have not offered rent-control as part of the housing agreement, the unit type will rent at more attainable levels, which the proponent states will be approximately \$900 per month.

Though the Development Permit application has not yet undergone thorough review, the proposal will conform to the land use provisions of the Portage Road C3 zone. Initial review also indicates compliance with the building size, height, and densities outlined in the C-3 zone.

In reviewing the Development Permit application, a significant parking variance request has been identified. Given the significance of this variance request, this Development Variance Permit application has been submitted for Council consideration before the Development Permit will advance through detailed review and future consideration by Council.



*Figure 1: Location Plan*

## **BACKGROUND**

### ***Development History***

In 2010, the Gateway development was approved which included two buildings to be constructed in two phases. Phase 1 of the Gateway has been constructed and occupied as a mixed-use commercial and residential development. The subject property did not proceed under the initial approvals. During the initial approvals process, a parking deficiency with phase 1 was identified and an easement agreement and covenant was registered on the phase 2 subject lands to satisfy the phase 1 parking requirements.

The covenant and easement between what are now the phase 1 strata corporation and the owners of phase 2 was registered on the subject lands in 2010 and established a requirement to accommodate ten (10) parking stalls on the subject lands for the benefit of the phase 1 Gateway building. The initial covenant was further modified in 2017, upping the obligation to sixteen (16) parking stalls. The covenant makes provision for discharge or amendment when the phase 2 lands develop. The subject development application contemplates a modification or replacement of the original covenant obligation as described later in this report.

Since Gateway phase 1 was constructed, the phase 2 subject lands have been detached from the initial approval and are now an independent land holding. However, there are access points in addition to the parking which will be shared and are secured by appropriate easements and agreements.

### ***Committee of the Whole Background***

On August 31, 2021, Committee of the Whole (CoW) considered a request from Staff to provide direction on the subject application for what was then a 64 micro-suite dwellings for an innovative rental housing project. The specific issue necessitating CoW direction was the requested parking variance described in this report. In response, the CoW made the following recommendation to Council that was subsequently passed at the Regular Meeting No. 1545, held on September 21, 2021:

***THAT Staff be directed to continue processing the application for the proposed development of 7340 Crabapple Court, which includes a proposed variance from 64 to 25 stalls, for future consideration by Council.***

The proposal was resubmitted to the Committee of the Whole on June 21, 2022, and the following resolution was passed:

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

The recommendation was endorsed by Council at the Regular Meeting No. 1565, held July 12, 2022.

Since Council's last resolution, the Applicants have continued to refine the proposal and Staff have continued to explore means to secure the Applicant's offers of alternate transportation. Additionally, the application generated public interest which is reflected in the letters attached to this report.

## **PARKING VARIANCE DESCRIPTION**

### ***Development Process***

The application for DVP No. 131 has been advanced to Council for consideration in advance of the development permit application. The rationale for this approach is that the proposed parking variance is substantial and is critical to consideration of the development permit. Since the DVP No. 131 application is a discretionary decision of Council, the Applicants have elected to place completion of the development permit process on hold until a decision is rendered on the parking variance. Staff have sufficient information to proceed with the review of the proposed variance, but not sufficient information or details to complete the development permit review.

Should the parking variance proceed, the Applicants would resume the development permit process for additional Staff review and future consideration by Council. In short, Staff are not yet seeking Council feedback or comment on the development permit application.

Should the application not proceed, the development permit and present development concept could not proceed in its current form. The Owners/Applicants would have the option to proceed with an alternate development as the lands are currently zoned for mixed use and/or residential development. Should a future development permit application conform to the Zoning Bylaw, the approval of the permit would not be a discretionary decision of Council.

Staff note that the process for DVP No. 131 has generated public comment in the form of letters received expressing opposition, concern, and support for the proposed variance. The letters received as of the writing of this report are included in **Appendix C**. All letters received up to Thursday, March 9, 2023, are included, including those addressed to the previous council; however, only one copy of duplicate letters received on more than one occasion was included for conciseness. Any correspondence received between Thursday, March 9<sup>th</sup> and Monday, March 13<sup>th</sup> at 4pm will be provided to Council under separate cover. Notice of Council's intent to issue DVP No. 131 has been advertised in accordance with the *Development Procedures Bylaw, Local*

*Government Act*, and Village practice. Staff anticipate additional public representation at the Council meeting.

**Zoning Bylaw Parking Requirement**

The lands are currently zoned Portage Road Commercial (C-3) which permits a broad range of uses, including a residential apartment building. The proposed development concept is consistent with the land use provisions and appears to meet the size and siting requirements in the Zoning Bylaw. This will be confirmed through the detailed development permit review.

Under the Zoning Bylaw, parking requirements are calculated based on the intended use of a building and its intensity of use. For residential apartments, parking requirements are generated from a ratio of required stalls based on unit type. Of note, the Zoning Bylaw does not currently have a standard for studio apartments as proposed. The following parking requirements table has been generated using the closest applicable standard which is for one-bedroom apartments which is one (1) stall per unit. Visitor parking is added to the base requirement at a ratio of 0.25 stalls per unit.

Additionally, the Zoning Bylaw includes an inducement for affordable housing which amounts to a 0.25 stall per unit reduction in parking requirements for housing units that are subject to a housing agreement. This reduction effectively offsets the visitor parking requirement.

Based on these inputs, the following table establishes the parking requirement for the proposed development:

<b>Parking Calculation</b>	<b>Per Unit</b>	<b>Units</b>	<b>Required</b>
63 Residential Studios	1	63	63
Visitor Requirement	0.25	63	15.75
Affordable Housing Reduction	-0.25	63	-15.75
<b>Total Parking Calculation</b>			<b>63</b>

A total of 63 parking stalls are required pursuant to the Zoning Bylaw, after the application of the affordable housing incentive.

**Proposed Parking**

The proposed parking includes several different forms. There are a total of 41 stalls provided; however, the Applicants are seeking to modify and uphold their covenant obligation to the phase 1 building and not all the stalls are available for exclusive use. The following table breaks down the parking proposed:

<b>Parking Provided</b>	
Dedicated residential parking	21
Dedicated Visitor Parking	4
Shared Commercial/Residential Parking	16
<b>Total Parking Provided</b>	<b>41</b>

Specifically, the Applicant proposes 14 surface parking stalls and two (2) underground stalls as shared parking to satisfy the covenant obligation for the phase 1 building. The intent is to provide additional commercial parking during business hours and then have the parking available to residents after hours. This approach will require a modification of the existing covenant with the strata corporation of the Gateway building and the Village. The proposed DVP No. 131 includes a requirement that the covenant be amended, and this requirement is also established as a prior to issuance obligation of the DVP.

There are 21 dedicated parking stalls and four (4) additional visitor stalls for the exclusive use of the proposed residential units.



Figure 2: Surface Parking

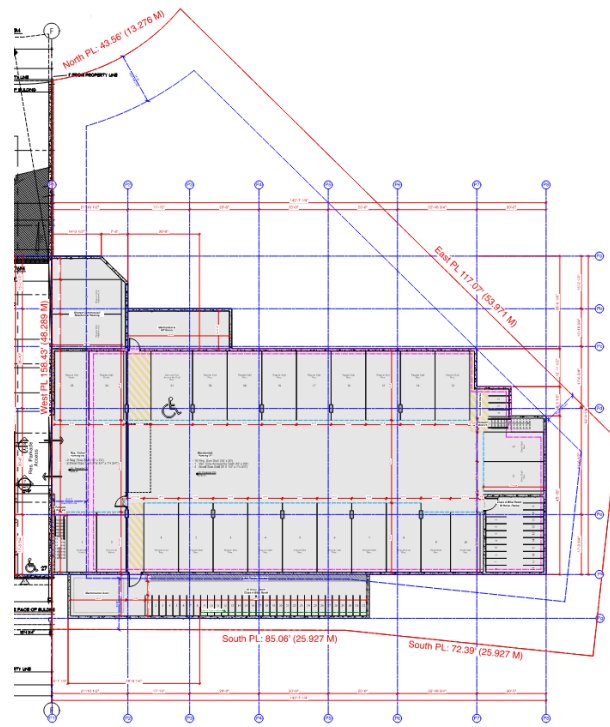


Figure 3: Underground Parking

In summary the proposal is to vary the Zoning Bylaw from the 63 spaces required under the bylaw to 24 dedicated parking stalls and 16 shared parking stalls.

### **Applicant Mitigation Proposal and Rationale**

In support of the application, the Applicant's commissioned Bunt and Associates Transportation Planners and Engineers to provide rationale and support to the application. The submission is included as **Appendix D**.

Effectively, the primary rationale highlighted in the report is that *"The housing form paired with LiveShare tools and strategies are designed with the intention of allowing residents to live without a vehicle, instead commuting via car share vehicles or travelling by other means (as described in the report) to complete daily trips for all purposes."*

The Applicant has made an offer to provide several measures, which will be secured through the housing agreement, to reduce the need for residents to use personal vehicles, thereby reducing the parking requirement. Referred to as “Transportation Demand Management” in the Bunt report, these are “*strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or time*”. These are included in the Bunt report in **Appendix D** and an offer memorandum from the applicants in **Appendix E**.

Specific Transportation Demand Measures include the following programs offered by the Applicant:

- The Applicant will agree to Housing Agreement terms that they will commit that a minimum of ten (10) of the units will be rented only to individuals who sign a statutory declaration that they do not own or will not park a car within a proscribed distance of the development. (Note this offer was made after the preparation of the Bunt report and is described in more detail in the implementation section of this report);
- Shared bicycle fleet of ten (10) bicycles owned and managed by LiveShare, in addition to the 58 secure bicycle parking stalls provided;
- Car-share program of a minimum of four (4) eight (8) passenger AWD vehicles for use by residents;
- LiveShare Community App, which is an app available to LiveShare residents to arrange ride-shares.

The Applicant represents that the development will have permanent on-site Staff that will be charged with managing the co-operative transportation options.

Further, the rationale includes an assessment of the effect of unit size on parking demand. They assert the micro-suites will generate less parking demand than the Zoning Bylaw requires. Citing a study in Metro Vancouver, Bunt asserts the parking demand from similar bachelor/studio suites is closer to 0.47 stalls per unit.

The report also adds clarity around the shared parking approach, suggesting that the sharing of parking between the commercial uses at the Gateway building and the proposed development represents a viable option as “*the peak visitation periods for non-residential uses like those within the neighbouring site would occur at contrasting times to the peak parking demand for the proposed residential use*”. The Bunt report references other Village owned parking opportunities including the yet unbuilt park and ride facility on Lot 13 at 1420 Portage Road which offers an additional shared parking opportunity.

On-street parking is also assessed in the Bunt report, which notes that there are opportunities for approximately 92 on-street spaces within a 400 metre walk of the proposed building, particularly should the Village choose to revisit the snow-clearing closures and perhaps area street-parking management regime.



### **DVP IMPLEMENTATION**

As evident in the Staff recommendation, and sections 4 and 5 of the attached DVP No. 131, the DVP will necessarily have to work with other future Council approvals to secure the obligations outlined in the applicant's rationale.

Issuance of DVP No. 131 will be conditional on the Owner/Applicant entering into a Housing Agreement and renegotiation of a revised covenant with the Gateway building. Both will have to be to the satisfaction of the Village of Pemberton. Clause 5 of the DVP will require that these agreements remain in force and effect for the duration of the occupancy of the building.

#### ***Housing Agreement Limitations on Occupancy***

The Applicants have agreed to enter into a housing agreement to secure the building as a market rent, purpose-built rental building. The housing agreement, which has not yet been prepared in detail, will also include a significant offer made by the Applicant's and how the Village can ensure the Transportation Demand Management programs are secured.

The Applicants have offered that they will include a limitation in the housing agreement that a minimum of ten (10) units will be rented to individuals who do not own and/or will not park a vehicle on the site or in the vicinity and complete a statutory declaration to that effect. This move will offset the extent of the variance as a minimum of ten (10) units will not require a parking stall. These terms are most appropriately included in the housing agreement which has the authority to impose limitations on tenancy.

Staff also recommend that the other Transportation Demand Management approaches, including the car share and shared bicycle fleet be secured through the housing agreement. The draft approach is that the Applicant will be able to lease a maximum of 21 units to tenants with a car as a right. The Applicants have committed to a minimum of ten (10) units that will only be tenanted by individuals without a car who sign statutory declarations. Staff propose that for the remaining 32 units, the Applicants will only be able to enter into a lease agreement to tenants with cars if the car share program and shared bicycle programs are in place and operating. Should the car share program and shared bicycle programs be discontinued, the Applicant could only enter into a lease agreement for the 32 units with individuals who sign statutory declarations that they do not own and/or will not park a vehicle on the site or in the vicinity. These regulations would apply to the building for the length of the housing agreement.

The effect of these housing agreement limitations will oblige the Applicants to ensure the Transportation Demand Options are in place, or it will trigger a limitation on tenancing the building to individuals who do not own or intend to park a personal vehicle in the vicinity of the building.

Staff believe the limitation on tenancing will ensure the most enforceable agreement terms are under the housing agreement. Housing agreements are a tool typically used to impose restrictions on tenancy in residential buildings and have the appropriate statutory authorities.

#### ***Covenant/Easement Amendment for Shared Parking***

The existing covenant/easement registered on the subject lands for the benefit of the Gateway building will require amendment to accommodate the shared parking approach. As a party to the covenant agreement, this will require the formal approval of Council prior to the amendment.



The current agreement contemplates a discharge or modification of the agreement in response to development of the subject lands. The agreement does not contemplate shared parking, but if that approach is deemed reasonable by Council in principle, the recommendation will require an amendment of the covenant before the DVP is issued. This will be a separate approval by Council.

### ***Development Permit***

Should Council conditionally authorize issuance of the DVP, Staff will work with the Applicants to complete the development permit process and satisfy the conditions of DVP issuance. The housing agreement and covenant amendment will require Council approvals and once all the development permit and condition requirements are met, the DVP and development permit will be brought forward to Council for concurrent approval.

### **DISCUSSION & COMMENTS**

The application for DVP No. 131 has compelled Staff to confront the challenges of delivering an innovative form of affordable housing project within the Zoning Bylaw parking requirements. This issue is further compounded by an historic covenant obligation to provide parking on the subject site for the benefit of the Gateway building.

Reduced parking standards is an important means of promoting and securing affordable housing options and seeking alternatives to personal vehicles are recommended in the Village's Community Climate Action Plan. The Affordable Housing Action Plan provides direction that "*Lowering the parking standards where possible when projects are located in areas proximate to transit, services and amenities or offer clean energy vehicle share services (i.e., EVO or MODO electric vehicle shares).*" The policy directions do not provide an indication of the extent to which Council may be comfortable with reducing parking requirements.

Parking is a significant cost-centre for any housing project and Pemberton, like many municipalities, incentivizes affordable housing through reducing parking requirements. The current zoning bylaw reduces parking in affordable housing projects by 0.25 stalls per unit, effectively eliminating the visitor parking requirement. Several urban municipalities have significantly lower parking standards for affordable housing projects, some as low as zero-parking. However, Pemberton is distinguishable from urban municipalities as it is still largely auto-dependent given its location, employment patterns, and recreation/lifestyle preferences. It is also under-served by public transportation options. The challenge confronting Staff in the processing of this application is the degree to which an affordable housing proposal with limited parking can function without unduly impacting the neighbourhood.

Staff also note that the lands are currently zoned Portage Road Commercial (C-3), and can be developed as a commercial, residential, or mixed-use building with only a development permit. The subject application is seeking a variance, with offsetting Transportation Demand Measures which can be secured through the discretionary development variance process. But given the zoning, an alternate proposal for development that conforms with Zoning Bylaw requirements would not be a discretionary decision of Council. It is likely that such a development would generate a similar level of off-site impacts on parking and transportation. Accordingly, the baseline for assessing the impacts is not the current undeveloped use, but rather the uses already permitted in the Zoning Bylaw, which Staff anticipate would generate many of the similar concerns as the present proposal.

Staff have worked closely with the Applicants to seek viable, tangible Transportation Demand Management solutions to the parking deficiency contemplated in DVP No. 131. Staff have further sought means to ensure that the commitments made in support of the application are secured as enforceable obligations over the long-term. These measures have been negotiated through the development variance permit application process to mitigate the impacts of the development as much as possible.

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

Staff are however concerned with the magnitude of the variance in a location that has limited alternative parking. The immediate area is approaching build-out and given the success of some of the commercial businesses in the area, is experiencing parking pressures already. Though Staff contend the impacts generated by the subject development may be comparable to other development on the subject lands, the application confronts the relative priority of affordable housing and parking, and current policy does not indicate the extent to which Council is prepared to reduce parking standards to facilitate affordable housing.

Staff have prepared three alternate options for Council's consideration. The options are to authorize issuance of the DVP subject to the Applicant satisfying the conditions outlined in the report; to refer the application back to Staff to address specific matters raised by Council; or to refuse the application.

Should Council elect the approval option, the development approvals process would move towards satisfying the conditions of issuance and detailed review of the development permit application. Once complete, the request for final approval would be brought forward for Council consideration at a future Council meeting.

The referral option would be an appropriate option if Council requires additional information before deciding on DVP No. 131. Staff would work with the Applicants to address the matters raised by Council and re-present the application at a future Council meeting, after re-advertising the application if required.

The third option would be refusal of the application for DVP No. 131. As the development permit is entirely conditional on the parking variance, it would amount to refusal of the entire development application in its current form. The applicant would not be permitted to reapply with a similar proposal for a one-year period. The Owners/Applicants would however be able to submit an alternate application for development permit under the current zoning provisions.

Though Staff acknowledge the magnitude of the variance requested and do not have policy direction respecting Council's tolerance for reducing parking to facilitate affordable housing, Staff are prepared to recommend approval. This recommendation is based on the opportunity to introduce an innovative form of affordable housing in the Village and the Transportation Demand Management approach outlined in the Staff report.

## **COMMUNICATIONS**

Notice of Council's intent to consider issuance of the development permit has been advertised in accordance with the *Local Government Act* and the Village of Pemberton Development Procedures Bylaw. In this regard, a Development Variance Permit Notice was issued in the March 2<sup>nd</sup> and March 9<sup>th</sup> Pique Newsmagazine and notification was sent to property owners within 100m radius on February 27, 2023. A notice of development sign has been posted on the property.

## **LEGAL CONSIDERATIONS**

There are no legal considerations associated with Council's consideration.

## **IMPACT ON BUDGET & STAFFING**

This item has no impact on budget or Staffing. The applicants have made submission and paid all applicable processing fees as set out in the Fees and Charges Bylaw.

## **INTERDEPARTMENTAL IMPACT & APPROVAL**

Other departments have been consulted through the application review. Approval of other departments is not required.

## **COMMUNITY CLIMATE ACTION PLAN**

The request aligns with the Village's Community Climate Action Plan strategies as follows:

- Shift Beyond the Car – Transportation Demand Management approaches to reduce vehicle use and ownership

## **IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS**

The proposed variance does not impact adjacent jurisdictions or the region.

## **ALTERNATIVE OPTIONS**

Alternative options for consideration are as follows:

### **Option One (Recommended):**

1. **THAT** Council authorize issuance of Development Variance Permit No. 131 for the lands located at 7340 Crabapple Court (PID 025-587-897) to vary the parking requirements in the Village of Pemberton Zoning Bylaw No. 832, 2018;

**AND THAT** Mayor and Chief Administrative Officer are authorized to execute the final permit subject to completion of the following conditions:

1. The Owners and the Village of Pemberton have entered into a Housing Agreement which establishes the terms of occupancy, parking allocation, and alternate means of transportation; and

2. The Owners have registered a discharge, modification, or replacement for Covenant 1698277 and Modification Agreement CA2577713 to establish shared or beneficial parking arrangement for a minimum of 16 parking stalls to the satisfaction of the Village of Pemberton

**Option Two:**

2. **THAT** Council refuses the application for Development Variance Permit No. 131 for the lands located at 7340 Crabapple Court (PID 025-587-897) to vary the parking requirements in the Village of Pemberton Zoning Bylaw No. 832, 2018.

**Option Three:**

3. **THAT** Council refer the application for Development Variance Permit No. 131 for the lands located at 7340 Crabapple Court (PID 025-587-897) to vary the parking requirements in the Village of Pemberton Zoning Bylaw No. 832, 2018 back to Staff to address the following matters before reconsideration by Council:

1. *{To be inserted by Council}*

**RECOMMENDATIONS**

**THAT** Council authorize issuance of Development Variance Permit No. 131 for the lands located at 7340 Crabapple Court (PID 025-587-897) to vary the parking requirements in the Village of Pemberton Zoning Bylaw No. 832, 2018;

**AND THAT** Mayor and Chief Administrative Officer are authorized to execute the final permit subject to completion of the following conditions:

1. The Owners and the Village of Pemberton have entered into a Housing Agreement which establishes the terms of occupancy, parking allocation, and alternate means of transportation; and
2. The Owners have registered a discharge, modification, or replacement for Covenant 1698277 and Modification Agreement CA2577713 to establish shared or beneficial parking arrangement for a minimum of 16 parking stalls to the satisfaction of the Village of Pemberton.

**ATTACHMENTS:**

**Appendix A:** DVP No. 131

**Appendix B:** Preliminary DP drawings

**Appendix C:** Public Letters Received

**Appendix D:** *Pemberton Gateway Parking Rationale* prepared by Bunt and Associates Transportation Planners and Engineers, dated June 10, 2022

**Appendix E:** *Parking Relaxation Mitigation Strategy for the development application for the LiveShare Co-Living project 7340 Crabapple Court, Pemberton B.C.*, Memorandum from LiveShare, dated December 5, 2022.

Submitted by:	Cameron Chalmers, RPP, MCIP, Consulting Planner
Manager Approval:	Scott McRae, Manager of Development Services
CAO Approval by:	Elizabeth Tracy, Chief Administrative Officer





VILLAGE OF PEMBERTON  
Development Variance Permit # DVP131 (Liveshare Parking)  
7340 Crabapple Court

PO Box 100  
7400 Prospect St.  
Pemberton  
British Columbia  
CANADA  
V0N2L0

P. 604.894.6135  
F. 604.894.6136

www.pemberton.ca

Issued to: **Pemberton Gateway (GP) Ltd.** File No.  
**DVP131**

(Registered owners according to Land Title Office, hereafter referred to as the "Permittee")

Address: 7340 Crabapple Court, Pemberton, British Columbia  
Lot 3, District Lot 203, Lillooet District Plan KAP72731  
**(PID 025-587-897)**

- 1) This Development Variance Permit is issued subject to compliance with all Bylaws of the Village of Pemberton applicable thereto, except as specifically varied or supplemented by this permit.
- 2) This Development Variance Permit applies to and only to those lands within the Village of Pemberton described below:

Parcel Identifier: **025-587-897**

Legal Description: Lot 3, District Lot 203, Lillooet District Plan KAP72731

Civic Address: 7340 Crabapple Court, Pemberton, British Columbia

as shown on the attached **Schedule A**, attached hereto and forming part of this permit, referred to hereafter as the "Land".

- 3) Whereas the applicant has made application to develop a 63-unit co-living studio apartment building, generally as shown on **Schedule B**;

And,

Whereas the Owner has made application to vary the Village of Pemberton Zoning Bylaw No. 832, 2018 in respect of parking requirements;

Therefore, the Village of Pemberton Zoning Bylaw No. 832, 2018 is hereby varied, subject to the terms and conditions in this Permit as follows:



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Pemberton  
British Columbia  
CANADA  
V0N2L0

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		<b>Bylaw Standard</b>	<b>Proposed Variance</b>
Section 8.3	Residential Vehicular Parking Requirements	1 stall per unit for a total of 63 Stalls	21 Dedicated Residential Stalls 16 <i>Shared Parking</i> Stalls 4 Visitor Parking Stalls for a total of 41 parking stalls provided

In substantial compliance with the location, plans and drawings identified as **Schedule B** attached hereto and forming part of this permit.

- 4) In this Permit, the following terms have a specific definition as follows:

*Affordable Housing* means housing that is provided under a housing agreement for the purpose of regulating tenancy or affordability.

*Housing Agreement* means a housing agreement approved by the Village of Pemberton by bylaw that imposes restrictions and obligations to promote affordable housing. With respect to DVP No. 131 the housing agreement shall contain specific provisions for allocating parking and measures to secure alternate forms of transportation.

*Shared Parking* means parking stalls on the Lands that are shared between the Lands and the adjacent commercial development located at 7330 Crabapple Court (Strata Corporation for Plan KAS3817). The shared parking must be secured by an easement and/or a covenant that establishes the terms by which the parking will be shared to the satisfaction of the Village.

- 5) The parking variance is conditional upon the following terms and obligations to the satisfaction of the Village of Pemberton:

- a. A *Housing Agreement* shall remain in force and effect on the Lands.
- b. A *Shared Parking* restrictive covenant or easement agreement shall remain in force and effect on the Lands.

Should the terms and conditions not be maintained to the satisfaction of the Village of Pemberton, parking shall be provided to the standard of the Village of Pemberton Zoning Bylaw.



PO Box 100  
7400 Prospect St.  
Pemberton  
British Columbia  
CANADA  
V0N2L0

P. 604.894.6135  
F. 604.894.6136

[www.pemberton.ca](http://www.pemberton.ca)

- 6) This Permit shall not have the effect of varying the use or density of the land specified in Village of Pemberton Zoning Bylaw No. 466, 2001 or a flood plain specification under s. 524 of the *Local Government Act RS2015*.
- 7) This Permit prevails over the provisions of the Bylaw in the event of conflict.
- 8) Security Requirements: Nil
- 9) The land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit shall form a part hereof.
- 10) This Permit is not a building permit.
- 11) Notice of this Permit shall be filed in the Land Title Office at New Westminster under s. 503 of the *Local Government Act RS2015*, and upon such filing, the terms of this Permit or any amendment hereto shall be binding upon all persons who acquire an interest in the Land affected by the Permit.

**AUTHORIZED BY RESOLUTION PASSED BY THE VILLAGE COUNCIL THE**

\_\_\_\_\_ **DAY OF** \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Mike Richman, Mayor

\_\_\_\_\_  
Elizabeth Tracy, Chief Administrative Officer

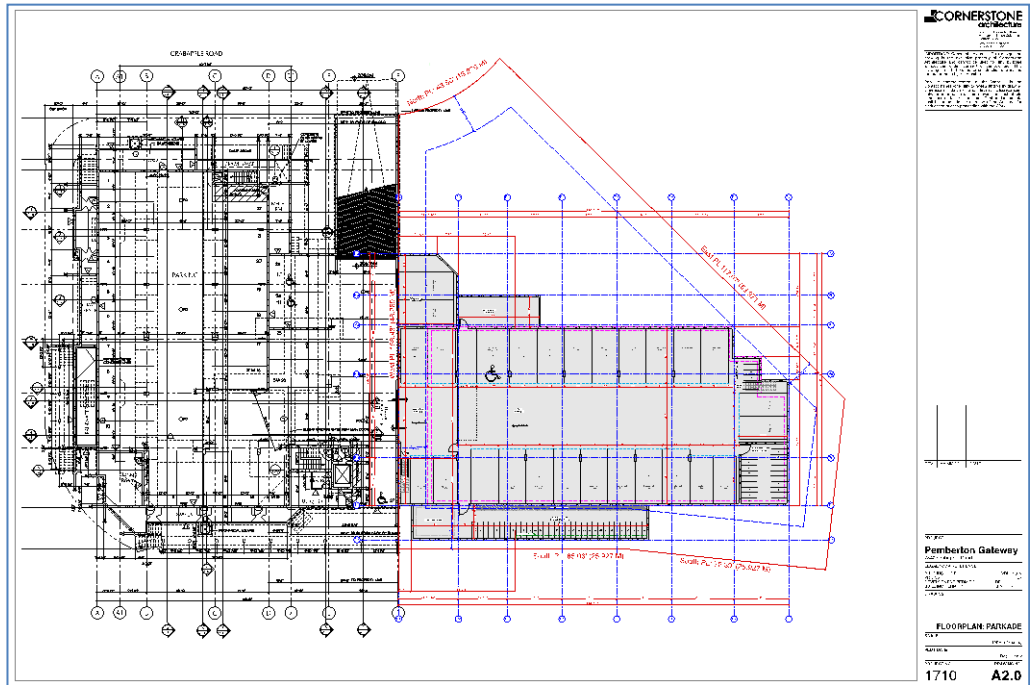
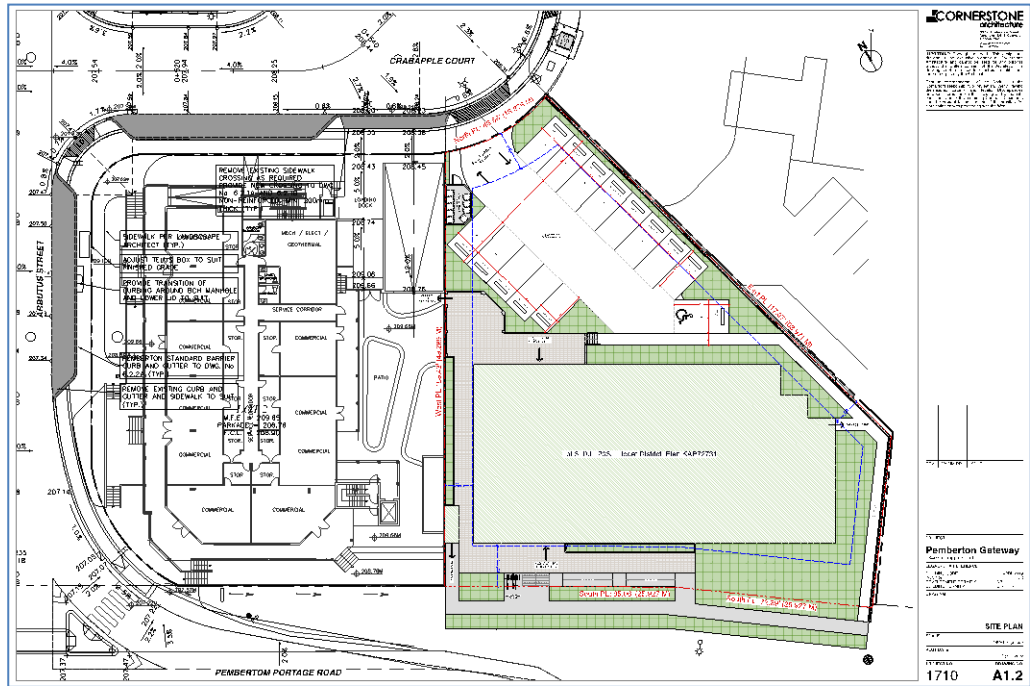
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Schedule "A": Location Plan



### Schedule "B": Site Plans





# PEMBERTON GATEWAY

Residential Development  
Lot 3, D.L. 203, Lillooet District, Plan KAP72731



# Appendix B

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## PROJECT STATISTICS

DEVELOPMENT STATISTICS			
Address:		7340 Crabapple Court, Pemberton	
Total Site Area		21043 sqft	
Zone		C3	
<b>Site Info</b>			
Site Coverage	Permitted/Required	Proposed	Notes
Building Height	max. 34'5 1/2"	8317 sq ft	40%
Front Setback	min. 14'9 1/4"		VILLAGE OF PEMBERTON BYLAW NO. 832, 2018
Rear Setback	min. 9'10"		
Interior Setback	min. 6'6 3/4"		
Exterior Setback	min. 14'9 1/4"		
<b>Areas</b>			
Residential Area	Permitted/Required	Proposed	Notes
Access Area		19200 sq ft	
Amenity		2890 sq ft	Excluded
		2336 sq ft	
<b>FAR Areas</b>			
	Permitted/Required	Proposed	Notes
	31564 sq ft	22090 sq ft	Permitted FAR 1.5
			VILLAGE OF PEMBERTON BYLAW NO. 832, 2018
<b>Total FAR Area</b>	<b>31564 sq ft</b>	<b>22090 sq ft</b>	
<b>Total FAR</b>	<b>1.50 FSR</b>	<b>1.05 FSR</b>	
<b>Unit types</b>			
Studio	Permitted/Required	Proposed	Notes
		63 Units	unit area 300 sqft
<b>Total</b>	<b>N/A</b>		
<b>Parking</b>			
	Permitted/Required	Proposed	Notes
<b>Cars</b>			Off-street parking BL, Village of Pemberton
<b>Residential (underground Parkade)</b>	63 Stalls		8.3 Residential Vehicular Parking Requirement
• Regular	60 Stalls	16 Stalls	- One Bedroom Units: 1/ unit
• Small		4 Stalls	- Visitor Parking: 0.25/ unit
• Accessible (Regular Size)	3 Stalls	1 Stalls	8.1.(j): Accessible Parking Spaces for Residential Buildings
• Discount	-16 Stalls		8.7 (a): For rental/affordable housing the parking ratios may be reduced by 0.25 stalls per unit.
<b>Total Res.</b>	<b>47 Stalls</b>	<b>21 Stalls</b>	
<b>Visitor (underground Parkade)</b>	16 Stalls		8.3 0.25/unit visitor stall is required
• Regular		2 Stalls	
• Small Car		2 Stalls	
<b>Total Res. Visitor</b>	<b>16 Stalls</b>	<b>4 Stalls</b>	
<b>Total Parking Stall for Residential BLDG.</b>	63 Stalls	25 Stalls	
<i>Shared Commercial/ Residential</i>		16 Stalls	Including 2 Regular stalls (underground), 11 Regular Size, 2 Small Size and 1 Accessible (Surface)
<b>Bikes</b>			
Class A	12.6 Stalls	54 Stalls	Off-Street Bicycle Parking BL, Village of Pemberton
Class B	0.0	4 Stalls	8.1 (g), 20% of the required vehicle parking
<b>Total</b>	<b>12.6 Stalls</b>	<b>58 Stalls</b>	

### Project Team:

**Owner**  
Name: LiveShare Co-Living  
Address: 1200 - 925 West Georgia Street Vancouver, BC V6C 3L2  
Phone:  
Project#: Pemberton Gateway, 7340 Crabapple Court  
Contact: Jack McEwan, David Beckow

**Architectural**  
Name: Cornerstone Architecture  
Address: #307 - 611 Alexander Street, Vancouver, BC, V6A 1E1  
Phone: (604) 253 8800  
Project#: 1710  
Contact: Simon Richards (Architect)  
Scott Kennedy (CRP)  
F. Souri

### Drawing List:

A0.0	<b>Project Overview</b> Cover & Statistics
A1.0	Survey / Building Grades
A1.1	Site Plan
A2.0	<b>Floor Plans</b> Parkade
A2.1	Level 01
A2.2	Level 02
A2.3	Roof Plan
A4.0	<b>Elevations</b> North-west & North-east
A4.1	South-east & South-west
A8.0	<b>FSR Overlay</b> FSR Overlay: Level 1
A8.1	FSR Overlay: Level 2 & 3
A9.0	<b>Additional Plans</b> Context Analysis
A9.1	Aerial Views
A9.2	Street Views



REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE VBL 2019  
ZONING C3  
DEVELOPMENT PERMIT # DP-  
BUILDING PERMIT # BP-

**DRAWING**

### COVER

SCALE 1/8"=1'0" (u.n.o.)

PLOT DATE Feb 17, 2023

PROJECT NO. DRAWING NO.

1710 A0.0



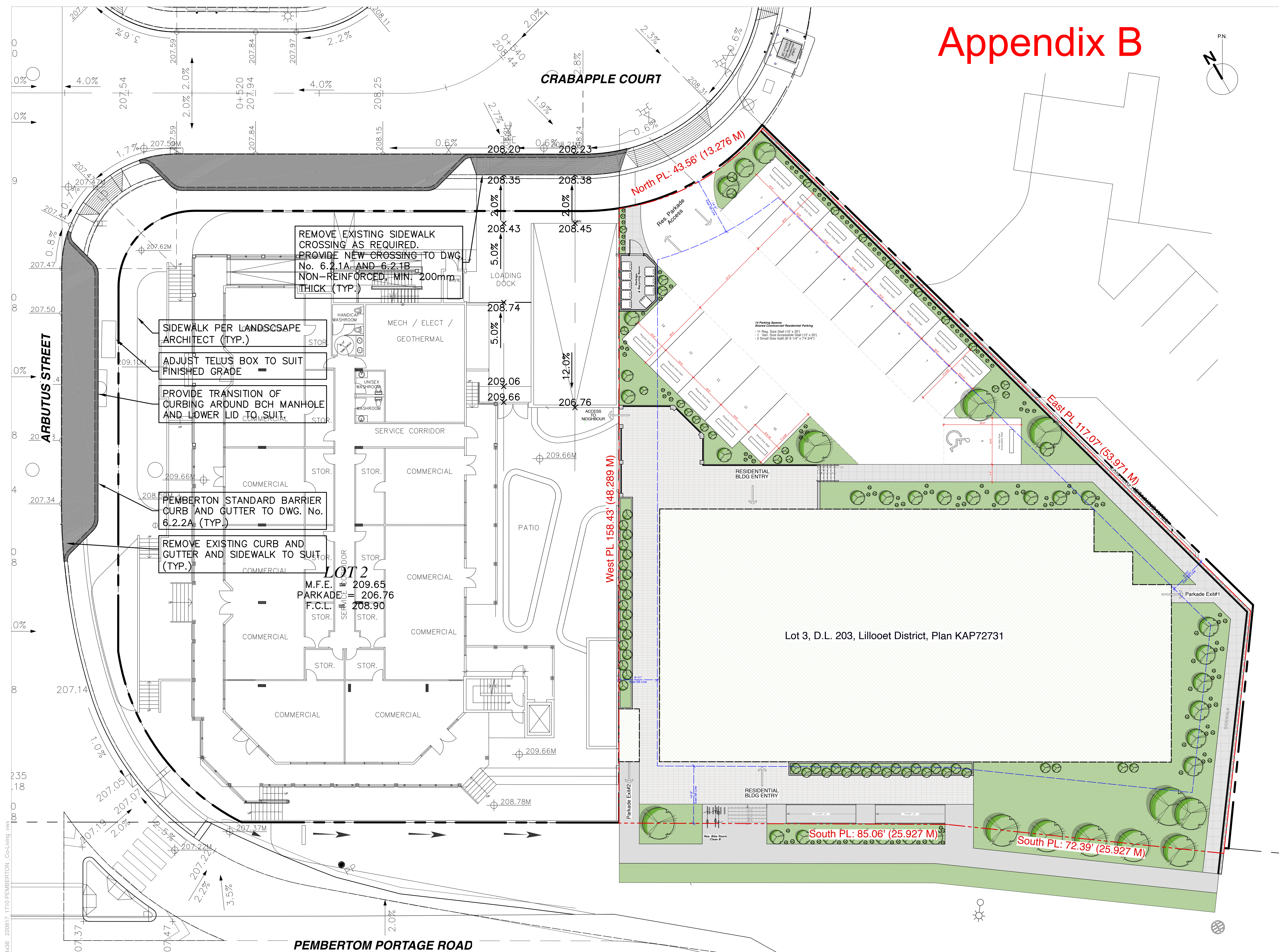
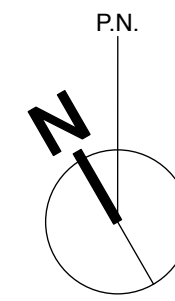




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# Appendix B



REV.	YY MM DD	ISSUE

<b>PROJECT</b>	
<b>Pemberton Gateway</b>	
7340 Crabapple Court	
<b>LEGAL / COV REFERENCE</b>	
BUILDING CODE	VBBL 2019
ZONING	DP- C3
DEVELOPMENT PERMIT #	BP-
BUILDING PERMIT #	
<b>DRAWING</b>	

**SITE PLAN**

SCALE 1/8"=1'0" (u.n.o.)

PLOT DATE Feb 17, 2023

PROJECT NO. 1710 DRAWING NO. A1.2

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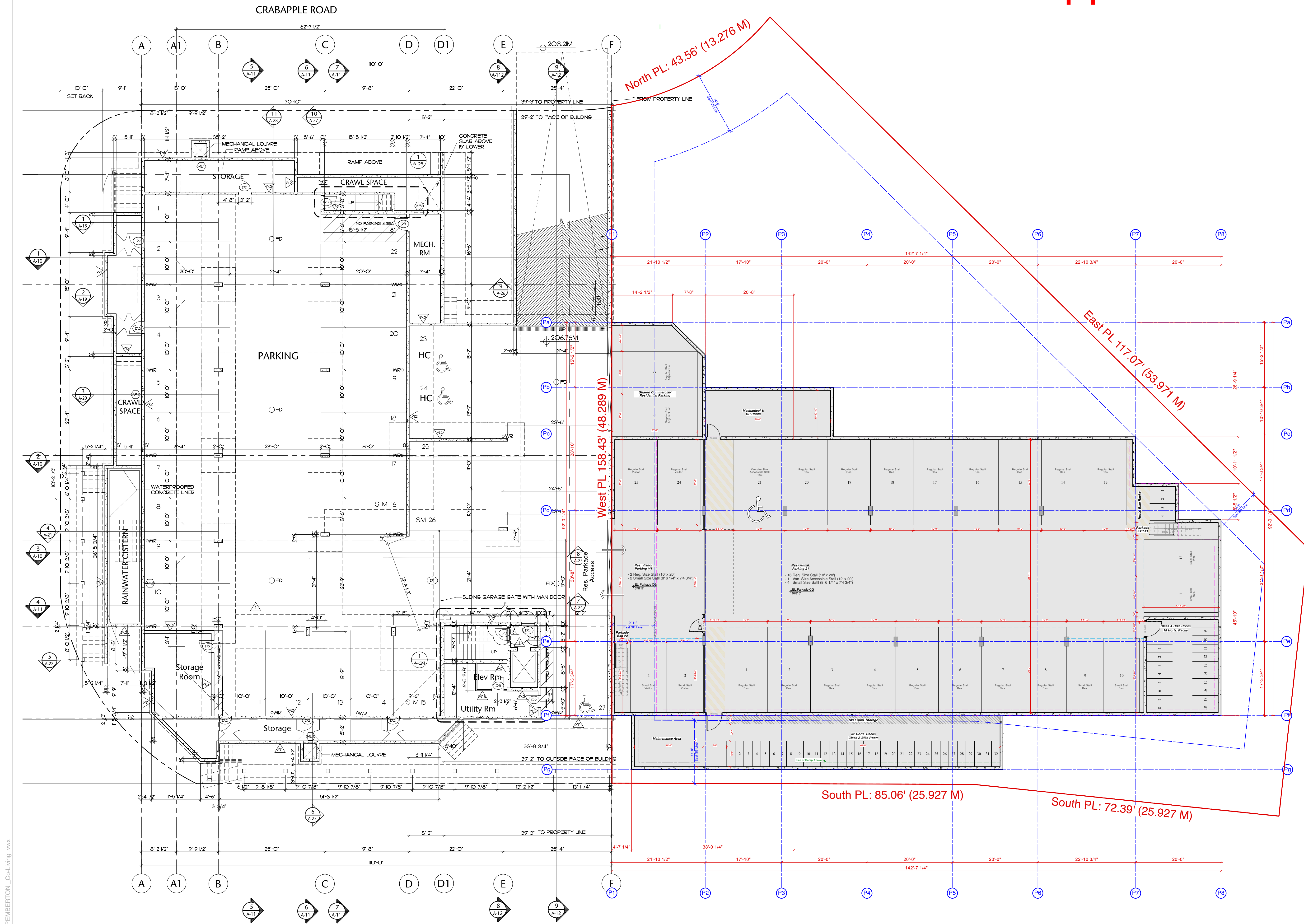
24x36 220817 1710 PEMBERTON\_Co-Living\_vwv



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# Appendix B



REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE VBL 2019  
ZONING C3  
DEVELOPMENT PERMIT # DP-  
BUILDING PERMIT # BP-

**DRAWING**

**FLOORPLAN: PARKADE**

SCALE 1/8"=1'0" (u.n.o.)

PLOT DATE Feb 17, 2023

PROJECT NO. 1710 DRAWING NO. A2.0

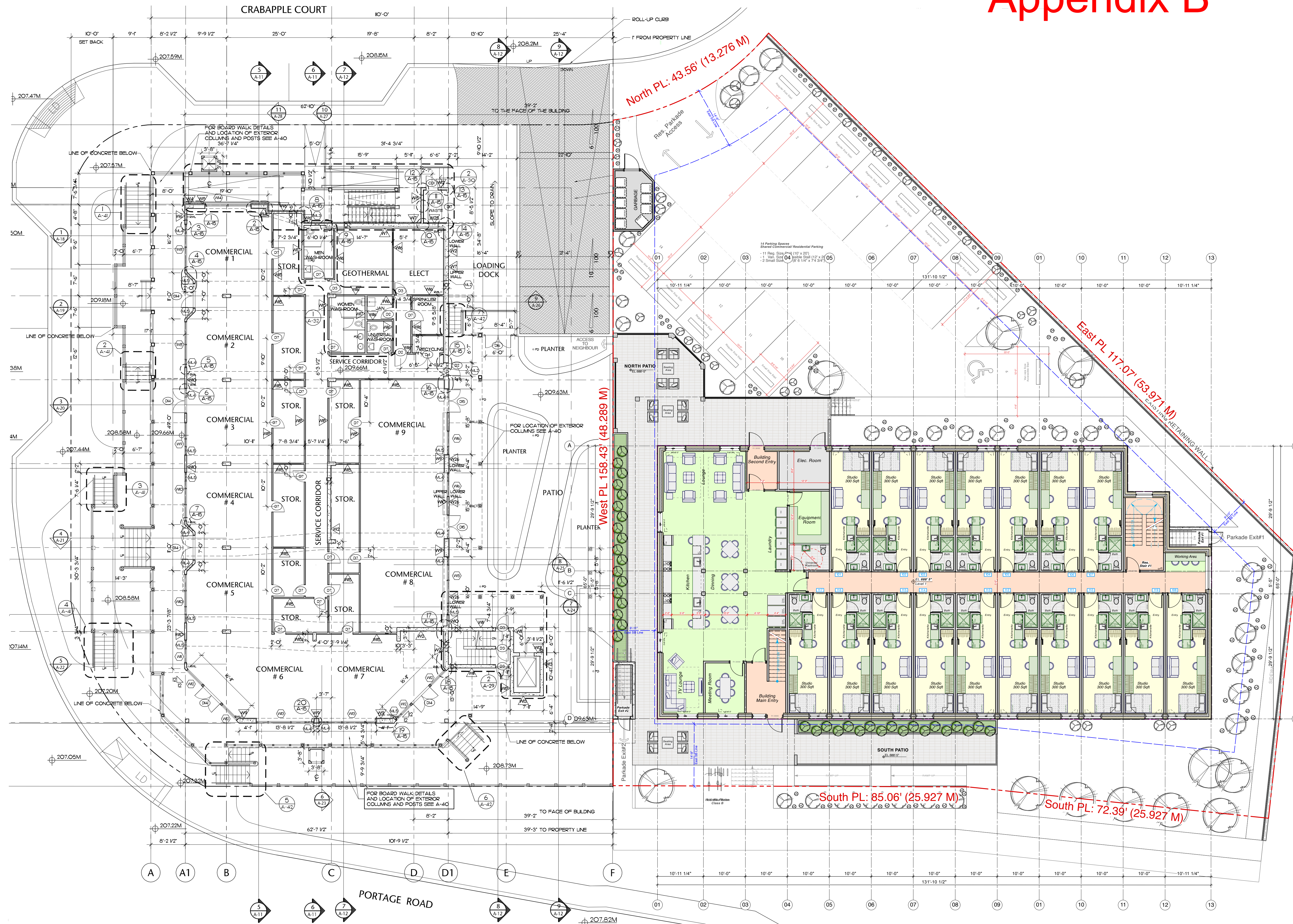
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# Appendix B



REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE VBBL 2019  
ZONING C3  
DEVELOPMENT PERMIT # DP-  
BUILDING PERMIT # BP-

**DRAWING**

**FLOORPLAN: LEVEL 1**

SCALE 1/8"=1'0" (u.n.o.)

PLOT DATE Feb 17, 2023

PROJECT NO. 1710 DRAWING NO. A2.1

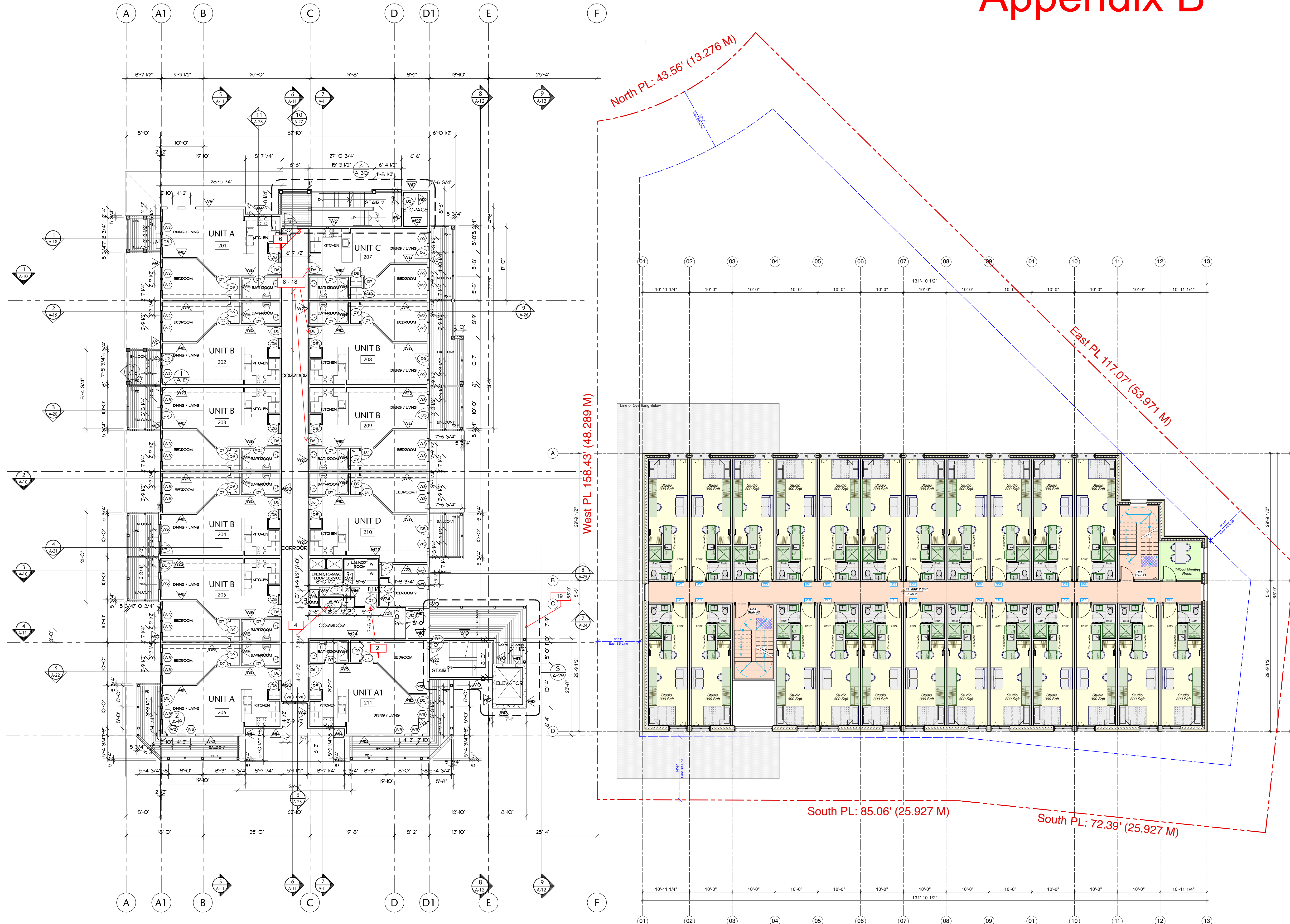
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# Appendix B



REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE	VBBL 2019
ZONING	C3
DEVELOPMENT PERMIT #	DP- - - -
BUILDING PERMIT #	BP- - - -

**DRAWING**

**FLOORPLAN: LEVEL 2**

SCALE 1/8"=1"0" (u.n.o.)

PLOT DATE Feb 17, 2023

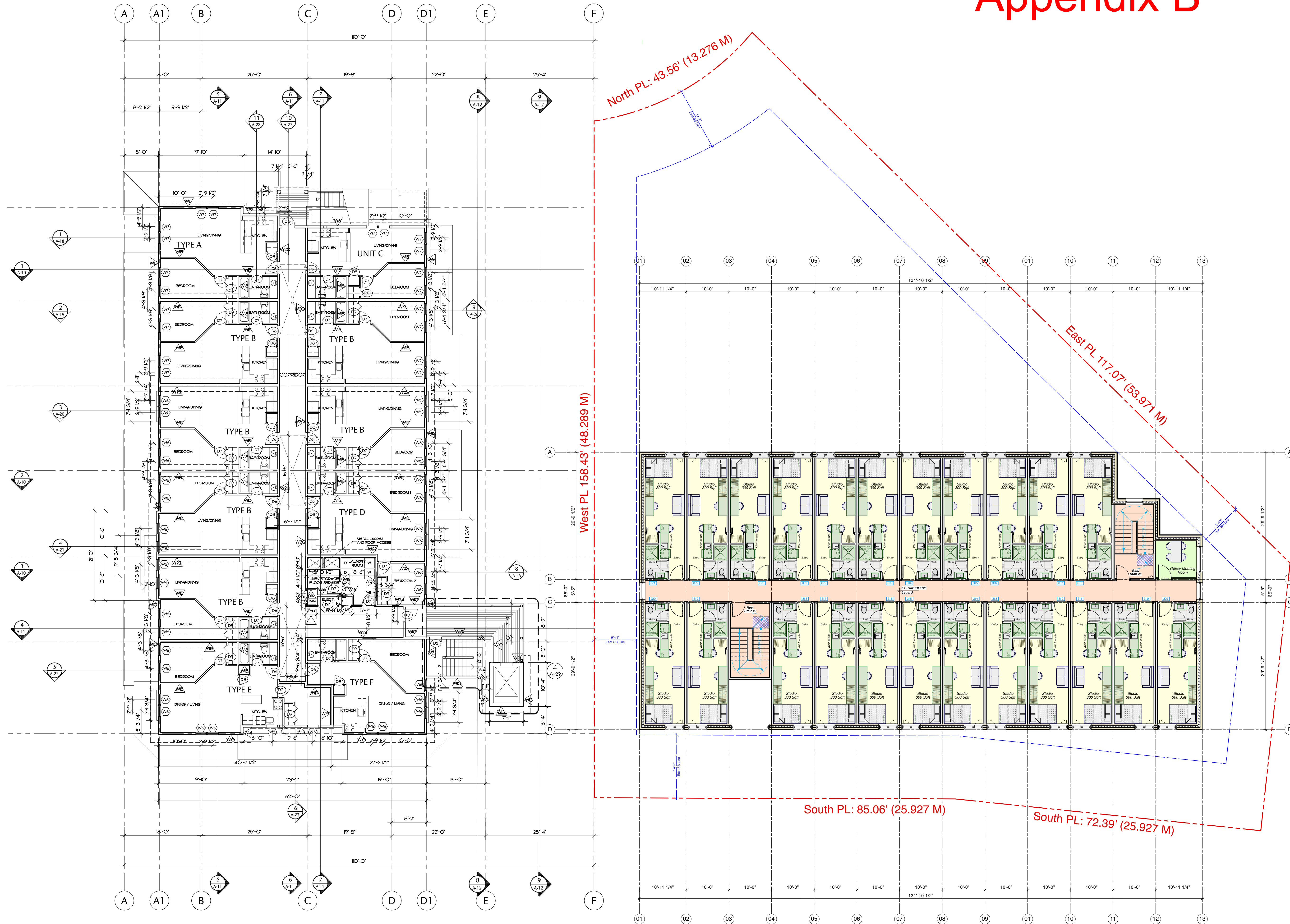
PROJECT NO. 1710 DRAWING NO. A2.2



# Appendix B

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REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE VBBL 2019  
ZONING C3  
DEVELOPMENT PERMIT # DP-  
BUILDING PERMIT # BP-

**DRAWING**

**FLOORPLAN: LEVEL 3**

SCALE 1/8"=1'0" (u.n.o.)

PLOT DATE Feb 17, 2023

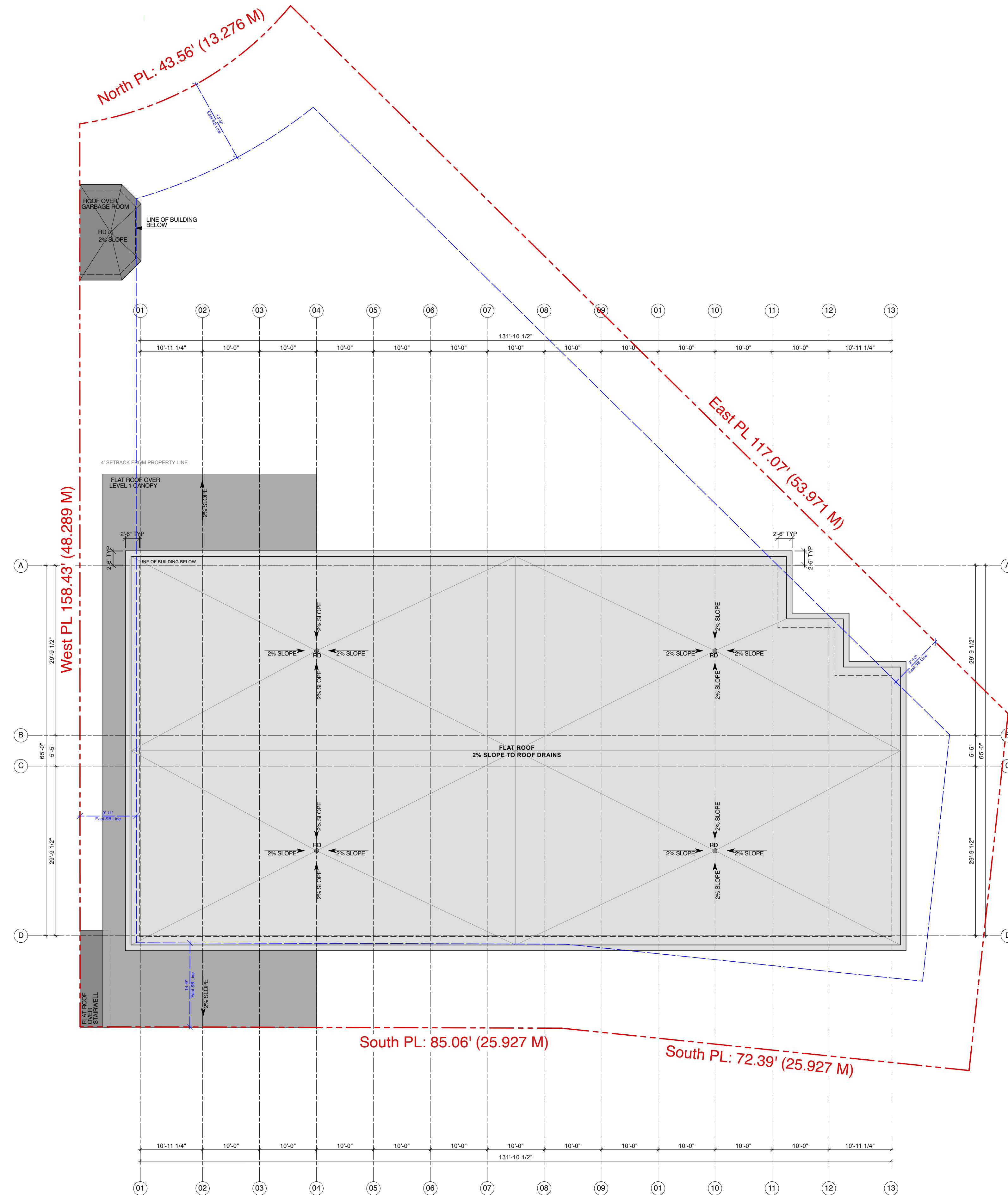
PROJECT NO. 1710 DRAWING NO. A2.3

Page 35 of 111

# Appendix B

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REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE VBL 2019  
ZONING C3  
DEVELOPMENT PERMIT # DP-  
BUILDING PERMIT # BP-

**DRAWING**

**FLOORPLAN: ROOF**

**SCALE**  
1/8"=1'0" (u.n.o.)

**PLOT DATE**  
Feb 17, 2023

**PROJECT NO.** 1710 **DRAWING NO.** A2.4

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# Appendix B

01

02

03

10'-11 1/4"

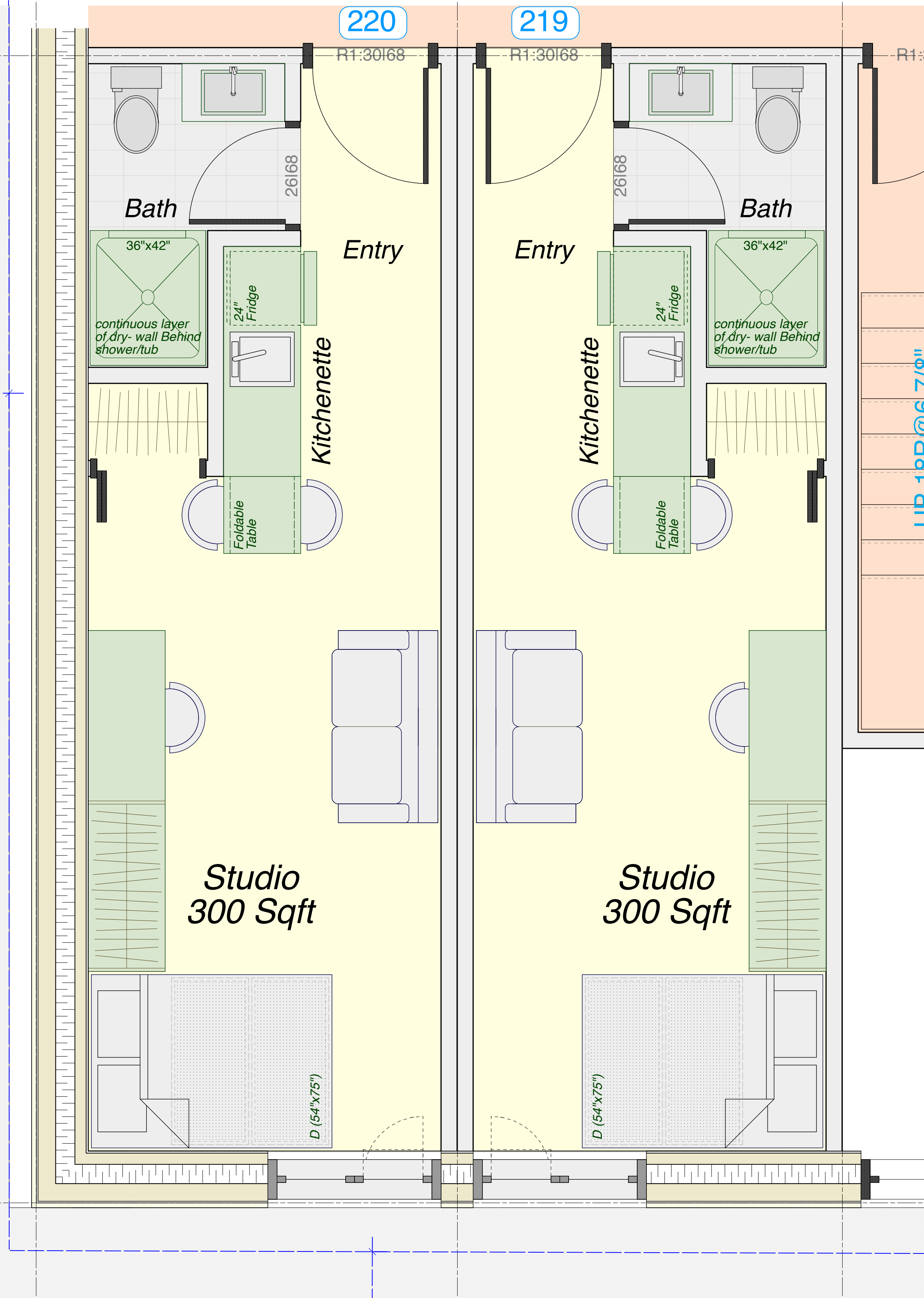
10'-0"

C

9'-11"  
East SB Line

29'-9 1/2"

D



**SUITE LAYOUT**  
SC: 1/2" = 1' 0"

REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE VBL 2019  
ZONING C3  
DEVELOPMENT PERMIT # DP-  
BUILDING PERMIT # BP-

**DRAWING**

**SUITE LAYOUT**

SCALE 1/8" = 1'0" (u.n.o.)

PLOT DATE Feb 17, 2023

PROJECT NO. 1710 DRAWING NO. A2.6

1710 A2.6

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# Appendix B



**AMENITY LAYOUT**  
SC: 1/4" = 1' 0"

REV.	YY MM DD	ISSUE

<b>PROJECT</b>	
<b>Pemberton Gateway</b>	
7340 Crabapple Court	
<b>LEGAL / COV REFERENCE</b>	
BUILDING CODE	VBL 2019
ZONING	DP- C3
DEVELOPMENT PERMIT #	BP- -
BUILDING PERMIT #	BP- -
<b>DRAWING</b>	

**AMENITY LAYOUT**

SCALE 1/8" = 1' 0" (u.n.o.)

PLOT DATE Feb 17, 2023

PROJECT NO. 1710 DRAWING NO. A2.7

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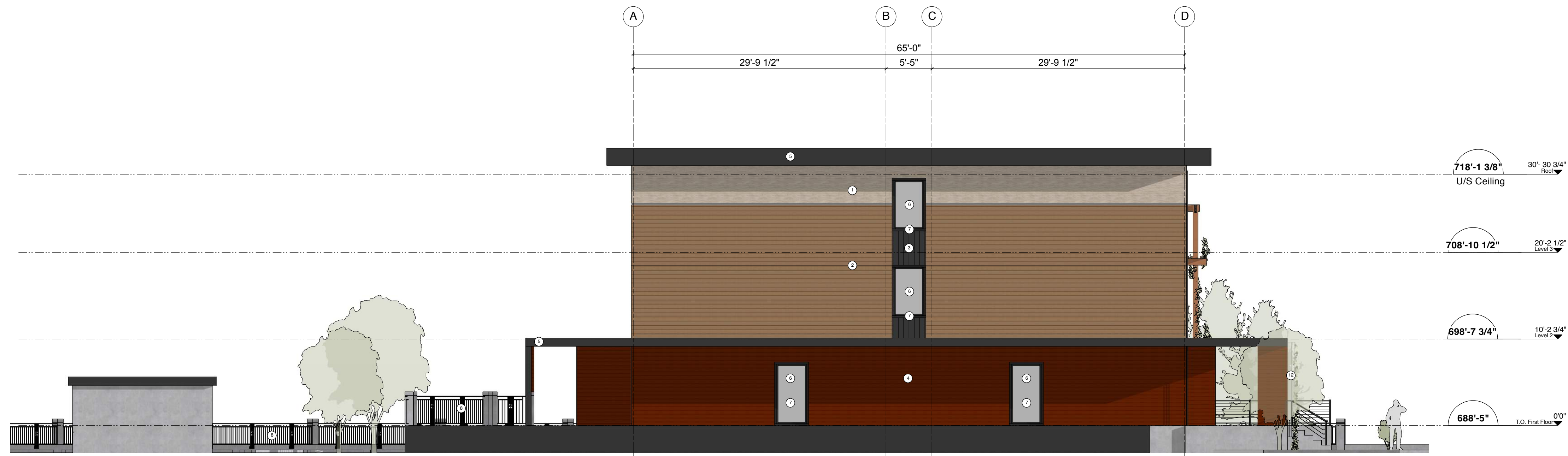
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**1 NORTH ELEVATION**  
SC: 1/4" = 1'-0"



**2 EAST ELEVATION**  
SC: 1/4" = 1'-0"

## Exterior Finishes Schedule

- ① Cementitious Cladding  
Colour: Limestone
- ② Cementitious Shingle Siding  
Colour: Statment Collection, Khaki Brown
- ③ Cementitious V-Groove Siding  
Colour: Statment Collection, Iron Gray
- ④ Cementitious V-Groove Siding  
Colour: Black Red
- ⑤ Metal Flashing  
Colour: Black, matte
- ⑥ Windows  
Colour: Black, matte
- ⑦ Window Trims / Flashing  
Colour: Match window Frame
- ⑧ Guardrail  
Colour: Black/ Charcoal
- ⑨ Service Gates/ Doors  
Colour: Black/ Charcoal
- ⑩ Residential Entry Door  
Colour: Black Glazed high performance door.
- ⑪ Custom Window Shade & Trellis
- ⑫ Cable Trellis
- ⑬ Rainwater Leaders  
Colour: Painted to match adjacent siding

REV.	YY MM DD	ISSUE

<b>PROJECT</b>	
<b>Pemberton Gateway</b>	
7340 Crabapple Court	
<b>LEGAL / COV REFERENCE</b>	
BUILDING CODE ZONING	VBBL 2019 C3
DEVELOPMENT PERMIT #	DP-_-_-
BUILDING PERMIT #	BP-_-_-
<b>DRAWING</b>	

## ELEVATIONS: NORTH & EAST

SCALE 1/8"=1'0" (u.n.o.)

PLOT DATE Feb 17, 2023

PROJECT NO. 1710 DRAWING NO. A3.0

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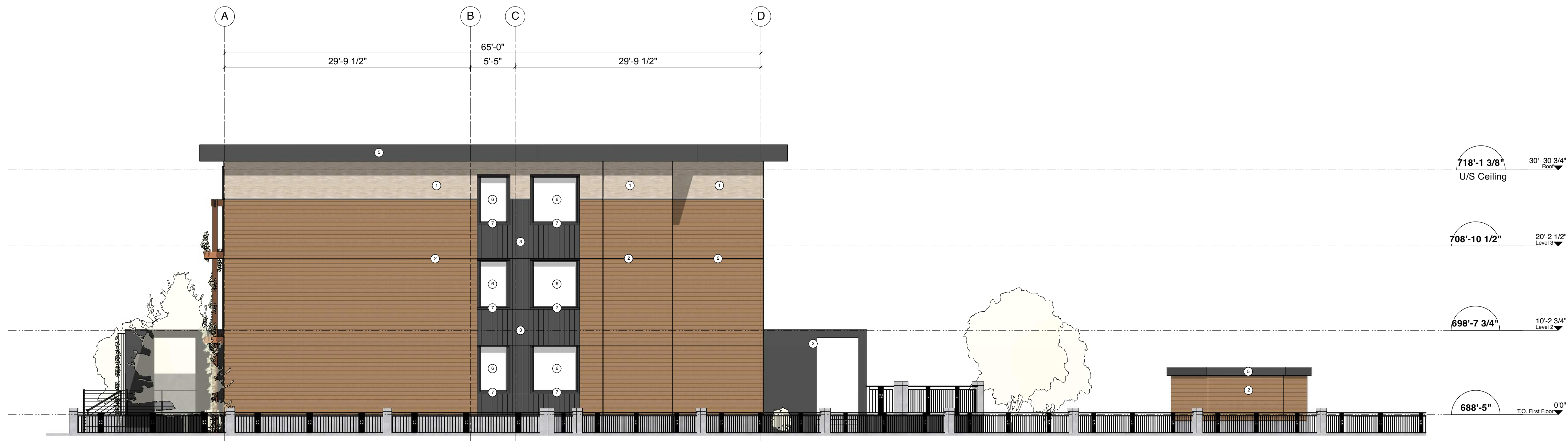
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# Appendix B



**1 SOUTH ELEVATION**  
SC: 1/4" = 1'-0"



**2 WEST ELEVATION**  
SC: 1/4" = 1'-0"

### Exterior Finishes Schedule

- ① Cementitious Cladding  
Colour: Limestone
- ② Cementitious Shingle Siding  
Colour: Statment Collection, Khaki Brown
- ③ Cementitious V-Groove Siding  
Colour: Statment Collection, Iron Gray
- ④ Cementitious V-Groove Siding  
Colour: Black Red
- ⑤ Metal Flashing  
Colour: Black, matte
- ⑥ Windows  
Colour: Black, matte
- ⑦ Window Trims / Flashing  
Colour: Match window Frame
- ⑧ Guardrail  
Colour: Black/ Charcoal
- ⑨ Service Gates/ Doors  
Colour: Black/ Charcoal
- ⑩ Residential Entry Door  
Colour: Black Glazed high performance door.
- ⑪ Custom Window Shade & Trellis
- ⑫ Cable Trellis
- ⑬ Rainwater Leaders  
Colour: Painted to match adjacent siding

REV.	YY MM DD	ISSUE

<b>PROJECT</b>	
<b>Pemberton Gateway</b>	
7340 Crabapple Court	
<b>LEGAL / COV REFERENCE</b>	
BUILDING CODE	VBBL 2019
ZONING	DP- C3
DEVELOPMENT PERMIT #	BP- -
BUILDING PERMIT #	BP- -
<b>DRAWING</b>	

### ELEVATIONS: SOUTH & WEST BUILDING

SCALE 1/8"=1'0" (u.n.o.)

PLOT DATE Feb 17, 2023

PROJECT NO. 1710 DRAWING NO. A3.1

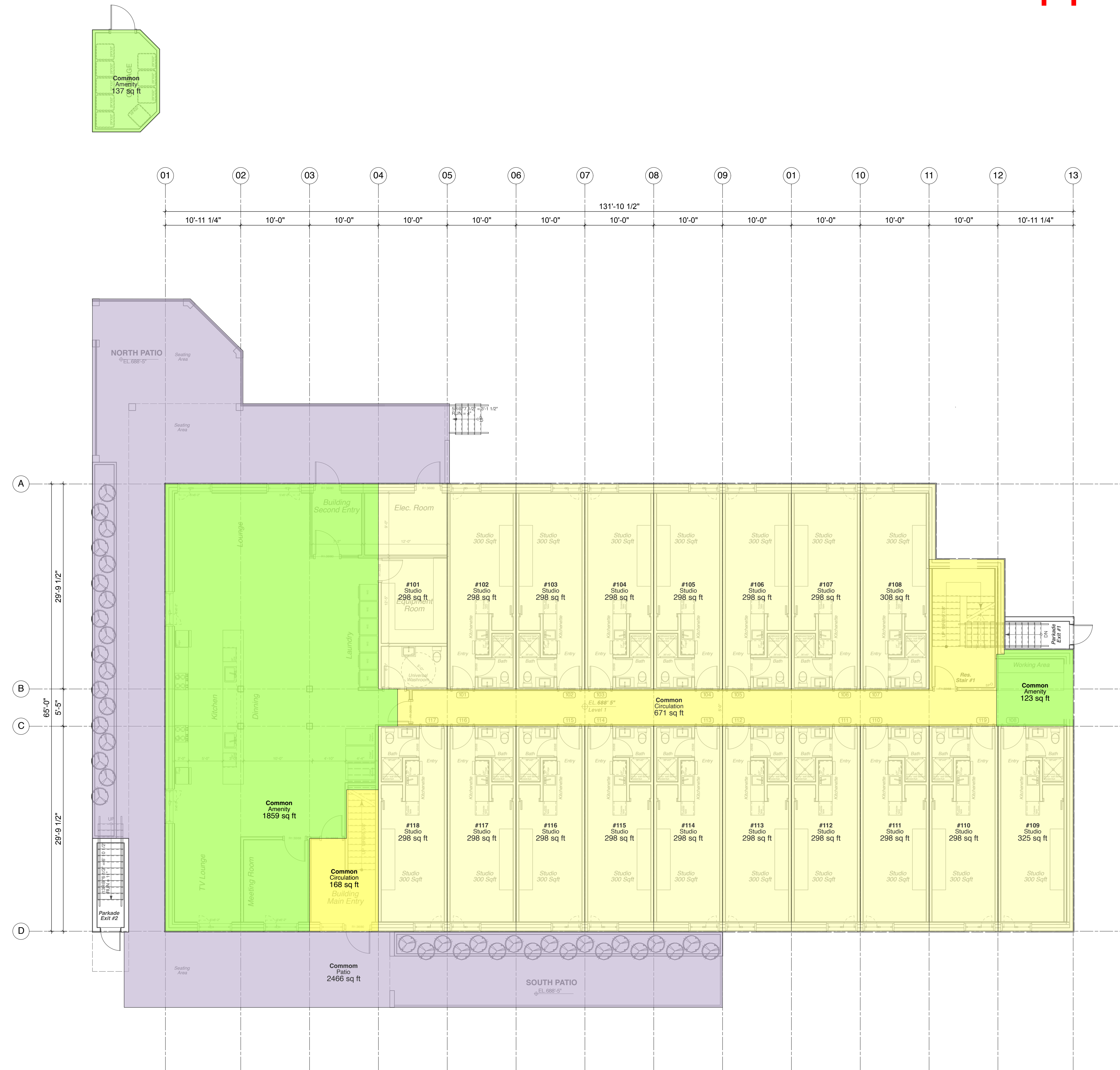
Page 40 of 111



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**FSR OVERLAY: LEVEL 1**

REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE VBBL 2019  
ZONING C3  
DEVELOPMENT PERMIT # DP-  
BUILDING PERMIT # BP-

**DRAWING**

**FSR OVERLAY: LEVEL 1**

**SCALE**  
1/8"=1'0" (u.n.o.)

**PLOT DATE**  
Feb 17, 2023

**PROJECT NO.**  
1710

**DRAWING NO.**  
**A8.0**

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**FSR OVERLAY: LEVEL 2 & 3**

REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE VBBL 2019  
ZONING C3  
DEVELOPMENT PERMIT # DP-  
BUILDING PERMIT # BP-

**DRAWING**

**FSR OVERLAY: LEVELS 2 & 3**

**SCALE**  
1/8"=1'0" (u.n.o.)

**PLOT DATE**  
Feb 17, 2023

**PROJECT NO.**  
1710

**DRAWING NO.**  
**A8.1**



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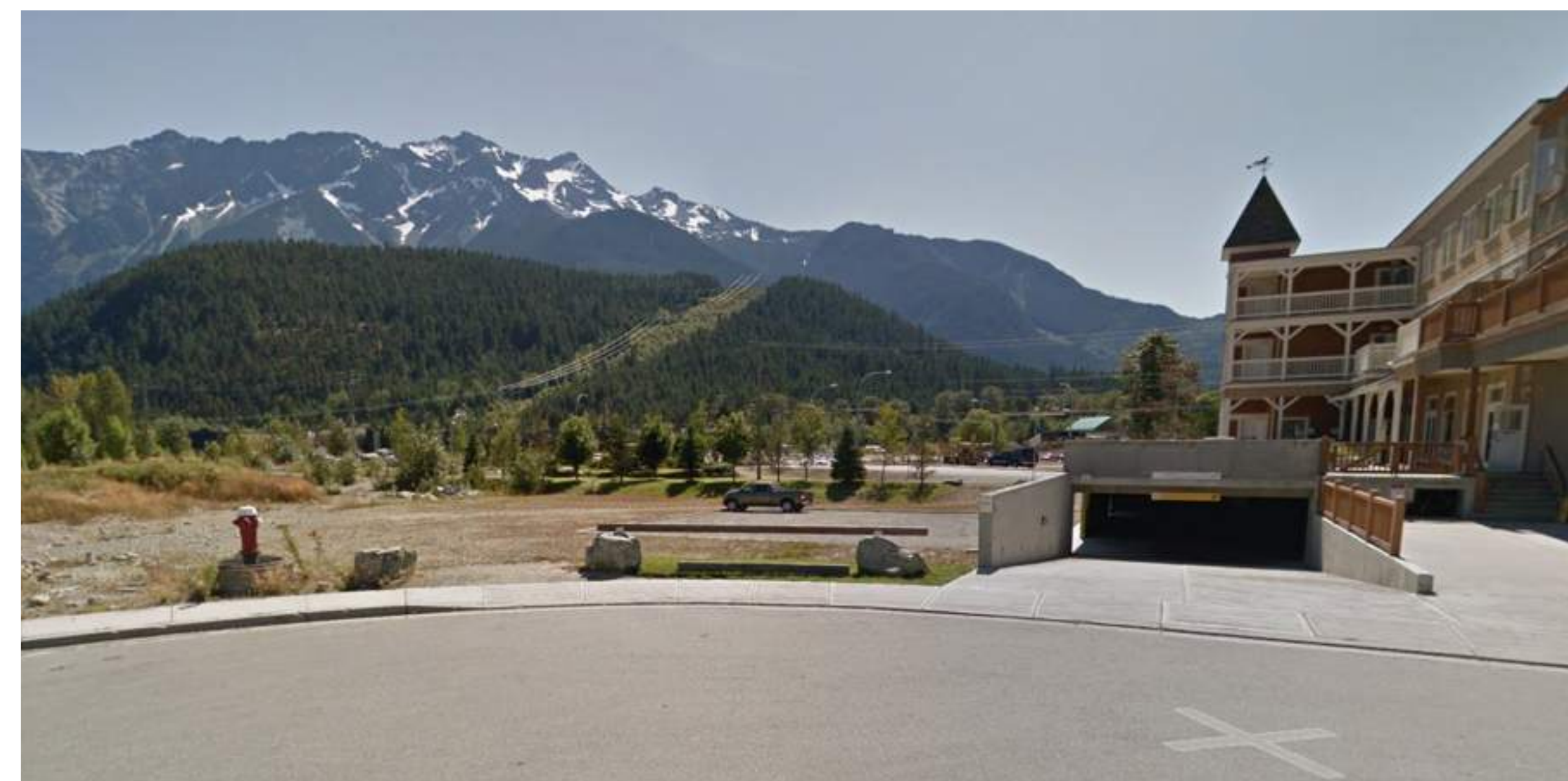
1 VIEW FROM PEMBERTON PORTAGE RD FACING NORTH



2 VIEW FROM ARBUTUS FACING INTO CRABAPPLE CT.



3 VIEW FROM PEMBERTON PORTAGE RD FACING EAST



4 VIEW FROM CRABAPPLE CT. FACING SOUTH



5 VIEW OF NEW RESI. DEVELOPMENT, ARBUTUS STR.



6 VIEW OF THE NEW RES. DEVELOPMENT EAST TO THE PROJECT SITE

REV.	YY MM DD	ISSUE

<b>PROJECT</b>	
<b>Pemberton Gateway</b>	
7340 Crabapple Court	
<b>LEGAL / COV REFERENCE</b>	
BUILDING CODE	VBBL 2019
ZONING	DP- C3
DEVELOPMENT PERMIT #	BP- C3
BUILDING PERMIT #	
<b>DRAWING</b>	

## CONTEXT ANALYSIS

<b>SCALE</b>	1/8"=1'0" (u.n.o.)
--------------	--------------------

<b>PLOT DATE</b>	Feb 17, 2023
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<b>PROJECT NO.</b>	<b>DRAWING NO.</b>
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1710 **A9.0**



# Appendix B

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SOUTH-WEST STREET VIEW



SOUTH-EAST STREET VIEW



NORTH-WEST STREET VIEW



NORTH-EAST STREET VIEW

REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE VBBL 2019  
ZONING C3  
DEVELOPMENT PERMIT # DP-  
BUILDING PERMIT # BP-

**DRAWING**

**AERIAL VIEWS**

SCALE 1/8"=1'0" (u.n.o.)

PLOT DATE Feb 17, 2023

PROJECT NO. DRAWING NO.

**1710** **A9.1**



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SOUTH-EAST STREET VIEW



SOUTH-WEST STREET VIEW

REV.	YY MM DD	ISSUE

**PROJECT**  
**Pemberton Gateway**  
7340 Crabapple Court

**LEGAL / COV REFERENCE**

BUILDING CODE	VBBL 2019
ZONING	C3
DEVELOPMENT PERMIT #	DP- - -
BUILDING PERMIT #	BP- - -

**DRAWING**

**STREET VIEWS**

SCALE 1/8"=1'0" (u.n.o.)

PLOT DATE Feb 17, 2023

PROJECT NO. DRAWING NO.

**1710** **A9.2**



**From:** Jennie Helmer [REDACTED] >  
**Sent:** Monday, September 6, 2021 4:39 PM  
**Subject:** Opposition to reduced parking.

Good afternoon staff and council

Thank-you for your great work and time on behalf of Pemberton.

I'd like to voice my opposition and concern to council supporting reducing the parking requirements at 7340 Crabapple Court.

It's not that long ago (and perhaps you are still contemplating this), Pemberton staff and council were intending to pave Fougberg Park for increased parking availability. As such, it seems a stretch to assume that our parking challenges will diminish by supporting a parking variance that further reduces parking.

Lastly, that particular area of town is already congested and would benefit from a more thorough traffic analysis.

Please include my letter in the next council package.

Thank you,  
Jennie Helmer  
Pemberton BC

--

Jennie Helmer

On Sep 14, 2021, at 3:55 PM, Eve Gallant [REDACTED] wrote:

To Mayor and Council,

My name is Eve Gallant, and I am an owner and strata council member who resides at the Orion here in Pemberton. I wanted to take a few moments to write you this letter to voice my concerns regarding the proposed development slated for 7340 Crabapple Court. Please know that I am fully in favor for affordable housing options for residents, though I have many concerns with this proposed development.

Parking is a very real issue at the Orion, as more and more owners and tenants are wanting/needing more vehicles (we have even conducted a survey about this very item). And, we have people who don't even live at the Orion, who continue to park in the Orion's parking lot.

Pemberton has many residents who commute to Whistler daily for work, and the bus schedules as they currently are, don't work for many residents. Many residents continue to require their own transportation, and I expect that to continue, even if more busses, or shuttles (which were proposed by the builder), were added. In addition, many residents simply want their own transportation for their work and leisure travel.

The proposed parking stalls for the new development would fall very, very short in my opinion. Residents and owners would simply find other places to park, and where would we be then, collectively speaking in general? There is already another new development of town homes being built in the immediate area, and I would guess that they too will have some parking issues once completed for owners and tenants.

With regard to the developer's assurance that they will provide solutions which include a shuttle, I am not convinced that these assurances would translate to real world long-term solutions. Without much more available parking, those assurances do not address the overwhelming amount of residents who will simply want their own transportation.

In addition, I am very concerned with the serious water consumption issues we faced this past summer here in Pemberton. How could considering adding yet another development assist with that issue? We were at critical consumption levels from all that I read this summer. This is a very real problem which needs addressing, in my opinion, before even considering adding more development projects in the Pemberton area. I am sure it is a top of mind issue for your council as well.

Thank you very much in advance for your time and for your consideration.

Kind regards,

Eve Gallant

On Sep 14, 2021, at 10:38 AM, M.J. Mullin [REDACTED] wrote:

To Mayor and Council,

My name is M.J. Mullin, and I own and live in a unit at Orion on Crabapple Court. I am writing this letter to voice concerns re: the proposed LiveShare development at 7340 Crabapple Court.

I want to begin by adding my voice to some of the Councillors' concerns over parking availability. My partner is on the strata council at Orion, so I can tell you that parking is almost certainly the biggest ongoing challenge here, and it is far from solved. While I agree with, and support, Mayor Richman's desire to build a more walkable community, I believe our parking challenges at Orion attest to the fact that we, despite being primarily a young to middle aged demographic, are not there yet. I would argue that proceeding with the proposed development, before other amenities and assets are in place to make the community more walkable, will only exacerbate the parking problem which has been front and center and unsolved for quite some time now. Pemberton is a growing community and more people, young or not, will bring more cars.

With respect to the proposed development at 7340 Crabapple Court, I would argue that 25 + 14 parking stalls falls far short of what will be, or become, necessary. In my view, it would be naive to think that, once those 39 stalls are occupied by the first 39 or so residents, that the remaining 25 residents will just say "I guess I can't have a car". Pemberton is largely a bedroom community, with residents living here but working and playing in Whistler and surrounding areas. People here have cars, need cars, and want cars. Building a complex that attempts to dissuade people from having a car won't, in my opinion, have that desired effect. It will only necessitate their getting more creative with parking their cars, at a considerable inconvenience to surrounding neighbourhoods.

With regard to the developer's assurance that they will provide solutions which include a shuttle, will those solutions, schedules, etc. be developed through close consultation with the residents who need the solutions? If not, if they are developed by the developer because the developer and others feel their proposed solutions "should" help, then the entire notion is misguided and is likely to fail.

I would also ask, cynically perhaps, but in my view realistically, how often have developers exceeded expectations vs. how often have developers failed to meet even the most modest of reasonable expectations?

I believe this development should not proceed under the current terms of the proposal.

Thank you for your time and for your consideration.

M.J. Mullin

March 18, 2022

To the Mayor of Pemberton,

Re: the 64 unit-development proposal  
beside Gateway & the Orion

My greatest concern is that the above proposal is not in the best interests of the village of Pemberton and residents within Pemberton and the surrounding rural areas.

Main concerns:

1) Putting so many people and cars in such a small space with only one entrance is unnecessarily over populating an area that is already highly populated.

2) Can the number of people per unit be controlled? Would this development create a similar situation as Whistler multiple-dwelling housing where 3-4 people cram into a small unit?

This could also become "party central" with many young people searching for reasonably priced accommodation.

3) Where are the vehicles going to park?  
Can the number of vehicles be controlled?  
Already, this area has too many vehicles coming and going.

4) This development simply seems to be a 'money grab' and not good for the community.



5) Alternatively, what's really needed in Pemberton is a senior's residence with basic care, giving the pioneers of Pemberton the option of staying in the area.

a) This could eliminate the need for resident parking and only a few parking spots for visitors would be needed.

b) a small green space could be created

c) Perhaps a government grant could be obtained by the owner.

d) The Mile 1 Eating House could be commissioned to supply a early lunch and early dinner. This helping a local business.

6) Also, another option is: turning the area into a parkade with an underground component, this would definite benefit Pemberton. This would give present residents the option to park their second or commercial vehicles for a monthly fee.

Also staff members in the area could park + be subsidized by their employer

Respectively submitted,

Ellingon - Bernie Ellingson

call -

Arbutus St.

From: **Deborah Dube**

Date: Sun, Aug 7, 2022 at 8:36 PM

Subject: **Opposition to proposed building at 7340 Crabapple Court, Pemberton**

To Village of Pemberton Council and all concerned parties -

As owners and residents at [REDACTED] Arbutus St., the Gateway Suites, Pemberton, we wish to express our opposition to the proposed Liveshare development at 7340 Crabapple Court, to be built in the parking lot beside the Gateway Suites.

- Parking - The article in the Pique published on July 3, 2022 expresses the concerns of Mayor Mike Richman and Councillor Ted Craddock related to the parking issue. If there will be .47 or 30 stalls for a 64 unit building, one cannot assume that no other residents in the building will have cars and require parking. As Mr. Craddock stated there are already parking pressures in this area with very limited if not non-existent overnight street parking.
- Population density - constructing a 64 unit building in the space beside the Gateway Suites which is currently an unpaved parking lot, would add to the congestion that already exists, with Gateway, Orion, Radius, and the new 30 unit Mountainside townhouse development which is under construction and to be ready for occupancy in mid-2023. The proposed build would add exponentially to the traffic congestion that already exists. The proposed Liveshare building should be located elsewhere where there is more land, rather than wedged in between the existing buildings, if it is to be built in Pemberton at all
- The current unpaved parking lot should be paved and continued to be used for overflow from the Gateway Suites building, including the commercial businesses who have customers needing places to park, and from Orion
- Infrastructure - Will the infracture in the Village support an additional 64 units in this area, given the 30 unit Mountainside townhouse complex under construction? Has this been studied?
- Transportation - If the theory of the developer is that the residents of the 64 unit building will be commuting to Whistler daily for work and not everyone will need cars, will BC Transit increase the bus service for these commuters and at times that are conducive to a variety of work schedules?
- Building property management - Will there be an on-site building superintendent for 24 hour oversight to ensure safety and security in the building and surrounding area, and to monitor the parking to the designated spaces?
- Based on the number of units and the height of the building will the current view of the surrounding mountains be obstructed for the residents of the Gateway Suites and Orion? The magnificent views are one of the attractions that lead many of us to purchase property in this area
- Wheelchair Accessibility - Is there an elevator in the building and are any of the 64 units accessible for residents in wheelchairs such as wheel-in showers?

Thank you for bringing our concerns and opposition to this project forward.

Sincerely, Deborah & Richard Dube

**Fwd: 7330 Arbutus Street construction feedback**

Bernie Ellington [REDACTED]

Tue 2022-08-09 4:55 PM

To: Sheena Fraser sfraser@pemberton.ca

Cc: VoP Admin &lt;admin@pemberton.ca&gt;

Sent from my iPad

Begin forwarded message:

**From:** Robin Legrand [REDACTED]  
**Date:** August 7, 2022 at 9:28:55 PM PDT  
**To:** [REDACTED]  
**Subject:** 7330 Arbutus Street construction feedback

Good evening Bernie,  
We're Robin and Elodie from the unit [REDACTED]

We noticed your note on the door and wanted to provide some feedback on the construction going on.

Please note we don't know much about the development plans so our thinking might be off.

Our main and shared concerns are about:

- the view (we're definitely not thrilled about the idea of having a building of potentially the same height built right in front on the windows)
- the parking

If this needs to be built, we'd love to see a building of a lower height than the two surrounding ones.

Would commercial units make more sense since it's an easy to access, fairly busy (and soon to be populated) hub in Pemberton?

I fail to see how residential units could be squeezed in such a small space surrounded by existing buildings.

Thanks for gathering the info and help us voice our concerns.

Have a lovely evening,  
Robin & Elodie

## **To the Mayor & Council of the Village of Pemberton - I am agreeable to have my letter on the Open Agenda.**

Regarding the New Rental Apartment between the Orion Condos & the Gateway Village Suites:

If this Development goes thru, it is going to be like another Whistler Staff-Housing Project, and heaven forbid a Hostel type scenario.

Someone tried to develop a building like this a few years ago, where the new Townhomes are and the Council declined it. So why are they letting this go thru?

We need residents that can contribute to the Pemberton Community to make it a better place to live and not create problems that we can't deal with.

Also, the Density of people and cars in this area would be unbelievable! This is Pemberton not downtown Vancouver!

A smaller rental complex with adequate parking on site and the Plan is changed to a normal Rental Building instead of having a Plan as mentioned above. Lots of Seniors could benefit from this kind of Development too.

The Developers are also saying the residents won't need their own transportation, as they can use public transit. WHAT PUBLIC TRANSIT? That means alot of people would be hitchhiking on Hwy 99.

My thoughts,  
Brenda Williams  
Orion Condos

Fwd: Village of Pemberton Consultation 64 unit between gateway and orion

Bernie Ellington [REDACTED] >

Tue 2022-08-09 4:49 PM

To: Sheena Fraser sfraser@pemberton.ca

Cc: VoP Admin <admin@pemberton.ca>

Sent from my iPad

Begin forwarded message:

**From:** COLLIN VANESS [REDACTED]  
**Date:** August 8, 2022 at 7:23:39 AM PDT  
**To:** [REDACTED]  
**Cc:** Veronika Kurbet [REDACTED]  
**Subject:** Village of Pemberton Consultation - 64 unit between gateway and orion

Hello,

We are writing to voice our concerns and disapproval regarding the proposed development of the 64 unit building slated to be located between the Gateway and Orion building in Pemberton, BC. We are an owner of one of the Condo units at the gateway development and we are currently opposed the project in its current form for the following reasons;

1. Parking - Project does not provide for the 14 reserved parking spaces owed to the Gateway building.
2. Parking - Project does not provide for the required parking spaces, which at a minimum should be one parking space per living unit due to its very well established intended use of being a workers living space for the whistler community. We do not accept the developers assertion to the contrary.
3. Community - The building type (College Dorm Room Housing) is not consistent with the adjacent communities of condos and single family homes.

Cheers,

Collin Vaness + Veronika Kubert  
7330 Arbutus Street - [REDACTED]  
Pemberton, BC, V0N 2L1

**From:** Gordon Pilling  
**Sent:** August 10, 2022 1:03 PM  
**Subject:** Re: Development between Orion and gateway.

I'm an owner at Orion and I am also the president of the strata council.

I'll just get right to it.. it's a terrible idea and the developers are absolutely clueless to the real world issues that will be caused if this goes through.

Parking is the biggest issue by far. Orion has 1.5 spots per unit with every single unit having a guaranteed parking space either in our garage or in the carport outside. We also use a first come first serve parking pass system for owners with more than one vehicle. Even with all of this in place, it has still been a constant issue and a regular topic of discussion at every strata meeting since Orion opened.

What these developers have proposed is a joke. There is absolutely no room for any additional parking anywhere near Crabapple court. They have not realized or accounted for the fact that there will be no driveways at the new mountainside townhouse complex next door to Orion meaning that those who don't use their garages for parking or can't fit a larger truck in their garage will be parking off site.

Pemberton does NOT need a whistler staff housing style building. Recommending that renters in the proposed building park on the street in the glen over the arn canal is a hilarious "solution". They very clearly don't care about the issues this will cause and only care about stuffing as many people as possible into a tiny building to maximize their profits. It's common sense to understand that there WILL be too many cars, bikes, trucks, and sleds for that building and relying on a "shuttle service" just shows how ignorant they are.

Myself and my family and many others moved to Pemberton to escape the constant noise and commotion in whistler. Jamming a small college style dorm room building with communal living spaces and apparently a roof top patio will bring nothing but noise and issues to our quiet street. Pemberton needs affordable housing, not short-term party rentals.

I bought in Orion knowing full well that the gravel lot dividing gateway and Orion would be developed eventually and I have no problems with that. But this idea is just very poorly thought out with zero consideration to the surrounding residents.

Let me know if I can be of any help or if you want me to attend any meetings regarding this. I have no problem sharing my thoughts directly to those in charge.

You can contact me at this email or call me at 604-XXX-XXXX if needed. Thanks very much for organizing this.

Gordon Pilling.

**From:** James Manton [REDACTED]

**Date:** August 8, 2022 at 7:53:48 AM PDT

**To:** [REDACTED]

**Subject:** 64 unit development concerns

**Reply-To:** James Manton [REDACTED]

Hi

Our concerns for the proposed new project are.

- Parking for that many units as the area is getting very built up and pemberton dosen't have any over spill parking
- Business parking
- Lack of Public transport as most house holds need 2 vehicles, will this be addressed
- use of building and who will it be targeting fir buyers/renters ?

Many thanks

James & Grace unit [REDACTED]

[Sent from Yahoo Mail on Android](#)

**From:** Siobhan Pilling  
**Sent:** August 10, 2022 11:24 AM  
**Subject:** Concerns over 64 unit proposed development

Dear Mayor & Council,

I am writing to you to voice my concerns for the proposed LiveShare development at 7340 Crabapple Court. I am an owner in the Orion building which neighbours the proposed lot. Some of my main concerns are congestion and parking. It is already a high-density area with the neighbouring complexes (Orion, Gateway, Mountainside, Woodbridge and Radius) with very limited parking. I noticed that there are only 41 proposed parking spaces for 64 units. 14 of these are shared with Gateway so it's really only 27 assigned spots. With Pemberton having very limited transit, most residents rely on having a vehicle. Where will the rest of these vehicles park? What about units that will have 2 occupants with 2 vehicles? At Orion, we have at least 1 spot per unit and in some cases 2 with ample visitor parking. Even with our parking plan, there are still not enough spots. Orion residents frequently need to park off site when there is no available parking. With the mountainside development only having a couple visitor spots, I know this issue on Crabapple court will only get worse. There simply isn't enough space for another development with this number of units with not enough parking. Another issue that a lot of neighbouring complexes face is that a lot of people own oversized trucks which do not fit in underground parking stalls. This adds to the street parking issues.

I am also concerned about the clientele a project like this will attract. The proposal of micro units with shared spaces sounds like a college residence or hostel. I don't want to live next to a building similar to WB staff housing. We moved away from Whistler to get away from the noise and congestion. As of now, our neighbourhood is quiet and very family friendly and I worry that adding this many residents in such a small proximity will create noise and party issues.

Thanks for listening to my concerns and I hope they provide insight into the current issues we currently face on Crabapple Court. I really hope this project does not go ahead until these issues have been resolved. I understand that affordable housing is needed but I don't believe this is a good option. I believe this location will only further our congestion issues and create new issues regarding noise and parties.

Kind Regards,  
Siobhan Pilling



**From:** Danya Konrad

**Sent:** August 10, 2022 3:10 PM

**Subject:** Opposition to the Proposed LiveShar Co-living Project located at 7340 Crabapple Court

To the mayor and city council of the Village of Pemberton,

As owners and future residents of the Mountainside community, located at 7360 Crabapple Court in Pemberton, we have concerns about the proposed new 64-unit communal style build located between Gateway Village Suites and the Orion building. Below is a list of conceived issues surrounding the build.

-Crowded location: With very limited allowed parking space available in the immediate vicinity, residential parking is at the forefront of concern. The area is already crowded, with parking being further limited with restrictions posted on surrounding streets. Residents and visitors to the Orion building, Gateway Suites, customers of business within the Gateway building, along with residents and visitors of other surrounding buildings compete daily for available parking space in the area, often using the vacant lot of the purposed build as a supplementary parking location. Limited allowed parking space, removal of the vacant lot with the new build, and addition of a minimum of 64 new residents in the already crowded location adds to the parking crisis exponentially. I also wonder what this means for allocated visitor parking in the nearby builds. For example, the new Mountainside build has no driveways and very limited visitor parking space. I foresee the strain of available parking with the purposed new build overflowing to the surrounding communities, with available visitor parking being used by non-residents, adding to the challenge, stress, and community (strata, bylaw?) patrolling/enforcement of designated parking space. Additionally, turning from Arbutus Street onto Pemberton Portage Road, left or right, can be a challenge in the current state of the location, sometimes waiting 5 minutes or more to make a left-hand turn. The addition of a 64-unit build will only further add to the problem, especially during peak hours. What does the city purpose to address this issue?

-Addressing current local housing crisis: Discussing the purposed new build with long-time local Pemberton families, the concern, and fear really, was that their son and/or daughter will not be able to afford a place of residence in this town. When asked if their son and/or daughter would live in this dorm-style build, the response was a firm no. This has me questioning what housing crisis the new build actually helps to solve. Other suggestions from local community members were that it would support seasonal workers and adventurers coming out for months at a time to ski, snowboard, mountain bike, etc. Inviting transient residents into the community ultimately only adds to the current housing crisis, and is not a supportive solution for families currently living in the Pemberton community. As a supportive, strong community, we need to focus on solutions that put local families first prior to inviting new residents. I am also concerned with the very viable likelihood of an increase in crime associated with more transient visitors. We have witnessed recently an increase in theft seemingly associated with the presence of new visitors to the community, and I can only conceive the increase of such incidence with a more transient residential build like that proposed.

-Fit for location: the idea of a dorm-like, communal style build in the centre of multiple family dwelling builds creates concerns around the type of "socializing" and noise pollution in the immediate vicinity. Late night noise pollution is already a problem with the community park and splash park. The residents of a single room, dorm-style proposal would be more inclined to a carousel atmosphere. Such a build ultimately disrupts the current structure of the immediate community, further adding stress and strain to residents already residing in the area, or future residents, like myself, planning on raising a family there long-term. If the proposal is for a more "industrial" style building, then the location of the proposal should move to the Industrial Park.

-Communal disease plan: With the world currently in a global pandemic for the past 2.5 years, a build like this goes against precautions to limit disease spread. It seems ludicrous that a communal-style build is being purposed amidst the global pandemic. From my profession as a teacher, I know firsthand how quickly a communal disease can spread in highly populated shared spaces that promote interactions among an increased variety of individuals, with or without mandates in place. My concern is how this proposal of a communal build will protect the health and keep it's residents, as well as surrounding communities, safe.

Your attention to the above stated concerns is much appreciated. If you would like to discuss this email in further detail, please do not hesitate to contact me via email or by phone.

Kindly,  
Danya and Greg

**From:** Dan Elgar

**Sent:** August 17, 2022 2:25 PM

**Subject: Re: Concerns over new development beside gateway building**

Dear Mr. Mayor and Council

My name is Dan I own unit [REDACTED] in the Orion and also on the strata council there.

I sent my concerns to the village last year on behalf of our strata council; and only receive a response stating they will discuss it their next meeting and not heard anything more.

I am strongly oppose to this development it's insane the oversight the village council has put into the this whole area in general and especially with this new development.

There already isn't enough parking. The commercial spaces in gateway don't technically have any parking of their own. How can you open a business up in a town like Pemberton and have no parking for the patrons.

Orion has had nothing but parking issues since we took possession in March 2020. Now with mountain side nearing completion we will see 33 new townhouses we are going to see a huge increase in vehicles. (33 townhouses are going in a very tight space to start, assuming there is at least 2 working adults in each home that's 66 more vehicles parking and living in the neighbourhood) and only 2 visitor spots for all those units.

The new development is not a functional proposition, 64 or 66 micro units with only 25 parking spaces just doesn't work and it won't work. I'm all for affordable housing in the sea to sky we need it desperately but thinking all those people are going to rely a bus that runs on limited times during the day and not into the evening is insane. Most of these tenants will be commuting to whistler for work. we don't have the bus system to support this type of development. Not to mention the bus strike that just happen.

I know the developers has mention a private shuttle of some kind but how long will that last? Is that really the best way to solve that issue?

The bottom line is that is development won't work in Pemberton. In an urban environment with reliable transit, it makes sense. We just don't have the infrastructure to support a building like this

Thank you

Dan Elgar

**From:** Johnny Adams  
**Sent:** August 20, 2022 11:10 AM  
**Subject:** New 64 unit between Gateway and Orion

Mayor and Council- Please read out this letter, open agenda, at Council meeting.

Thanks for the opportunity to voice my concerns -Myself and every other resident at Orion that I have spoken with is completely against a building going up beside us in the dirt lot! Not only will it upset our small town beautiful life during construction it also could physically hurt our building as its way too close and my Lawyer says we would have a case against such a greedy, potentially building damaging (ground settling) move!

Its also just way too close- myself and every single person that lives here moved here because we wanted to get away from being a sardine in a can, city living - having a big building blocking our views and causing even more congestion and affronting our privacy is the worst plan ever and myself and I am positive, many, many other tenants will do everything we can (legally) to stop this ridiculous and greedy idea! Also there's already not enough parking - please consider keeping this lot as parking for the already restricted amount of parking for local business and residents of our beautiful town. I believe the whole reason why we elect people to help govern our town is to protect the residents' interests so please uphold this commitment you have made to us by respecting our wishes and concerns for a quality life in the most beautiful town in the world!

Thank you very much for your help- I understand that there's a lot to contend with (no pun intended) and we the people appreciate your attention to this extremely important matter.

Sincerely,  
John Adams

(Owner of [REDACTED] Orion)

**From:** Andrew Scott <[REDACTED]>  
**Sent:** August 29, 2022 3:07 PM  
**Subject:** Letter of [Support for Pemberton LiveShare](#)

TO: Mayor and Council

Village of Pemberton

Box 100, 7400 Prospect Street

Pemberton B.C., V0N2L0

[admin@pemberton.ca](mailto:admin@pemberton.ca), [mrichman@pemberton.ca](mailto:mrichman@pemberton.ca)

I write to support the LiveShare co-living development proposal for 7340 Crabapple Court, Pemberton, B.C. I am the owner of the adjacent property at [REDACTED] vine rd. The LiveShare concept is very innovative, and it will provide needed affordable housing options for the residents of Pemberton. It may also attract young entrepreneurs to Pemberton who may choose to stay in here and build new businesses and raise young families here.

This application will also create further business for the adjacent properties, adding vibrancy to the Village Centre. LiveShare has a well-thought-out traffic management plan, and I believe the added residents living in this project will likely not own cars, and the amount of parking provided in the development is adequate.

I urge the Village of Pemberton to approve this project.

Regards,

Andrew Scott

TO: Mayor and Council  
Village of Pemberton  
Box 100, 7400 Prospect Street  
Pemberton B.C., V0N2L0

August 29, 2022

**RE: Letter of Support for Pemberton LiveShare**

I am writing to support the LiveShare co-living development proposal for 7340 Crabapple Court, Pemberton.

Pemberton has a unique housing challenge that is currently causing some real pain in the service side of our business community. In many cases we just don't have the employee population to service our towns regular demand for services.

One of the keys to attracting and retaining employees is a community with affordable housing. Our current model just doesn't have the housing supply needed. If more "normal" market condos are built, with some likely ending up in the nightly rental market, we add fuel to the issue. We will likely see more travelers looking for services (which is great for the towns economy) however no additional or perspective employees will be added to service this growing demand.

A recent story was brought to me about a local business offering reduced hours: a local resident said that "it was not supportive of the community" for a restaurant or coffee shop to be running at reduced hours. (This business was running reduced hours as it was short staffed) What's not supportive to the community is if these business can barely open at all!

Pemberton has an opportunity to try something different here, it's the perfect location to house a new concept that breaks away from the status quo and pushes for a different housing result. We need to be a town of diverse housing options.

Our town needs more beds for its employees!!

Thanks,

Randy Jones  
Pemberton & Hanceville, BC

## Attn: Mayor and Council

Village of Pemberton  
Box 100, 7400 Prospect Street  
Pemberton BC, V0N2L0

I am writing to support the LiveShare Coliving development proposal for 7340 Crabapple Court in Pemberton, B.C. I have been a Pemberton resident for over a decade and live close to this proposed site. I am also a local business owner who employs between 20-25 local residents.

Here are the ways in which I believe this development can address the following challenges faced by our community.

### Challenges of newcomers

- Overpriced housing
- Balance of work and play
- Inadequate amount of local services for everyday living

### *Newcomers will benefit from LiveShare Coliving*

- *Specific and deliberate affordability for these residents*
- *For many of those who choose to live in Pemberton, the draw is the close proximity to a variety of outdoor activities. LiveShare will provide easy access to everyday recreation.*
- *If local businesses have a larger workforce available to draw from, local services and amenities will be able to employ much needed staff and remain open for business.*

### Challenges for business owners

- No supply of local workforce to draw from
- No ability to attract workforce to move here with no housing available
- Keeping down rising expenses so that prices of goods stay reasonable for locals

### *Business owners will benefit from LiveShare Coliving*

- *Many locals are faced with landlords raising rent. The existing population is being priced out; affordable housing options will keep the local residents within our community*
- *When businesses can increase their minimum wage workforce, they can keep expenses down and keep the prices to the public down too. Affordable housing doesn't create a financial burden that forces the homeowners or renters to require ultra high wages, therefore they may not have to find a Whistler level wage.*

### Challenges for local residents

- Having local resources/services available
- Maintaining a culture of healthy, active, outdoor lifestyle within a safe community
- Not adding any greater burden on local vehicle traffic

### *Local residents will benefit from LiveShare Coliving*

- *Everyone living in Pemberton would like the amenities and services of any big city. The ripple effect of being able to have a larger workforce here would offer more business owners the ability to either start a new business or maintain and grow their existing one.*

- *The innovative housing concept of LiveShare would create a living environment that encourages building relationships with the people in your community. Knowing those in your community creates a safe space for everyone.*
- *LiveShare has a well-thought-out traffic management plan, and I believe the added residents living in this project are within close proximity of recreational needs and services, and will likely not need to own cars*

For these reasons I urge the Village of Pemberton to approve this project.

Kind regards,

Cindy Yu  
Pemberton, BC



From: Kelly Carson [REDACTED]  
Sent: October 24, 2022 9:59 PM  
Subject: Letter of support for Pemberton liveShare

TO: Mayor and Council

Village of Pemberton  
Box 100, 7400 Prospect Street  
Pemberton B.C., V0N2L0  
[admin@pemberton.ca](mailto:admin@pemberton.ca), [mrichman@pemberton.ca](mailto:mrichman@pemberton.ca)

RE: Letter of Support for Pemberton LiveShare

I write to support the LiveShare co-living development proposal for 7340 Crabapple Court, Pemberton, B.C. I am a Pemberton resident and live nearby. The LiveShare concept is very innovative, and it will provide needed affordable housing options for the residents of Pemberton. It's a very smart idea could be very exciting for those looking for shared housing. Which right now is the in thing to do and the most affordable way to live.

It will also support the growth our local business community who struggle to find employees due to the cost of housing. This application will also create further business for the adjacent properties, adding vibrancy to the Village Centre. LiveShare has a well thought- out traffic management plan, and I believe the added residents living in this project will likely not own cars, and the amount of parking provided in the development is adequate.

I urge the Village of Pemberton to approve this project.

Regards,

Kelly Marie Carson

[REDACTED] Oberson Rd

**Scott McRae**

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**From:** Bernie Ellington [REDACTED]  
**Sent:** Friday, November 4, 2022 2:32 PM  
**To:** Scott McRae  
**Subject:** Concerns about the proposed 63 unit development at 7340 Crabapple Court

[REDACTED]

Good afternoon Scott Mac Rae,

I am writing on behalf of Gateway, Orion, and mountainside residents and future residents.

My main question is that LiveShare development company has submitted an application that is not available for viewing. Why is that so? Does it mean that soon it will be viewed or are there reasons that we should know in order to submit our many concerns sooner than later?

Of course the chief concern is that traffic density will be overwhelming as there are 9 driveways with multi vehicles spilling into Arbutus Street plus the traffic from Chevron station and tourists coming through from the traffic lights checking out the first right hand turn which is Arbutus Street.

Many other concerns need to be addressed, for example an accident or fire in the Arbutus Street area could cause mayhem.

Many of the residents would like to address a large volume of concerns to the mayor and city council members. In your professional opinion: What would be the most appropriate time to submit these letters?

Thank you for considering this matter.

Yours truly

Gloria Ellingson resident of Gateway, address [REDACTED] Arbutus ST. [REDACTED]  
[REDACTED]

Sent from my iPad

**Re: The 63 unit development proposal 7340, concerns. Attention: Mayor, council, Scott McRae**

Bernie Ellington [REDACTED] &gt;

Sat 2022-11-19 5:41 PM

To: VoP Admin &lt;admin@pemberton.ca&gt;

To: The Mayor, council members and Scott McRae, manager of development services

Previous letters from Gateway residents, Orion residents, and future mountainside residents have expressed great concern over a lack of parking in that area; and traffic density of 9 driveways spilling into Arbutus Street which Crabapple Court intersects with no other exit or entrance options.

Other concerns are:

1. The number of units and townhouses surrounding the crab apple Court cul-de-sac: Gateway(20), Orion (45), mountainside (30). Which at approx. 3 people per unit on the average = approximately 285 people plus; With at least 95 vehicles and many at Mountainside can park two vehicles making a total of 125 vehicles plus visitors plus, clients going to commercial businesses & using the Crabapple court at various times of the day. Keep in mind that many people from the Glenn cross through crabapple court with their small children and dogs. Safety is an issue. Especially since Malcom Chalmers said that no signage or crossing lights would be set up by the city.

Why let the developer choose the consultant for parking issues? City Hall could choose an unbiased consultant then the developer could pay for the consultation.

2. A suggestion would be that City Hall tighten up their development permits regarding the number of units to be built and stick to their parking allowances at least one parking spot per unit. Hence, LiveShare development, could consider 20 units instead of 63 units.

3. Please consider a bylaw that a developer needs to have green space on the property, a bylaw that addresses the planting of trees in order to reduce pollution from the traffic, provide shade for the summer heat waves and reduce noise pollution. Some urban areas such as Burnaby regretted not doing this when the developers moved in rapidly. Now they have strict regulations that require green space.

4. Why would City Hall allow a 63 unit development that encourages a transient population? When instead, present home owners in Pemberton, could be encouraged to rent out their spare rooms, establish boarding houses, and suites could become legal.

Then 7340 Crabapple Court could be developed into a much less invasive development.

Respectfully submitted,  
Gloria Bernadeen Ellingson  
"Bernie"

Sent from my iPad

To Mayor and Council:  
Concerning development at 7340 Crabapple Court

This is to register my complaint about the proposed 64 unit housing development called Live Share, which has submitted an application to build on this plot of land.

My concern is twofold. As probably the most densely populated area of Pemberton, having a housing complex with 64 units and only 25 parking spaces, would only contribute to the congestion. On the application the developer has requested that the number of parking spaces be reduced to 39. In reality, by previous agreement, 14 of those spaces are to be for the use of the Gateway building, leaving only 25 spaces for the Live Share development. In an area where parking is already an issue, this would only ameliorate the situation. Live Share has mentioned that tenants will be encouraged not to drive a car but to use the available shuttle service and public transit. In an area where transit service is woefully inadequate, this is an incredibly idealistic idea. The Live Share concept would work much better in the more urban area where there is better transit services and other options to get to work/play, i.e. walking and riding bike.

My other concern is the type of housing that would be provided. Because the units are so small, they would most likely only appeal to people that are transitioning through the neighbourhood. Housing is an issue for all demographics in Pemberton, why not encourage development that would house fewer people but people that plan on staying and raising families and contributing to the Village of Pemberton.

It is inevitable that there will be a development built on this piece of property. But, in my opinion, it would enhance this part of Pemberton a great deal by building a complex that would encourage long-term residents.

Whatever the village decides, could you please drag your heels a bit in issuing permits. Crabapple Court has been incredibly busy with construction over the last several years as Mountain Side is being completed. It would be really nice to have a break from construction for a bit before a new project starts.

Barb Hinde

██████████ 7330 Arbutus Street

## Scott McRae

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**From:** Johnny Adams [REDACTED]  
**Sent:** Friday, November 25, 2022 1:45 AM  
**To:** Scott McRae  
**Subject:** 7340 Crabapple Court Concerns

To Scott McRae, Mayor and Council- to be read out please.

Myself and everyone I know who live at [REDACTED] Crabapple Court are very much opposed to the proposed building at 7340 Crabapple Court.

The parking will really be a problem it's ridiculous to imagine this would work.

The building of it will be extremely invasive to businesses and residents.

The building of this will cause damage to our buildings structure as well create a much less desirable living experience.

This building will lessen the value of our property.

This kind of project is suited for a city not a beautiful small rural town which is populated by people who do not want to live in a city.

Please help the quality of our lives in this town of Pemberton we live in and not continue with projects like this-Thanks from John Adams-Owner of [REDACTED] Crabapple Court Pemberton BC

Ashley Goddyn

[REDACTED]

Surrey, B.C

December 1, 2021

Scott McRae, Manager of Development Services

Village of Pemberton

Box 100, 7400 Prospect Street

Pemberton B.C., V0N2L0

smcrae@pemberton.ca

Dear Scott McRae, Manager of Development Services :

I write to support the LiveShare co-living development proposal for 7340 Crabapple Court, Pemberton, B.C. I am the owner of much of the adjacent Pemberton Gateway commercial property at [REDACTED] Arbutus Street. The LiveShare concept is very innovative, and it will provide needed affordable housing options for the residents of Pemberton. It may also attract young entrepreneurs to Pemberton who may choose to stay in here and build new businesses and raise young families here.

This application will also create further business for Mile One and adjacent properties, adding vibrancy to the Village Centre. LiveShare has a well-thought-out traffic management plan, and I support the shuttle service to Whistler. I believe the added residents living in this project will likely not own cars, and the amount of parking provided in the development is adequate.

Ashley Goddyn

[REDACTED]

[REDACTED]

## development at 7340 Crabapple Court

Lorne Waldman [REDACTED] >

Wed 2023-01-11 3:58 PM

To: VoP Admin admin@pemberton.ca

Lorne Waldman

[REDACTED]  
Whistler, BC

[REDACTED]  
Attn: Mayor and Council  
Village of Pemberton  
Box 100, 7400 Prospect Street  
Pemberton BC, V0N 2L0

Dear Mayor and Council,

I am writing to express my support for the proposed LiveShare Coliving development at 7340 Crabapple Court in Pemberton, B.C.

One of the main challenges facing the younger workforce of Pemberton is the high cost of housing, which makes it difficult for many people to find affordable places to live. The LiveShare development is specifically designed to address this issue and create an innovative option that is desperately needed. The broader community will also benefit from the LiveShare development, as it will benefit local business owners by providing a larger workforce to draw from. This could help to ensure that local services and amenities are able to employ much-needed staff and remain open for business.

The ripple effect of having a larger workforce in Pemberton will also offer more business owners the ability to start or grow their existing businesses. Furthermore, the innovative housing concept of LiveShare encourages building relationships with people in the community, which creates a safe space for everyone. Because of the demographic living in this project and its proximity to recreation and commercial services, residents are less likely to own cars. This will contribute to reduce burden on local vehicle traffic, parking space and road congestion.

Lastly, it's also worth mentioning that young people as a class have extremely limited housing options, and it's equitable in the great scheme of things that we support the future residents of our community by providing them with affordable and sustainable housing opportunities. This development is an opportunity to invest in our future and ensure that Pemberton remains a vibrant and thriving community for years to come.

For all these reasons, I urge the Village of Pemberton to approve this project. I strongly believe it will have a positive impact on the community and be a valuable addition to Pemberton.

Sincerely,  
Lorne Waldman

[REDACTED]



January 11, 2023

Mayor and Council  
Village of Pemberton  
Box 100, 7400 Prospect St.  
Pemberton, BC

I am writing to support the LiveShare Coliving development proposal for 7340 Crabapple Court.

The challenge associated with attracting and retaining employees in the Sea to Sky corridor is currently severe. Affordable housing options continue to be in short supply, and I believe that the proposed coliving development will be a valuable addition to the region with regard to helping to address housing and staffing challenges. I also imagine that this innovative project will be a strong demonstration of forward-thinking leadership by the Village of Pemberton.

Sincerely,

A solid black rectangular redaction box covering the signature area.

Paul Shore  
Whistler, BC

## Request for variance at 7340 Crabapple Court.

Barb Hinde [REDACTED] >

Fri 2023-03-03 1:02 PM

To: VoP Admin admin@pemberton.ca

To Mayor and Council:

This is concerning the variance requested for parking requirements for the development at 7340 Crabapple Court.

The variance request states that there will be 21 dedicated residential stalls, 16 shared parking stalls and 4 visitor parking stalls. This is a total of 41 parking stalls for a 63 unit building.

However, my understanding is that when the property was bought, there was a covenant attached that required that 16 stalls to be used for Gateway purposes ONLY, not shared.

If you take away the 16 stalls that are dedicated parking for Gateway, that leaves only 25 parking stalls for a 63 unit building. Hardly sufficient.

I realize the development focuses the emphasis on using public transit as opposed to private vehicles. Ideally, this is a good concept except Pemberton is notorious for its lack of public transit. Because the units in this proposed development are so small, in all probability the people living there will be working in Whistler. With only three buses in the morning and three buses in the evening this is hardly sufficient to accommodate anybody working in the tourism industry in Whistler. Residents will be hard pressed to get to and from work without a car which takes us back to the insufficient parking available at this proposed development.

Crabapple Court is already a congested area. To add another development which has insufficient parking for the residents would only make matters worse.

I hope mayor and council takes this into consideration and rejects this request for variance.

Barb Hinde

Owner in Gateway

[REDACTED] Arbutus Street

## 7340 Crabapple Court Parking

Louise Mackinnon [REDACTED]

Sun 2023-03-05 11:25 AM

To: VoP Admin admin@pemberton.ca

Hello,

I am writing in relation to the parking variance for 7340 Crabapple Court.

What are the VOP's plans for traffic flow from Arbutus Street with all these condensed residential buildings in one small pocket of town?

Calculating an average of 1.5 vehicles per residence, there are approximately 228 vehicles currently within the Winchester (15 units), Radius (45 units), Woodbridge (25 units), Orion (45 units) and Gateway (33 units) buildings. With the completion of Mountainside, a further 45 + vehicles will be added to the area. These estimates do not include the commercial units of Winchester and Gateway along with the customers visiting these businesses.

With the addition of another condensed living building, 65 additional vehicles are currently proposed to the new development resulting in 338 (likely more) vehicles exiting Arbutus Street. As it stands, it is already difficult to turn out during peak hours due to the proximity of the highway junction, vehicles going to and from Petrocan and the decreased speed limit along Pemberton Portage Road. Some mornings, the only way to get out of Arbutus Street is to drive into traffic gaps and force road users to give way to Arbutus Street traffic.

More thoughtful planning from the VOP is warranted to avoid suffocating areas of Pemberton with condensed buildings and mass development without first considering current and future infrastructure in our once small town. Pemberton is fast being ruined due to careless planning.

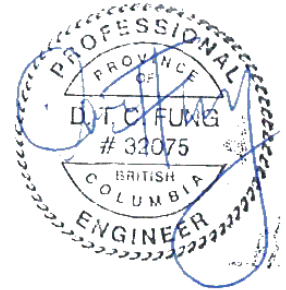
Regards,

Louise Mackinnon



## MEMO

**DATE:** June 10, 2022  
**PROJECT NO:** 04-21-0519  
**PROJECT:** LiveShare Co-Living  
**SUBJECT:** Pemberton Gateway Parking Rationale – Opinion Letter  
  
**TO:** Jake McEwan  
 LiveShare Co-Living  
  
**PREPARED BY:** Luke Kenny, B.Sc.  
**REVIEWED BY:** Daniel Fung, M.Sc., P.Eng.



2022-06-09

### 1. INTRODUCTION

LiveShare Co-Living (LiveShare) has retained Bunt & Associates Engineering Ltd. (Bunt) to provide transportation consulting services in support of the proposed redevelopment of 7340 Crabapple Court to provide rental co-living units, which will be subject to an affordable housing agreement, within the Village of Pemberton (Village), BC.

The project will provide 64 affordable micro-suites with shared amenities that will be supported by a total of 41 off-street vehicle parking spaces provided at-grade and across one level of underground parking. Access to the parkade will be via a driveway shared with the neighbouring site (7330 Arbutus Street) that connects with Crabapple Court to the north. The drawing package is currently under development and will be provided by the applicant at a future date.

The on-site parking supply will comprise 21 resident spaces and 4 car share spaces provided across a single level of underground parking, with a further 2 parking spaces provided at-grade. The northern portion of the project site will include a surface level parking lot accommodating an additional 14 parking spaces that are intended to be shared with neighbouring commercial uses. The parking supply is summarized as follows:

- 23 x resident parking spaces
- 4 x car share parking spaces (and 4 car share vehicles)
- 14 x shared use parking space (subject to discussions with the neighbouring site)

The LiveShare development would employ Community Leaders who would manage the proposed parking facilities and car share fleet.

This Opinion Letter outlines a rationale to support the proposed vehicle parking supply, which would require a relaxation compared to the Zoning Bylaw requirements outlined in the following section.

## 2. BYLAW REQUIREMENTS

The Village outlines the vehicle parking supply requirements in their Zoning Bylaw No. 832, which was adopted in July 2018 and last consolidated in March 2021. The relevant requirements for the purposes of this study have been extracted from Section 8 of the Zoning Bylaw and are summarized in **Table 2.1** below.

These requirements include allowable reductions outlined in Section 8.7 of the Zoning Bylaw, which permit a parking ratio reduction of 0.25 spaces/unit where *‘a multiple family building is subject to a Housing Agreement for the provision of affordable purchased or rental housing’*. After further guidance from the Village, this has been applied to the visitor parking ratio. LiveShare has confirmed they will be entering into a Housing Agreement with the Village to provide affordable rental units.

**Table 2.1: Vehicle Parking Supply Requirements**

STALL TYPE	BYLAW REF.	DENSITY	REQUIREMENT RATE (1)	REQUIREMENT	PROPOSED
Residential	8.3 & 8.7	64 x studio units	1 space per unit	64 spaces	37 spaces
Residential Visitor	8.3		0 spaces per unit	0 spaces	0 spaces
Car Share	n/a		n/a	n/a	4 spaces
<b>TOTAL</b>				<b>64 SPACES</b>	<b>41 SPACES</b>

(1) Parking ratios reduced by 0.25 in accordance with Section 8.7 of the Zoning Bylaw.

The vehicle parking supply requirement for the proposed development per the Zoning Bylaw is 64 resident spaces with no requirement for residential visitor spaces. Compared to the baseline requirement, the planned supply of 37 resident spaces plus 4 car share spaces (and vehicles) represents a reduction of 23 spaces in total.

## 3. PARKING RELAXATION RATIONALE

LiveShare has confirmed that their proposed residence targets a population that would typically be employed locally in Pemberton or as a resort worker at Whistler. The housing form paired with LiveShare tools and strategies are designed with the intention of allowing residents to live without a vehicle, instead commuting via car share vehicles or travelling by other means (described in detail below) to complete daily trips for all purposes.

The following outlines key mitigation strategies proposed by LiveShare to cater to a car-free lifestyle. The rationale also highlights shared parking principles and research into the effects of unit size on parking demand.

### 3.1 Transportation Demand Management

Transportation Demand Management (TDM) is defined as the “application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time”<sup>1</sup>. A successful TDM program can influence travel behaviour away from Single Occupant Vehicle travel during peak periods towards more sustainable modes such as High Occupancy Vehicle travel, transit, cycling or walking.

Travel patterns are most pliable when residents move from one location to another. Therefore, LiveShare has the opportunity to play a significant role in changing the travel behaviours of future residents and attracting them to a live a car-free lifestyle. The following measures are proposed by LiveShare to mitigate the vehicle parking relaxation that is sought for the proposed development.

#### 3.1.1 Shared Bicycle Fleet

LiveShare will provide and manage a dedicated fleet of ten (10) bicycles that will be made available to future residents for free 24 hours a day, 365 days a year. The shared bicycle fleet, which will be located at-grade in a secure, internal location, will operate as a two-way system, i.e., each trip shall start and end on-site.

These bicycles will facilitate resident active travel around Pemberton for leisure and day-to-day errands. In addition to standard bicycles, the fleet will include specialty bicycles including adaptive-, cargo-, and electric-bicycles.

In addition to offering convenient mobility for many trip-types, the shared fleet will also provide healthy exercise, and by reducing automobile travel they can help reduce vehicle ownership rates, traffic congestion, consumer costs, energy consumption, and pollution emissions

The bicycles shall be available for usage without any additional user fees and will be privately owned, operated, and maintained by LiveShare. All bicycles will be ISO Certified. Furthermore, LiveShare shall provide for every cycle: helmets, locks, automatic lights (white in front and red in back) and other safety features (reflectors, bell) to support compliance with the laws of British Columbia and the Village.

#### 3.1.2 Car Share Program

LiveShare will create a car share program. As part of the underground parking supply, four (4) dedicated car share stalls will be reserved for car share vehicles provided by LiveShare. These 7-8 passenger vehicles will be AWD suitable year round for the surrounding terrain and climate.

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<sup>1</sup> <http://ops.fhwa.dot.gov/tdm/index.htm> FHWA Travel Demand Management home page

For the proposed development, the car share provision will be operated as a two-way service. The vehicle's "home" position remains constant, and car share members must return the vehicles to their origin when they have finished using it. The vehicles will be available for use by future LiveShare members and can be booked through LiveShare's webpage and mobile app.

Car-sharing services have developed significantly in the last 10-15 years. These services allow people to have short term access to a shared vehicle located on or close to their site, without having to buy or maintain their own vehicle. It is anticipated that members will pay a small monthly administration fee to cover some of the fixed costs of the car and then a "pay as you go" approach is adopted as members pay by the hour and mile when they use a vehicle. Each shared car has been shown to remove between 3-11 private vehicles from the street system, and number of vehicles owned per household is shown to drop when a car sharing membership is acquired<sup>2</sup>.

### 3.1.3 Ridesharing – LiveShare Community App

To complement the other programs and initiatives provided by LiveShare, a mobile app will be developed for resident-use creating a platform that allows community members to coordinate ridesharing opportunities.

Members who own cars and park them on-site will be able to post a ride time on the community app to rideshare with other community members travelling to a similar destination or a destination enroute. Like typical rideshare schemes, the driver will be compensated by those who catch a ride (unless the driver posts the ride as free). LiveShare will stipulate a standard per km charge.

In smaller communities, ridesharing is an important mobility option for non-drivers and, in the case of the commute distance between Pemberton and Whistler, are likely to result in significant mileage reductions. The development of a rideshare community is also important for serving less-common destinations locally including Mt Currie, Lillooet, etc. where alternative travel options may not be as available.

## 3.2 Effect of Unit Size

The proposed development will provide 64 micro-suites, typically far smaller than a studio/bachelor unit given the relocation of standard amenities into a shared living space. Bunt has conducted a review of the influence of unit size for rental tenure on auto ownership and parking demand. Summarized in this section are the general findings from this research based on data outlined within the '*Regional Parking Study*' (RPS) completed in 2018 for Metro Vancouver.

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<sup>2</sup> <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/MetroVancouverCarShareStudyTechnicalReport.pdf>

As part of the RPS, a Household Survey (HHS) was completed with over 1,500 respondents from 70 sites capturing household vehicle ownership rates regardless of whether the vehicles are parked on-site or not (unlike field counts that only include observed vehicle demand).

Of relevance to this study is the effect of unit size of vehicle occupancy. Outlined below in Table 3.3 is the ‘Resident Parking in Market Rental Sites by Unit Size (bedrooms)’ HHS dataset for ‘Market Rental’ sites extracted from the 2018 RPS.

**Table 3.1: Resident Parking in Market Rental Sites by Unit Size (Bedrooms)**

MARKET RENTAL SITES (HHS RESPONSES)	STALLS PER DU	PARKED VEHICLES PER DU	VEHICLES PER DU	PARKING OVERSUPPLY ESTIMATE
0-bedroom (n=15)	0.85	0.47	0.47	+81%
1-bedroom (n=66)	1.02	0.79	1.02	+29%
2-bedroom (n=50)	1.23	1.12	1.26	+10%

The following key findings can be summarized from this data:

- Average parking demand for studio/bachelor units (0-bedrooms) was 0.47 spaces/unit.
- Average parking demand for studio/bachelor units was less than half (46%) of the average parking demand for 1-bedroom units and only 37% of the average parking demand for 2-bedroom units.

It is acknowledged that the Village context typically differs from the Metro Vancouver region. However, these findings demonstrate a fundamental relationship between unit size and parking demand with parking demand declining as the number of bedrooms decreases. In particular, there is a significant reduction in demand between 1-bedroom units and studio/bachelor units.

On the basis that studio parking demand is shown to be less than half that of a 1-bedroom unit, the Village’s baseline parking requirement of 1 space per 1-bedroom unit (without reductions) is considered to be a significant overestimate of the projected parking demand for a micro-suite unit.

### 3.3 Shared Parking

Shared Parking is a well-established parking management measure for development sites with more than one land use and according to the Urban Land Institute, shared parking is defined as follows:

*Shared parking is the use of a parking space to serve two or more individual uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:*

- Variations in the accumulation of vehicles by hour, by day or by season at the individual land uses; and
- Relationships among the land uses that result in visiting multiple land uses on the same auto trip.



In essence, these two factors support mixed-use sites having a shared parking pool so as to lower the overall parking supply needed by making more efficient use of the spaces available.

### **3.3.1 On-Site Surface Parking Lot**

In the case of the project site, it is proposed to enter a shared use agreement for the new surface parking lot (14 spaces) that will be owned by the neighbouring site at 7330 Arbutus Street.

The neighbouring site is mixed-use and accommodates a restaurant, food market, hair & beauty salon, and massage therapist across the first storey and residential apartments across the upper levels. A single level of underground parking is provided at present for 7330 Arbutus Street, and this will be supplemented by the new surface lot, which is expected to be used by visitors to the non-residential uses (rather than residents) of the neighbouring site.

Typically, the peak visitation periods for non-residential uses like those within the neighbouring site would occur at contrasting times to the peak parking demand for the proposed residential use. The shared agreement would make use of these differing peak demand periods by allowing future LiveShare residents to use the surface lot outside of operational periods for the non-residential uses. To ensure that any shared facilities are managed appropriately, an on-site LiveShare Community Leader (management) would monitor use of the lot to optimize the benefits of a shared agreement.

### **3.3.2 Village Park & Ride Facilities**

To complement the proposed shared use of the on-site parking lot, opportunities for additional shared agreements will continue to be explored. It is understood that the Village is in the process of applying for funding to construct a Park & Ride facility, which would be located at 1420 Portage Road, as part of its efforts to improve local transit.

Intended to be situated between Signal Hill Elementary School and the Crestline building at 1422 Portage Rd (approximately 400m west of the project site), the facility is envisioned to provide 50 parking spaces. While the facility would likely be at capacity during the daytime (with commuters at work), the facility is likely to be vacant during the evening and overnight periods once commuters have returned and collected their vehicles.

Outside of peak commuting times, a Park & Ride facility at this location would provide considerable additional parking capacity for local residents and residential visitors if managed appropriately. Given the proximity of the project site to the proposed Park & Ride location, this presents another feasible shared parking opportunity in the unlikely event that parking demand exceeds anticipated demand.

### 3.4 On-Street Parking

While it is considered that the proposed parking supply and planned mitigation strategies are sufficient to accommodate forecast parking demand for the project site, Bunt has reviewed the ability of the surrounding street network to accommodate any minor overspill in parking demand.

From a review of the Downtown Pemberton area, there are on-street parking opportunities within 400m (5-minute) walking distance of the proposed development. From measurements taken using Google Earth, there is approximately 620m of unrestricted on-street curb space available along both sides of the following roads within walking distance: Arbutus Street, Laurel Street, and Vine Road.

Using the Village's design length for a parallel parking space (6.7m), the available unrestricted on-street parking supply is approximately 92 spaces within a 5-minute walk of the site.

It is understood that during the winter season (November 15<sup>th</sup> - March 31<sup>st</sup>), the Village temporarily suspends a portion of on-street parking to accommodate winter snow clearing operations. This suspension is applicable to side of any highway on which civic addresses are assigned even numbers, which is estimated at 50% of the available on-street supply. In this case, approximately 46 on-street spaces would remain available for use.

In the unlikely event that parking demand generated by the development cannot be contained on-site, it can instead be accommodated on-street at no detriment to the activity and operation of the surrounding Downtown area.

As with on-site parking, LiveShare Community Leaders would assist in monitoring and managing potential on-street parking demand generated by the proposed development in the unlikely event that this occurs.

## 4. SUMMARY

This Opinion Letter outlines a rationale to support the proposed vehicle parking supply for 7340 Crabapple Court, which would require a relaxation compared to the Village's Zoning Bylaw requirements.

The proposed residence targets a population that would typically be employed locally in Pemberton or as a resort worker at Whistler. Similar to other LiveShare operations, residents would not normally own a vehicle and would instead commute via other means to complete daily trips for commuting purposes. Strategies to mitigate the parking variance include:

- LiveShare would employ Community Leaders to manage the proposed parking facilities and car share fleet, in addition to monitoring any potential off-site demand.

- A dedicated, shared fleet of ten (10) bicycles for future residents, available for free 24 hours a day, 365 days a year. The fleet will facilitate resident active travel around Pemberton for leisure and day-to-day errands.
- As part of the residential visitor parking supply, four (4) car share stalls will be reserved for an equal number of car share vehicles provided by LiveShare. These vehicles, which can be booked through a mobile app or LiveShare's webpage, will be 7-8 passenger capacity AWD vehicles suitable year round for the surrounding terrain and climate.
- A platform will be developed that allows community members to coordinate ridesharing opportunities.

Bunt has also reviewed the influence of unit size for rental tenure on auto ownership given that the proposed development will provide 64 micro-suites, typically far smaller than a studio/bachelor unit. The Regional Parking Study demonstrated a clear relationship between unit size and parking demand with parking demand declining as the number of bedrooms decreases. In particular, there is a significant reduction in demand between 1-bedroom units and studio/bachelor units.

Subject to further discussions, LiveShare is interested in entering a shared parking agreement relating to 14 surface parking spaces owned by the neighbouring property (non-residential land uses). The shared agreement would make use of the contrasting peak demand periods by allowing future LiveShare residents to use the surface lot outside of operational periods for the non-residential uses.

Furthermore, opportunities for additional shared agreements will continue to be explored. It is understood that the Village is in the process of applying for funding to construct a Park & Ride facility located at 1420 Portage Road (400m west of the site). Outside of peak commuting times, a Park & Ride facility at this location would provide considerable additional parking capacity for local residents and residential visitors if managed appropriately.

Numerous on-street parking opportunities exist within 400m (5-minute) walking distance of the proposed development. In the unlikely event that site-generated parking demand cannot be contained on-site, it can instead be accommodated on-street at no detriment to the activity and operation of the surrounding Downtown area.

## MEMORANDUM

**TO:** The Village of Pemberton City Planning Staff

**FROM:** LiveShare Co-living  
**DATE:** December 5<sup>th</sup>, 2022  
**SUBJECT:** Parking Relaxation Mitigation Strategy for the development application for the LiveShare Co-Living project 7340 Crabapple Court, Pemberton B.C

LiveShare Co-Living is proposing a secured rental co-living community at 7340 Crabapple Court, Pemberton, B.C. and requires a parking relaxation to develop this innovative and affordable co-living community. The existing site must provide fourteen surface stalls to the adjacent property (The Pemberton Gateway Building), which we have included in our submission set, along with one level of underground parking, with nineteen resident stalls, two visitor stalls, and four co-op car stalls within the development.

The original proposal submitted to Pemberton contemplated 64 studios in addition to shared amenities outlined below. After feedback and further consultation with the Village, we are now proposing 63 units. This reduces the resident count and overall traffic demand for the project, and is proposed in addition to the mitigation measures/amenities proposed below:

The parking reduction program caters to a subset of Pemberton residents who often do not own a vehicle and who will therefore benefit from our curated transportation management plan, which includes a comprehensive series of parking offsets, namely:

### **Live Share Car Share Program:**

LiveShare will create a car share program. We will launch the co-op with four dedicated stalls, four AWD 7/8 passenger vans with roof racks, and Thule-type containers. These co-op cars will be available for the residents of LiveShare year-round. Our community manager will maintain and look after the Vans.

### **Bike Share:**

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

### **LiveShare Community App:**

LiveShare is a community. We plan to create a mobile app for residents to link our community members together. The app will provide many benefits, including the coordinating of community meals, hikes, and most importantly, ride-sharing. Those members who have cars and park them underground will have a rideshare feature on our app that will allow members to post a ride time for a group ride. Like sharing an Uber, the driver will be compensated by those who catch a ride (unless the driver posts the ride as free), and LiveShare will stipulate the per km charge. Sharing is core to the LiveShare model and helps create a greener, healthier, more economical, and happier lifestyle for our community members.

Our transportation management plan will mitigate issues related to the reduced parking on site. Our target community member does not typically own a car, and for those who do, we will offer a marketplace for internal ride share. This marketplace, along with the provision of four vans, and a bike

## LIVESHARE

share, will allow us to manage our reduced parking ratio. As an added benefit, we are meeting some of the objectives of the B.C. climate action plan through this transportation management plan.

**10 Unit 'NO CAR' mandate.**

In order to further limit automobile use, we will require that a minimum of ten units in the building will be rented by tenants who have agreed not to own a car during the initial term of their tenancy. This group will be required to execute a formal declaration to this effect prior to moving into the building.

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

Regards,

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Thomas J. McEwan

**VILLAGE OF PEMBERTON**  
**BYLAW No. 940, 2023**

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**A Bylaw to regulate Special Events within the boundaries of the municipality**

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**WHEREAS** the Village of Pemberton Council recognizes the importance of Special Events in enhancing the quality of life, tourism, culture, recreation and education and in providing economic benefits to the local economy;

**AND WHEREAS** Council deems advisable the provision of adequate health, safety, sanitation and protective measures of persons attending special events where large numbers of people are in attendance, or may be anticipated to be in attendance;

**AND WHEREAS** planning for and accommodating a special event which is expected to involve extraordinary costs to the Village for policing, highway and traffic control, water and other services, and dealing with potential adverse impacts such as nuisance;

**NOW THEREFORE**, the Council of the Village of Pemberton, in open meeting assembled, enacts as follows:

**1. CITATION**

This bylaw is cited as the “Village of Pemberton Special Events Bylaw No. 940, 2023”.

**2. INTERPRETATION**

**(1)** In this Bylaw:

“**Applicant**” means an applicant for a permit and the holder of the issued permit;

“**Application**” means a special event permit application made in a form as established by the Manager;

“**Attendees**” means all people who are present at an event or activity and includes all participants, staff, volunteers, contractors and employees;

“**Chief Administrative Officer**” means the Chief Administrative Officer for the Village or the person appointed to act in their place;

“**Council**” means the Council of the Village of Pemberton;

“**Commercial Event**” means a special event held where a fee is charged for attendance or that is held for the purpose of business or otherwise for profit or gain;

“**Day**” means the whole or any part of a period of 24 hours from midnight to midnight;

“**Fees and Charges Bylaw**” means Village of Pemberton Fees and Charges Bylaw as amended or replaced from time to time.

“**Fire Department**” means the Village of Pemberton Fire Department or any other Fire Department that the Village holds agreements for service with;

“**Highway**” includes a street, road, lane, bridge, sidewalk, boulevard, road shoulder any other way open to public use, and any road shoulder, adjacent land or ditch on municipal or Crown land, but does not include a private right of way on private land;

“**Major Event**” means a special event that is likely to be attended by more than six hundred (600) individuals or more per day;

“**Manager**” means the Chief Administrative Officer and their delegates;

“**Permit**” means a special event permit issued under this Bylaw in a form as prescribed by the Village;

“**Police**” means the Royal Canadian Mounted Police (RCMP) or any other police agency that is responsible for policing the Village of Pemberton;

“**Site**” means the land described in a Permit, on which a special event is to be held;

“**Special Event**” means any festival, concert, exhibition, show, performance, competition, involving music, sports or athletics, or of a theatrical, community or cultural nature, that is likely to be attended by 600 or more individuals, whether or not held as a commercial undertaking, where any part of the event is held outdoors;

“**Village**” means the Village of Pemberton;

“**Special Event Guideline Form**” means a set of guidelines in a form approved by the Chief Administrative Officer for special events within parks or on land owned or under the control of the Village.

- (2) In this Bylaw, a reference to an *Act* refers to a statute of British Columbia and a reference to any statute, regulation, or other enactment refers to that enactment as amended or replaced from time to time.

### **3. PERMIT REQUIREMENTS AND EXEMPTIONS**

- (1) The following Special Events require a Permit:

- (a) A Special Event that is a Major Commercial Event
- (b) Special Events that last more than twelve (12) consecutive hours from set-up to take down of the event; and
- (c) Special Events that are less than twelve (12) consecutive hours of a particular day, but that carry over into the next day.

- (2) The following events do not require a Permit:

- a. Special Events held or sponsored by the Village;
- b. Special Events held by Sea to Sky School District No. 48 & No. 93;

#### **4. PROHIBITION**

- (1) A person must not publicize or hold a Special Event described in Section 3 (1), or permit, suffer or allow the publication or holding of a Special Event, in the Village except in accordance with this Bylaw.
- (2) Prior to publicizing or holding a Special Event described in Section 3 (1), the organizer of the event must submit for the Village's approval the proposed dates of the event and the expected number of attendees.
- (3) Prior to holding a Special Event, the person responsible for the Special Event must submit a complete Application to the Manager, together with full payment of the Application fee as required under Section 5 and all applicable supporting documentation as required under Section 6.
- (4) Prior to holding a Special Event, the person responsible for the Special Event must obtain a Permit for that Special Event.

#### **5. APPLICATION FEE AND ADDITIONAL COSTS**

- (1) Fees and charges for services that may be or are provided under this Bylaw shall be payable as set out in the *Fees and Charges Bylaw*.
  - 2(a) Late submission of Special Event Application for a Major Event, as required under Section 6 of this Bylaw, constitutes an offense subject to the following fine structure and will be implemented on a cumulative basis:
    - (i) Application submitted over seven (7) days of the submission deadline will be subject to a ten percent (10%) fine of original application fee.
    - (ii) Application submitted over fourteen (14) days of the submission deadline will be subject to a twenty percent (20%) fine of original application fee
    - (iii) Application submitted over twenty-one (21) days of the submission deadline will be subject to a thirty percent (30%) fine of original application fee.
    - (iv) Applications submitted over thirty (30) days of the submission deadline will be subject to a forty percent (40%) fine of the original application fee plus forfeiture of the entire security deposit.
  - 2(b) The Manager may set a higher or lower amount for the fine structure as required in Section 5 (a) if the Manager believes that the scope, scale, and nature of the proposed Special Event creates an increased or decreased risk of damage to land and property.
  - 2(c) The Village will withhold any amounts owing resulting from fines from the security deposit as outlined in Section 8. In the event that the amount remaining in the



security deposit does not satisfy the amounts owing, the Village will submit an invoice for this amount to the person responsible for the Special Event which must be paid within thirty (30) business days. Late payment of invoice may result in an additional fine of fifty percent (50%) of the invoiced amount.

## **6. OBTAINING A PERMIT**

### **(1) Type of Event**

A fully complete Application for a Permit must be submitted to the Manager as follows:

- (a) for Major Events: at least ninety (90) days prior to any Site preparations for the Special Event.
- (b) The Manager may revise the application timelines as required.

### **(2) Required Information**

- (a) An Application for a Permit shall be made in the form as approved by the Manager.
- (b) The Application upon submission must include the written approvals and any relevant supporting documentation by any or all of the following stakeholders, as determined by the Manager.
  - (i) The registered owner and occupier of the land upon which the special event is to be held;
  - (ii) Vancouver Coastal Health - Office of the Medical Health Officer;
  - (iii) Royal Canadian Mounted Police;
  - (iv) Office of the Fire Commissioner, BC Forest Service Protection Branch and Pemberton Fire Rescue (as applicable);
  - (v) British Columbia Liquor Inspector (if liquor is to be sold during the event);
  - (vi) British Columbia Ministry of Transportation & Infrastructure (if accessing on or near an arterial Highway);
  - (vii) British Columbia Ministry of Forests, Lands, and Natural Resource Operations (if access will be from a forest service road or if located adjacent to or within a wildfire hazard assessment area);
  - (viii) Agricultural Land Commission (proof of compliance with any requirements and any approvals as applicable);
  - (ix) Other jurisdictions that could be affected by the Special Event;
  - (x) Village of Pemberton Emergency Program Coordinator;
  - (xi) Village of Pemberton CAO (for Land use and Service Agreements)

Requirements may vary based on the scope and nature of the event and will be communicated to the organizer by the Manager or their designate. Further approvals and documents under subsection (c) are required prior to commencement of the event.

- (c) The following stakeholder approvals and/or documents are to be submitted to the Village a minimum of ten (10) days prior to the commencement of event activities unless otherwise authorized by the Manager:
- (xii) British Columbia Safety Authority;
  - (xiii) Approval of Structural Engineer;
  - (xiv) Village of Pemberton Development Services Department;
  - (xv) Village of Pemberton Public Works Department.
  - (xvi) Village of Pemberton Building Inspector and/or Compliance Officer.
- (d) The Application must include proof that owners and occupiers of property within one (1) kilometre of the site of the Special Event who may be affected have been notified in writing prior to submission of the application for the Special Event;
- (e) The Application must include a Communications Plan, which will outline the procedure, timelines and type of communication to be shared with the community and media for the purpose of the event;
- (f) The Application must include a document which provides details on the following items and any other information as deemed necessary by the Manager:
- (i) Public Safety, Security Plan and Emergency Preparedness Plan
  - (ii) Emergency Communications Plan including relevant contact information
  - (iii) Noise management plan as applicable
  - (iv) Set-up and tear down timelines
  - (v) Off-site traffic management/parking plan (delivery/set-up vehicles)
  - (vi) Site Plan of Special Event Site and neighbouring properties which includes:
    1. Site access information;
    2. Parking, on-site traffic management plans;
    3. Event layout and locations that include, as required, public and vendor sanitary facilities
    4. Solid and liquid waste management plans;
    5. Location of staging, camping and attractions and vendor locations
    6. Fire safety plan;
    7. First aid care and facilities;
    8. On-site Security program;
    9. On-site and off-site signage plan; and
    10. Location of any hazards for the Special Event

made in accordance with the Special Event Guidelines and to the satisfaction of the stakeholders listed in Section 6 (b) and (c), and such other information the Manager deems necessary or advisable in the circumstances of the Special Event

- (g) An application for a Special Event Permit must include a written agreement in a form acceptable to the Manager, to release, indemnify and save harmless the Village, its officers, elected officials, employees, agents and volunteers from and against any and all suits, claims, demands, complaints, or claims of any kind whatsoever that do or may arise as a result of publicizing, holding or carrying out the Special Event and all related activities, including, without limitation, for compensation for loss, injury or death to persons, loss of, injury or damage to property, and for reasonable legal expenses,

unless directly caused by an intentional wrongdoing of the Village or its officers, officials, employees, agents or volunteers,

(h) The Manager may exempt an applicant from providing some or all of the information and materials described in this section.

**(3) Security**

The Applicant must post Security as required under Section 8.

**(4) Application Fee**

The Applicant must pay the Application Fee as required under Section 5.

**(5) Liability Insurance**

The Applicant must provide the Manager with proof of insurance as a condition of granting a Special Event Permit, as follows:

- (a) The owner, occupier or promoter shall buy and keep in force at their own expense until completion of the Special Event, Personal Injury and Property Damage Liability Insurance;
- (b) Such insurance shall be for a minimum of \$5,000,000 coverage per occurrence;
- (c) Such insurance shall be in the name of the owner and any occupier, or promoter; shall name as an added covered agency the Village, and shall include a Cross Liability or Severability of Interests clause;
- (d) Such insurance shall be in a form and with an Insurer acceptable to the Village. Both Personal Injury and Property Damage sections are to provide coverage on an "Occurrence Basis"; and
- (e) If the Manager believes the nature of the proposed Special Event creates an unusual risk of injury to participants or spectators, or an unusual risk of damage to property, the Manager may require the applicant to provide additional insurance coverage.

**(6) Business Licence**

The Applicant must hold a valid Business License within the Village.

**(7) Sign Permit**

The Applicant must hold valid Sign Permits from the Village, the British Columbia Ministry of Transportation and Infrastructure and any other agency as required and authorized by those agencies.

**7. COSTS, FEES AND EXPENSES**

All costs and expenses incurred in meeting the requirements of this bylaw shall be by the applicant.

**8. SECURITY FOR SERVICES AND COSTS**

- a. As a condition of granting a Special Event Permit, the owner or occupier of the premises, or by the person or persons holding the Special Event must post a security deposit.
- b. An application must be accompanied by a refundable security deposit in the form of a standby irrevocable letter of credit or cash as set out in the *Fees and Charges Bylaw*.
- c. The Applicant and any owner or occupier of land where the Special Events are held shall be responsible for all costs incurred by the Village arising from or related to the Special Event, including but not limited to, the cost to provide policing, public works, planning or building review, fire services and all costs to restore the Site after the Special Event.
- d. The Village will hold any security deposit for up to one hundred and twenty (120) days following the conclusion of the Special Event, at which time the Village shall return the security or such portion of the security not returned under subsection 8 (f).
- e. Despite paragraph (d), if, in the opinion of Village, the Special Event causes damage or results in the Village incurring financial costs and expenses for the cleanup, repair, reconstruction or replacement of any public place or Village property which is not remedied immediately upon demand, the Village may from time to time draw down on the security posted to the extent of any cost incurred or expected to be incurred by the Village in connection with the cleanup, repair, reconstruction, or replacement.
- f. Either one or both of the Applicant and the owner or Occupier of Land where the Special Event is held shall, within one hundred and twenty-seven (127) days of the Special Event, pay any costs incurred by the Village as a result of the Special Event that exceed the security provided under 8(b).
- g. For the purposes of Section 5, damage caused by the Special Event includes damage caused by a participant or spectator, contractor or employee at the Special Event.
- h. Any and all costs and expenses incurred by the Village in providing services to the land or improvements on which a special event is held shall be a debt owed to the Village by the land owners and if not paid in full by December 31<sup>st</sup> of the year in which the debt is incurred, may be collected as if for property taxes from the owner of property for which the Village service was provided or work carried out.

**9. APPROVAL OF A PERMIT**

- (a) A Permit for a Special Event will not be issued or may be withheld if:
- i. The application is incomplete or inaccurate; or
  - ii. There are insufficient police or safety services available; or
  - iii. If the necessary approvals and permits from other agencies have not been obtained.
- (b) The applicant is responsible to ensure that the Special Event is held in compliance with all other applicable *Acts*, regulations, decisions, orders, Bylaws or legislation of any other person or body having jurisdiction over the subject lands.
- (c) Council delegates to the Chief Administrative Officer, or a person appointed to act in the absence of the Chief Administrative Officer, the authority to approve, exempt, and revoke on behalf of the Village applications for a Major Special Event Permit under this bylaw.

**10. OFFENCE**

- (a) Any person who:
- a. contravenes any provision of this Bylaw;
  - b. causes or allows any act or thing to be done in contravention of any provision of this Bylaw; or
  - c. fails or neglects to do anything required to be done by any provision of this Bylaw, commits an offense.
- (b) A person who commits an offense under this Bylaw is liable if
- a. proceedings are brought under the *Offense Act (B.C.)* to pay a fine to a maximum of \$50,000 plus the costs of prosecution, and any other order imposed;
  - b. a ticket is issued under the Village of Pemberton Municipal Ticket Information Utilization Bylaw No. 845, 2018, to pay a fine to a maximum authorized under that Act; or
  - c. a bylaw notice is issued under a bylaw made under the Local Government Bylaw Notice Enforcement Act, to pay a penalty to a maximum authorized under that Act.
- (c) Each day that an offence against this Bylaw continues or exists shall be deemed to be a separate and distinct offence.
- (d) The penalties imposed under Section 10(a) shall be in addition to and not in substitution for any other penalty or remedy imposed by this Bylaw or any other statute, law or regulation.

**11. SEVERANCE**

If any provision contained in the Bylaw is found by a Court of competent jurisdiction to be invalid, illegal or unenforceable, the validity, legality or enforceability of the remaining provisions contained herein shall not be in any way affected or impaired thereby to the extent that the purpose of the Bylaw may be fulfilled in the absence of the impugned provision or provisions of the Bylaw.

**12. REPEAL**

Special Events Bylaw No. 750, 2014 and its subsequent amendments are hereby repealed.

**13. EFFECTIVE DATE**

The Village of Pemberton Special Events Bylaw comes into full force and effect on the date of its adoption by Council.

**READ A FIRST TIME** this 28<sup>th</sup> day of, February, 2023.

**READ A SECOND TIME** this 28<sup>th</sup> day of, February, 2023.

**READ A THIRD TIME** this 28<sup>th</sup> day of, February, 2023.

**ADOPTED** this day of \_\_\_\_\_, 2023.

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Mike Richman  
Mayor

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Sheena Fraser  
Corporate Officer

**VILLAGE OF PEMBERTON  
BYLAW No. 941, 2023**

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**A bylaw to amend Village of Pemberton Airport Establishment, Operations and Fees bylaw No. 817, 2017**

---

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 the “Village of Pemberton Airport Establishment, Operations and Fees Bylaw No. 817, 2017, Amendment (Lease Application Deposit) Bylaw No. 941, 2023”.

**APPLICATION**

2. Village of Pemberton Airport Establishment, Operations and Fees bylaw No. 817, 2017, is amended as follows:

- (a) in section 5 Fees and Charges by inserting sections:

5 (iv) Applicants seeking to lease a lot at the airport must submit a letter in writing outlining their proposal along with a deposit, as set out in the Fees and Charges Bylaw, which must be paid in full prior to undertaking any work related to a lease. The deposit is intended to cover the incremental cost of lease negotiation incurred by the Village, but not limited to, the survey of the lot, advertising the Notice of Disposition, any legal fees incurred by the Village in relation to the lease and registration of the lease.

**READ A FIRST TIME** this 28<sup>th</sup> day of, February, 2023.

**READ A SECOND TIME** this 28<sup>th</sup> day of, February, 2023.

**READ A THIRD TIME** this 28<sup>th</sup> day of, February, 2023.

**ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2023.

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Mike Richman  
Mayor

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Sheena Fraser  
Corporate Officer

**VILLAGE OF PEMBERTON  
BYLAW No. 942, 2023**

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**A bylaw to amend Village of Pemberton Fees and Charges Bylaw No. 905, 2021**

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

**PART 1: CITATION**

1. This bylaw may be cited for all purposes as the “Village of Pemberton Fees and Charges Bylaw No. 905, 2021, Amendment (Special Event Permit, Parks and Public Spaces and Airport) Bylaw No. 942, 2023”.

**PART 2: INTERPRETATION**

2. In this Bylaw, a reference to a statute, regulation, or enactment refers to that enactment as amended or replaced from time to time.

**PART 3: APPLICATION**

- 3(1) Village of Pemberton Fees and Charges Bylaw No. 905, 2021, is amended as follows:
  - a) Schedule B, Airport, is struck out and a new Schedule B is inserted in its place.
  - b) Schedule M, Parks and Public Space Use, is struck out and a new Schedule M is inserted in its place.
  - c) Schedule Q, Special Event, is struck out and a new Schedule Q is inserted in its place.

**PART 4: SCHEDULE**

- 4(1) Schedules B, M and Q are attached to and form part of this Bylaw.

**READ A FIRST TIME** this 28<sup>th</sup> day of, February, 2023.

**READ A SECOND TIME** this 28<sup>th</sup> day of, February, 2023.

**READ A THIRD TIME** this 28<sup>th</sup> day of, February, 2023.

**ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2023.

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Mike Richman  
Mayor

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Sheena Fraser  
Corporate Officer



**SCHEDULE B – AIRPORT**

The following tie down fees apply:

**Tie Down Fees:**

<b>DURATION</b>	<b>FEE, AIRCRAFT &lt; 2,000 KG</b>	<b>FEE, AIRCRAFT 2,000 TO 5,000 KG</b>
DAILY	\$ 10.00	\$ 15.00
OVERNIGHT	\$ 15.00	\$ 20.00
MONTHLY	\$ 80.00	\$ 90.00
ANNUAL	\$280.00	\$340.00

The following landing fees apply for commercial use only:

**Commercial Landing Fees**

<b>MONTHLY FEE</b>	
1-10 LANDINGS PER MONTH	\$25.00
11-30 LANDINGS PER MONTH	\$22.00
30+ LANDINGS PER MONTH	\$20.00
<b>OR ANNUAL FEE</b>	
AIRCRAFT < 2000 KG	\$600.00
AIRCRAFT ≥ 2000 KG	\$1,000.00

The following fees apply to an Airport Lease Application:

**Airport Lease Application**

<b>BYLAW SECTION</b>		
5 iv	Application Deposit	\$6,500

## SCHEDULE M – Parks and Public Spaces

The following fees, charges, and security deposits apply to park and public space use permits and services:

LOCATION	USER	PERMIT FEE/SEASON (six months)	VENUE USE/ RENTAL FEE*	SECURITY DEPOSIT**
DOWNTOWN BARN	NON-PROFIT, SINGLE EVENT	\$30	\$100	\$300
	NON-PROFIT, SEASONAL (SIX MONTHS)		\$300	
	NON-PROFIT, ANNUAL, JANUARY 1 – DECEMBER 31		\$600	
	COMMERCIAL & CORPORATE	\$75	\$500	\$1,000
	COMMERCIAL FILM & PHOTOGRAPHY		\$1,000	
VILLAGE STREETS & PARKING LOTS***	NON-PROFIT	\$30	NA	\$300
	COMMERCIAL AND CORPORATE EVENTS	\$75	\$200 PER BLOCK	\$1,000
OTHER PARKS & PUBLIC SPACES	***** NON-PROFIT, GOV'T, or COMMUNITY GROUP	\$30	Youth – \$4.75/hr Adult – \$7.10/hr	\$300
	***** LOCAL RESIDENT	\$30	Youth – \$5.55/hr Adult – \$8.35/hr	\$300
	**** COMMERCIAL AND CORPORATE EVENTS	\$75	Youth – \$16.65/hr Adult – \$25.45/hr	\$1000

Refunds of the permit and rental fees will be permitted for cancellations up to fourteen (14) days prior to booking date with written notification.

Fees will not be refunded for events cancelled less than 14 days prior to the event or due solely to inclement weather conditions.

\*GST applies to venue rental fees.

\*\* Security deposits will be refunded by cheque within one month, less repair or cleaning costs.

\*\*\* A temporary street use permit is required if an event will temporarily obstruct all or a portion of any lane of traffic, parking lane, alley, sidewalk, or boulevard.

\*\*\*\* effective immediately

\*\*\*\*\*to be effective January 1, 2024

## SCHEDULE Q – Special Events

The following fees, charges, and deposits apply to special event permits, applications, and services:

DESCRIPTION	FEE
<b>MAJOR EVENTS</b>	
APPLICATION BASE FEE, 600 TO 999 PARTICIPANTS	\$300.00
ADDITIONAL FEE FOR EVERY THOUSAND PARTICIPANTS OR ANY PART THEREOF BETWEEN ONE THOUSAND (1,000) AND FIVE THOUSAND (5,000) PARTICIPANTS	\$100.00
ADDITIONAL FEE FOR EVERY THOUSAND PARTICIPANTS OR ANY PART THEREOF BETWEEN FIVETHOUSAND (5,000) PARTICIPANTS AND TEN THOUSAND (10,000) PARTICIPANTS	\$200.00
ADDITIONAL FEE FOR EVERY THOUSAND PARTICIPANTS OR ANY PART THEREOF OVER TEN THOUSAND (10,000) PARTICIPANTS	\$300.00
SECURITY DEPOSIT, MINIMUM*	\$10,000.00
ADDITIONAL FEE IF VALUE OF STAFF RESOURCES USED EXCEEDS THE FEES COLLECTED**	COSTS
<p>* The Chief Administrative Officer or their delegate may set a higher or lower amount for the security required if they believe that the scope, scale, and nature of the proposed Special Event creates an increased or decreased risk of damage to land and property.</p>	
<p>** the owner of private lands used for the Special Event and the applicant named on the Permit shall be responsible to pay that amount to the Village within thirty (30) days of being delivered an invoice from the Village.</p>	

**From:** [no-reply@webguidecms.ca](mailto:no-reply@webguidecms.ca)  
**To:** [Sheena Fraser](#)  
**Subject:** Website Submission: Write to Mayor & Council - pemberton.ca  
**Date:** Monday, February 27, 2023 11:15:19 AM

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

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

### Form Submission Info

**First Name:** Lee Anne

**Last Name:** Patterson

**Street Address:** [REDACTED]

**PO Box:** [REDACTED]

**Town/City:** Pemberton

**Province:** British Columbia

**Postal Code:** V0N2L0

**Phone Number:** [REDACTED]

**Email:** [REDACTED]

**Please attach any related documents (if applicable):**

**Message to Mayor & Council:** Dear Mayor and Council

I'm writing to share my concerns about the tree removal and earthworks that are going on near the Cream Puff mountain bike trail. I noticed in the 2019 rezoning and OCP amendments that Phase 3 was approved, but this work seems to be outside of that area. I am saddened to see this work is heavily impacting the most iconic trail in Pemberton that is enjoyed by many and also draws many visitors that contribute to our tourism economy.

I would like to ask that Council/staff share the information that explains the approvals for the work that is underway, and share whatever requirements the Village of Pemberton put in place to restore the trail and compensate for lost trail.

Village of Pemberton

**From:** [no-reply@webguidecms.ca](mailto:no-reply@webguidecms.ca)  
**To:** [Sheena Fraser](#)  
**Subject:** Website Submission: Write to Mayor & Council - pemberton.ca  
**Date:** Monday, February 27, 2023 11:25:46 AM

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

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

## Form Submission Info

**First Name:** Kevin

**Last Name:** Radford

**Street Address:** [REDACTED]

**PO Box:** [REDACTED]

**Town/City:** Pemberton

**Province:** BC

**Postal Code:** V0N 2L0

**Phone Number:** [REDACTED]

**Email:** [REDACTED]

**Please attach any related documents (if applicable):**

**Message to Mayor & Council:** Dear Mayor and Council,  
While enjoying a mountain bike ride on one of the Pemberton classic trails, Cream Puff, my friend and I came upon a large excavator working directly on the trail. I approached the very courteous operator and discovered that a developer was building a road right through the trail network.  
I came to Pemberton for two reasons, to enjoy the beautiful landscape and the incredible Multi-use trail network. The destruction of Cream Puff and the seemingly endless pressure put on other trails(networks) by developers is disheartening to say the least.

Please give this issue, as I see it, some of your consideration.

Village of Pemberton

To Mayor and Council,

I am writing on behalf of the Howe Sound Women's Centre Society (Est. 1981) to request that the Village of Pemberton proclaim **April Sexual Assault Awareness Month (SAAM)** as part of BC-wide education campaigns by non-profit organizations in receipt of general services project funding from the Ending Violence Association of BC and the Government of British Columbia. The noted project funding is intended to grow locally available sexual assault response capacity, as well as strengthen sexual assault prevention work through public education and awareness campaigns in both small centers and large, across British Columbia. *A dedicated project funding stream was also created for sexual assault response and/or prevention services specifically for Indigenous First Nations. Locally, the Southern Stl'atl'imx Health Society was awarded that role.*

The Howe Sound Women's Centre has provided emergency housing to women and children escaping domestic violence in the Pemberton area since 1995, with a Safe Home being established in Pemberton in 2006. PEACE programming by the Howe Sound Women's Centre offers counselling and educational presentations to children and youth who have been exposed to high conflict episodes in the family home, in collaboration with schools based in Pemberton

Since June, 2021, Traverse Project formed a 24/7 mobile response team, who offer emotionally supportive and client-centered systems navigation across the Sea to Sky corridor, in concert with locally available forensic services at all Health Centers in the Vancouver Coastal Health Authority. Victims of sexual violence can now access a continuum of care much closer to their home communities, alleviating the necessity to seek urban services that are potentially hours of travel away.

All hub municipalities (Pemberton, Whistler, Squamish) in the Sea to Sky corridor are being approached to support SAAM in April and formally raise public awareness of this educational campaign. In Pemberton, this will specifically mean raising awareness of newly available forensic services by Sexual

**Squamish Women's Centre**

38021 Third Avenue  
PO Box 2052 Squamish, BC V8B 0B4  
T: 604-892-5748 F: 604-892-5749

**Whistler Women's Centre**

1519 Spring Creek Drive  
Whistler, BC V0N 1B1  
T: 604-962-8711



Assault Nurse Examiners (SANEs) in Pemberton, highlighting cross-sectoral collaboration and the availability of the Third Party Reporting Option for victims of sexual assault who wish to remain anonymous.

Throughout the month of April (2023 onward), the Howe Sound Women's Centre Society (Est. 1981) will be divided into weekly themes, including:

- Week One: Gender Non-conforming and at Risk
- Week Two: People with Developmental Delays and at Risk
- Week Three: Prevention of Violence Against Women/People
- Week Four: New to Canada and at Risk

Community partners in April's Sexual Assault Awareness Month sit on the Sea to Sky Response Committee (Est. 2016), including Sea to Sky Community Services, Vancouver Coastal Health Authority, First Nations Health Authority, Southern Stl'atl'imx Health Society, Whistler Community Services, Lil'wat Nation, Squamish Nation, and Sea to Sky Regional Police Services

By responding to and addressing sexual violence on a localized basis, we are collectively positioned to address the unique needs of each hub community in the Sea to Sky area, and will increase awareness of locally available resources. We are also going to be promoting protective measures to strengthen sexual assault prevention. The Village of Pemberton is in a position to play an important role in reducing stigma associated with sexual violence by proclaiming April to be Sexual Assault Awareness Month, in keeping with awareness campaigns that have been across North America and specifically in British Columbia.

Yours in the collaboration of creating well-being in our communities,

Shannon Cooley Herdman  
Coordinator, Traverse Project

**Proposal to Proclaim April as Sexual Assault Awareness Month  
Howe Sound Women's Centre – Traverse Project**

**Month:** April  
**Topic:** Sexual Assault Awareness  
**Presented to:** Village of Pemberton

***Howe Sound Women's Centre Society envisions a day when all women and their children are valued and lead healthy lives – supported, connected to the community, and violence free.***

**Purpose:**

- Bring awareness of sexual assault resources in the Village of Pemberton and in the Sea to Sky corridor
- Empower survivors and witnesses to seek help and take-action
- Prevention through education and awareness

**Values:**

- Feminism
- Circle of Safety
- Transparency
- Belonging
- Resiliency
- Empowerment

**Statistics:**

- An estimated 90% of sexual assaults are not reported to the police (*Alberta Justice and Solicitor General, 2013, p. 10*).
- 30% of all women over 15 years of age report having experienced a sexual assault (Canadian Women's' Foundation, 2021).
- Sexual Assault is the only violent crime in Canada that is not decreasing with time (Statistics Canada, 2014).

**Strategic Goals:**

- Build a network of community-based victim services
- Collaborate with community partners to improve services for survivors
- Increase exposure of the Traverse Project to the public

**Weekly Themes**

- Week One: Gender Non-conforming and at Risk
- Week Two: People with Developmental Delays and at Risk
- Week Three: Prevention of Violence Against Women/People
- Week Four: New to Canada and at Risk

**Squamish Women's Centre**

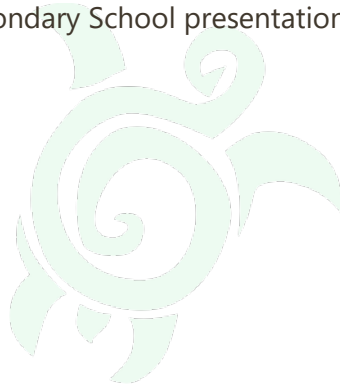
38021 Third Avenue  
PO Box 2052 Squamish, BC V8B 0B4  
T: 604-892-5748 F: 604-892-5749

**Whistler Women's Centre**

1519 Spring Creek Drive  
Whistler, BC V0N 1B1  
T: 604-962-8711 F: 604-932-0599

**Planned Events:**

- We are aiming to proclaim in April 2023 as Sexual Assault Awareness Month Whistler, Pemberton, and Squamish;
- Collaboration with the Pemberton Offices of Sea to Sky Community Services;
- Teal Ribbon Campaign with Southern Stl'atl'imx Health Society;
- Launching Slide Show and Public Education Tool on HSWC.ca;
- Social media awareness campaign per weekly themes;
- Chai and Chat Education Session with Newcomer Communities with Hotspot;
- Clothesline Project Whistler Public Library and Pearl's Value and Vintage (Prevention of Violence Against Women/People Week);
- Liaise and partner with Squamish Nation; and
- Youth Education/ Whistler Secondary School presentation – Whistler Rainbow Connection.



## SUGGESTED PROCLAMATION

APRIL, 2023

“Sexual Assault Awareness Month (SAAM)”

**WHEREAS**, an estimated 90% of sexual assaults are not reported to police (Alberta Justice and Solicitor General, 2013.); 30% of all women over 15 years of age report having experienced sexual assault (Canadian Women’s Foundation, 2021); and Sexual Assault is the only violent crime in Canada that is not decreasing with time (Statistics Canada, 2014); and

**WHEREAS**, newly formed resources are now available to the residents of the Village of Pemberton in terms of health-care and community-based victim services; and that the Howe Sound Women’s Centre Society (Est. 1981) has provided safe housing to families escaping violence in the Village of Pemberton since 2006; and the Howe Sound Women’s Centre has been an important collaborator in advocating for locally-based and on-demand continuum of care for sexual assault survivors, including men and people who are gender-non-conforming); and

**WHEREAS**, it is reasonable to presume local rates of sexual assault are in keeping with nationally measured trends, and that individuals who are identified to be at increased risk to be sexually assaulted--namely newcomers to Canada, Indigenous people, young adults and youth, LBGTQ2SA+ identified people, as well as people with visible disabilities--are less likely to disclose sexual assault due to associated social stigmatization; and

**WHEREAS**, Sexual Assault Awareness requires robust cross-sectoral collaboration to achieve measurable amelioration of sexual violence in both our community and in the in the Sea to Sky region as a whole; and

**WHEREAS**, it is noted April has been broadly declared Sexual Assault Awareness Month in both small and large jurisdictions across North America;

**NOW THEREFORE**, I, Mike Richman, Mayor of the Village of Pemberton, do hereby proclaim April, 2023 “Sexual Assault Awareness Month” in the Village of Pemberton.

Mike Richman  
Mayor

## OPEN QUESTION PERIOD POLICY

**THAT** the following guidelines for the Open Question Period held at the conclusion of the Regular Council Meetings:

- 1) The Open Question Period will commence after the adjournment of the Regular Council Meeting;
- 2) A maximum of 15 minutes for the questions from the Press and Public will be permitted, subject to curtailment at the discretion of the Chair if other business necessitates;
- 3) Only questions directly related to business discussed during the Council Meeting are allowed;
- 4) Questions may be asked of any Council Member;
- 5) Questions must be truly questions and not statements of opinions or policy by the questioner;
- 6) Not more than two (2) separate subjects per questioner will be allowed;
- 7) Questions from each member of the attending Press will be allowed preference prior to proceeding to the public;
- 8) The Chair will recognize the questioner and will direct questions to the Councillor whom he/she feels is best able to reply;
- 9) More than one Councillor may reply if he/she feels there is something to contribute.

*Approved by Council at Meeting No. 920  
Held November 2, 1999*

*Amended by Council at Meeting No. 1405  
Held September 15, 2015*