

Agency Referrals
April, 2024

Comment	Response
BC Archeological Branch	
<ul style="list-style-type: none"> A known archeological site is located within the development area that is protected under the <i>Heritage Conservation Act</i>. The archeological site and any yet undiscovered sites are similarly protected 	<ul style="list-style-type: none"> There is presently an archeological covenant on the site that prohibits the development of the lands until comprehensive assessments are complete. In the SAP there is a requirement that an Archeological Impact Assessment be completed before development. The Applicants have been actively working with Lil'wat Nation to ensure archeological assets are protected.
BC Ministry of Transportation and Infrastructure	
<ul style="list-style-type: none"> "No concerns or objections" 	
Pemberton Valley Dyking District	
<ul style="list-style-type: none"> Very concerned about downstream and habitat impacts of the development on drainage. Multiple questions about the drainage and stormwater management system 	<ul style="list-style-type: none"> The Applicants funded a comprehensive stormwater and drainage modelling exercise to understand the receiving infrastructure downstream of the proposed development. The model identified several deficiencies which will require upgrade as an off-site service for the Nkwúkwma development. At this stage in the development process, the Applicant's have demonstrated a reasonable and suitable drainage concept that will be proved out through detailed engineering and design as the project moves towards development. The Applicant's engineer has engaged the PVDD to outline their engineering process and engage PVDD staff in the development of detailed engineering for stormwater and drainage.
Squamish Lillooet Regional District	
<ul style="list-style-type: none"> No mechanism to require four units per single lot. Recommend 50% of the land be dedicated to townhouse and apartment uses 	<ul style="list-style-type: none"> The Act requires the municipality permit, not require, four living units per lot. The allocation and land uses and density is the result of extensive site analysis and consideration of appropriate mix of density. There is no supporting basis for this comment

<ul style="list-style-type: none"> • Cul-de-sac grid pattern does not promote active transportation. • Recommend incorporation of urban agriculture 	<p>and accordingly Staff do not recommend any further consideration.</p> <ul style="list-style-type: none"> • The cul-de-sac road pattern is the direct result of topography and minimizing disruption of the hillside topography. Staff concur it is not optimal for active transportation and accordingly have created active transportation networks that do not follow the road pattern. • Giving the mountainside land condition, any urban agriculture beyond individual and community garden boxes is unlikely and accordingly not considered in the Sub Area Plan.
Vancouver Coastal Health	
<ul style="list-style-type: none"> • Recommend detailed water demand calculation in advance of modelling exercise. • Recommend mechanical and passive cooling and air filtration to address climate change impacts. 	<ul style="list-style-type: none"> • The projected demand has been included in the new Village water model, based on Subdivision and Development Control Bylaw water demand standards. These standards typically exceed actual consumption and provide a degree of contingency for water usage. • Building mechanics and design will be addressed through future development permits and building permits and would be most influenced by the Step Code or other building regulations.
Pemberton Chamber of Commerce	
<ul style="list-style-type: none"> • Housing will put stress on traffic patterns, infrastructure, need of services, and need for local employment. • Significant impacts on downtown traffic • Do not consider the neighbourhood walkable and concern with traffic on downtown. • Suggest “neighbourhood commercial” uses be to service local neighbourhood but not detract from downtown commercial. • Discourage commercial activity that encourages people to travel into the neighbourhood 	<ul style="list-style-type: none"> • Models and servicing strategy will ensure adequate service levels. Staff anticipate through general community growth, local employment will grow in step. • Downtown traffic will increase slightly by the project, but is deemed to be a positive offset for the additional consumers living in close proximity to downtown services. • The SAP targets neighbourhood servicing commercial uses and specifically excludes destination commercial.
Lil’wat Nation	
<p>Conditional support of the SAP subject to the following alterations to the SAP:</p>	<ul style="list-style-type: none"> • The recommended wording suggestions have been incorporated into the bylaw versions of the Sub Area Plan.

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| <ul style="list-style-type: none">• All cultural features discovered through the Archaeological Study need to be protected to the greatest degree.• please remove the words “and tourism sectors” from Section 2.2 Economic Sustainability, (d).• Any mention of pre-contact archaeological sites (such as the Pictograph/Rock Shelter and the hunting blinds, should be referred to as “registered archaeological sites,” not “designated archaeological sites” (for example, Section 4.3.1 Historic Use)• Under Section 4.3.3. Ownership History, please insert the following sentence, as shown in red (Bold) below: “In 2017, the Lilwat Nation submitted a land acquisition request to the province for the lands, and in 2019 an Offer to Purchase was signed by Lilwat Nation (Lilwat Capital Assets). The transfer was completed in September 2021, and the lands are currently owned in fee simple. At this time, the existing accommodation agreement was updated to bring it closer to modern standards. At the time of the transfer, statutory rights of ways were registered on the site to secure rights of way for the existing utilities, power lines and access, as well as a blanket public use right of way in favour of the Village for public use of the existing informal trail network.”• In section 5.2, highlight additional findings from Archeological Impact Assessment without disclosing details on location or findings. Recommend the following language:• “A Preliminary Field Reconnaissance (PFR) identified several Areas of Concern and a protected archaeological site on the lands subject to this sub-area plan. An Archaeological Impact Assessment (AIA) was subsequently conducted resulting in the identification of three protected archaeological sites on the lands subject to the sub-area plan. Development plans will be modified so as to exclude the identified sites from the proposed development area. No | |
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<p>development will occur within the boundaries of the recorded sites without a site alteration permit issued under Section 12.4 of the <i>Heritage Conservation Act</i>. The identification of the three archaeological sites as well as the identification of traditional use sites within the lands subject to the sub-area plan suggests that the Lil'wat usage of these lands extends well back into prehistory and shows a continuity of use of the area through time right up to the present day.”</p>	
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ALUC Recommendation
February 22, 2024

That the Advisory Land Use Commission has reviewed, and supports the Draft Nkwúkwma Neighbourhood OCP amending bylaw and Draft Comprehensive Development Zone No. 7 rezoning bylaw subject to the following comments for consideration by Council:

Comment	Response
<ul style="list-style-type: none"> Ensure the development accommodates future transit service, 	<p>There are several policy statements to ensure that future road design will accommodate public transit as well as alternate modes of transit such as shuttles.</p>
<ul style="list-style-type: none"> Emergency preparedness that considers climate change impacts and emergency evacuation, 	<p>The Sub Area Plan requires that the neighbourhood have safe and resilient access. Alternate access routes have been explored at a conceptual level and will be confirmed through detailed design. Additionally, the SAP includes development permit area guidelines to address wildfire and other hazards on the lands.</p>
<ul style="list-style-type: none"> Ensure checks and balances for gentle density and impact on servicing, 	<p>The impacts of the additional gentle density provisions included in response to the provincial legislative changes are unknown. Particularly the extent to which the permissive provisions will be incorporated into the development. Accordingly, Staff and the Applicant have agreed to mid-phase review of the development patterns and impacts on transportation, services, and utilities.</p>
<ul style="list-style-type: none"> Environmental sensitivity – ensure preservation of old-growth forest areas and encourage preservation of mature forest areas, and ensure the development adheres to Hillside Development Guidelines, including erosion control, 	<p>The Development permit area guidelines promote the retention of mature tree areas, and have specific hillside development guidelines. These will be balanced with other priorities like wildfire protection in considerable detail before any development of the lands.</p>
<ul style="list-style-type: none"> Ensure park obligations are secured, 	<p>The major park allocations are identified on the land use schedule, precluding any other land uses on those lands. The details of the parkland, construction obligations, and improvements will be secured through the land development agreement required as a pre-requisite to rezoning adoption.</p>
<ul style="list-style-type: none"> Provide long-term housing, for the community, including affordable housing, and encourage housing for local residents in priority, 	<p>The proposed neighbourhood provides a range of housing types. The affordable housing proposal submitted in support of the proposed rezoning would see a significant contribution towards family-oriented, non-market housing with</p>

	preference to residents working in Pemberton or Area C of the SLRD.
<ul style="list-style-type: none"> Prohibit short-term vacation rentals, and consider covenant option. 	By the draft zoning bylaw provisions, short-term vacation rentals are specifically excluded in Nkwúkwma neighbourhood
<ul style="list-style-type: none"> Ensure effective stormwater management, 	Conceptual stormwater and drainage plans have been prepared to demonstrate the ability to service the lands. Modelling of the Village stormwater systems has been undertaken to identify deficiencies. Detailed stormwater design and improvements will be required before any development.
<ul style="list-style-type: none"> Enhance Riparian Areas Regulations considerations for Pemberton Creek from development and stormwater, including construction impacts, 	The Riparian Areas Regulation will be administered through new Development Permit Area Guidelines specific to the neighbourhood. The new guidelines include provision for altering standard setbacks, or averaging to promote preservation of more sensitive areas. Construction impacts will also be considered through a variety of mechanisms including development permits authorizing construction on the lands.
<ul style="list-style-type: none"> Ensure a secondary access is a consideration of Phase 3 rezoning, 	Access will absolutely be a consideration of phase 3 development as part of the transportation review.
<ul style="list-style-type: none"> Encourage ongoing monitoring and ensure adequate water supply is addressed at each phase of development, 	The Village will require monitoring data on an ongoing basis with formal reviews mid-phase of phase 1, and before phase 2 and phase 3 rezoning.
<ul style="list-style-type: none"> Ensure a net improvement and net gain in trails to accommodate user groups as per the draft plan, 	The SAP includes a significant amount of trails development, for a range of trails users. Additional efforts, outside the municipal process, will likely see local trails groups provided with access to land and resources to enhance the recreational trail network.
<ul style="list-style-type: none"> Explore means to address the perceptual impacts of additional traffic and improved traffic safety. 	As the traffic impact assessment does not identify major deficiencies in the road network, the primary traffic concern is perception of increased traffic and impact on neighbourhoods and the downtown. These may be addressed through traffic calming, and the continued efforts to provide alternate means of transportation through the community.