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DL2247 Westside Subdivision Zoning Application Report

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VIS-ENG CONSULTING LTD.

TABLE OF CONTENTS

1. INTRODUCTION	1
2. BACKGROUND	1
3. PROPERTY OVERVIEW.....	3
3.1. ENCUMBRANCES	4
4. LAND USE	6
4.1. EXISTING ZONING	6
4.2. OCP AND PROPOSED LAND USE	7
4.3. DEVELOPMENT PERMIT ZONES.....	8
5. ACCESS.....	8
6. GEOTECHNICAL	8
7. ENVIRONMENTAL	9
8. WATER	9
9. FIRE PROTECTION	10
10. SEPTIC	10
11. STORMWATER AND DRAINAGE	11
12. PARKLAND AND COMMUNITY BENEFITS.....	11
13. BC HYDRO	12
14. TELUS.....	12
15. OTHER SERVICES	12
16. CONCLUSION	13
APPENDIX 1 TITLE SEARCH AND REGISTERED DOCUMENTS	14
APPENDIX 2 ZONING & OCP INFORMATION	14
APPENDIX 3 CREUS ENGINEERING PRELIMINARY DRAWINGS	14

1. INTRODUCTION

Creus was originally commissioned by David Ehrhardt to review the development potential of the northeast corner of DL2247 in Area C of SLRD immediately across the highway from the entrance to WedgeWoods at Whistler. [VIS-ENG has taken over the project as part of the Creus/VIS-ENG restructuring. We have highlighted in blue significant changes to report.](#) David, as the Director of 28165 Yukon Inc was also the developer responsible for the creation of WedgeWoods. Creus is familiar with the property and has been the Engineer of Record on the development of the WedgeWoods Development.

The review included a review of access, servicing and land use as well as overview of geotechnical and environmental issues that may affect the property. The lands are approximately 2.42 ha in size. They have been the subject of a previous study for development that was previously abandoned. The Project is intended for a mix of non-market and market housing and as discussed in more detail below would not be part of the WedgeWoods Strata. In particular this application is responding to recent discussions with the SLRD as to the potential of providing additional housing targeted to providing accommodation for the local workforce. The subdivision would have 3 residential duplex lots and a lot held in common that contains the access road and septic fields.

This report is intended to form the basis for a SLRD rezoning and subdivision application. The

2. BACKGROUND

The WedgeWood site is 560 acres in size and is located north of Whistler within the boundaries of the Squamish Lillooet Regional District (SLRD). It was previously largely undeveloped other than a limited gravel extraction facility and a log home pre-manufacturing operation located at the south end of the property and did not previously have an existing water supply source or distribution system nor any sanitary sewer system. This site included DL2247 on the west side of the highway, however no development occurred on that portion of the site other than Well 3, a pump station and reservoir that serve the WedgeWood Strata on the east side of the highway. The general location of WedgeWoods is shown in Figure 1 below.

[Kevin Healy, at the time with Creus,](#) was one of the Engineer of Record on the project for civil servicing and worked on the project throughout its development. Mr. Healy consulted with the other professionals on the project including reviewing historical documents by Trow and Hugh Reed on hydrogeology, Trow, EXP and Kontur on geotechnical as well as Novatek on the Wastewater Treatment Plant (WWTP). Mr. Healy worked with Cascade Environmental on all environmental issues. Mr. Healy has further worked with the current Hydrogeologist EXP who has taken over from Hugh Reed on his retirement. The current geotechnical engineer of record has moved to Kontur Engineering and was consulted on the report.

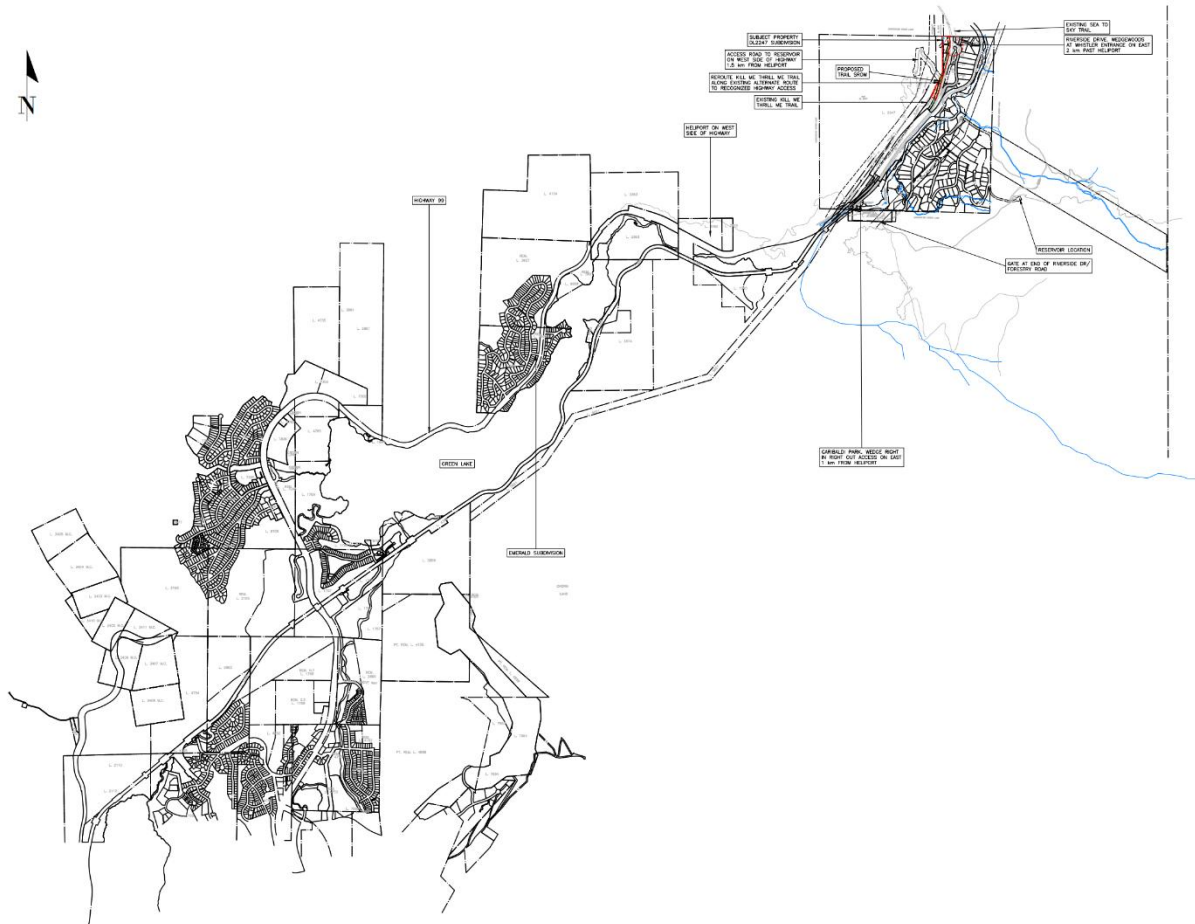


Figure 1: Context Plan

WedgeWoods Strata development is accessed by a “T” shaped at grade intersection at the north end of the property accessing the lands to the east of Highway 99. Riverside Drive, a public MOTI road is the access point.

As part of the WedgeWoods predevelopment works wells 1, 2a and 3 were developed. A Certificate of Public Convenience and Necessity (CPCN) was applied for and first issued based on 112 homes. The wells underwent extensive testing for both quality and quantity. As additional certainty well 2a and well 3 were recently run through another 72 hour pump test and have confirmed the capacity of the wells are comfortably within original calculations. The water system was to be developed in six phases. The water system has now been transferred to the Strata and is under their care and control. The Service area does not include the lands west of the highway.

The WedgeWoods strata is served by an advanced tertiary Wastewater Treatment Plant (WWTP). The wastewater also contains dissolved phosphorus which needs to be removed as it results in undesirable enrichment of water bodies (i.e., the Green River). This is achieved by the addition of an aluminum-based chemical that converts the soluble phosphorus to a solid form that cannot pass through the membrane filters. The treated effluent is then disinfected by use of UV irradiation before discharge to the Green River. The WWTP and Sanitary system is owned

The general layout of WedgeWoods community is shown below in Figure 2 below.



The subject property is 2.42 ha and is located on the west side of highway 99. The lands slope gently down to the highway on the east side. The lands contain bedrock outcrops with areas of sandy soil overburden more to the south. The land is generally treed with recently grown trees. The Property is within Area C of the SLRD and lies approximately 4 km north of the Resort Municipality of Whistler (RMOW) Boundary. The zoning was established under the CD1 Comprehensive Development 1-WedgeWoods Estates zoning

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would serve one or two lots or 4 strata units maximum. The intent is to have the units serviced by a community septic sewer system under a VCH filing that would reside on the lot held in common.

The property is bounded on the east by Highway 99 which was dedicated as part of the WedgeWoods Strata Subdivision. DL2247 is a “hooked” parcel bisected by DL 5621. The Lands to the west of the proposed development site are bisected by DL5621 to accommodate the existing BC Hydro Transmission lines. Further west of DL5621 is the Remainder of DL2247 which has another BC Hydro Transmission ROW over it. The lands to the north are unsurveyed Crown Lands. The proposed lands to be subject to the 4 lot subdivision (3 residential lots and one lot held in common) are terminated at the existing property line. The Remainder of DL2247 uses are expected to retain their current zoning and use as nature conservation area uses, interpretive centre and utility infrastructure

The general layout of the existing property is shown in Figure 3. Preliminary Drawings are included in Appendix 3.

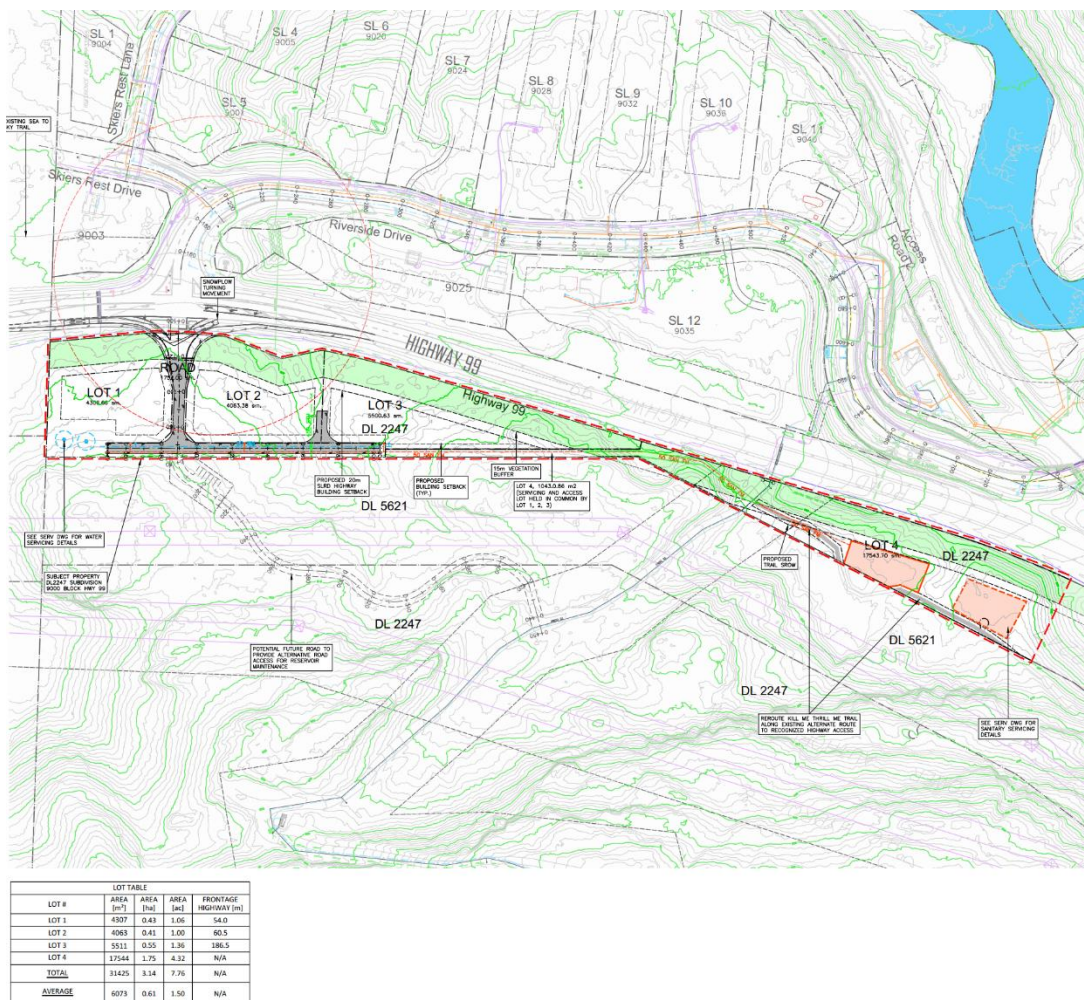


Figure 3: Subject Property

3.1. ENCUMBRANCES

The Legal Description is DISTRICT LOT 2247 GROUP 1 NEW WESTMINSTER DISTRICT, EXCEPT: FIRSTLY; PART IN PLAN VAP23216 AND SECONDLY; PART IN PLAN BCP39086. A recent title search is included in Appendix 1. The current subdivision relates to the northeastern corner of the property.

A title search is contained in Appendix 1. While VIS-ENG does not have legal expertise, but has reviewed each document and copies, of which each are included in Appendix 1. The subject property has the following encumbrance on title.

- ROW 364958M over plans 10334R,6154R=RW are the original Hydro Transmission ROWs. The proposed subdivided lots are not affected by or covered by the ROW
- Covenant BB1225295, in favour of the SLRD per plan BCP42861 for Highway Buffer. This is to remain excepting a requirement for a minor adjustment where the common lot goes through an existing narrowed portion where sewer forcemain will run. Parts of this area are already cleared.
- PP LMP34480: Is Posting Plan from 1997 for the property
- REFERENCE PLAN BCP38953 is an Archaeological Reference plan pertaining to areas on the east side of the highway which do not affect the proposed lots.
- SRW BB1180575 per SRW PLAN EPP1581 in favour of the WedgeWoods Strata: Which is an SROW for the water main, well 3, pump station and Reservoir 1 installed to serve WedgeWoods Strata on the east side of the highway. This SROW goes through the proposed lot 4, but is not affected by the proposed application
- SRW BB1225305 per PLAN EPP1720 in favour of the SLRD: Which is a SROW for the Public Access and Trail Purposes. It is proposed that the applicant would provide SLRD with a detailed SROW for trails within DL2247
- Assignment of Rents BB1186416. This is rental charge for use of the strata water system. The proposed subdivision would not be serviced by the strata water or sewer system, and is not and will not be charged for any servicing costs from the strata. This should be expunged

Associated plans include

- PLAN BCP38953: is an Archaeological Reference plan pertaining to areas on the east side of the highway.
- PLAN BCP42861? is a nature conservation and Utility covenant. It is proposed that the subject parcel would no longer be subject to this covenant.
- PLAN BCP42863: Is a Highway Buffer Covenant on the lands. It is intended that this would be maintained but reduced where required along approximately 150 metres to permit the installation of civil works where the common lot crosses it. Portions of this area are already cleared for the reservoir road and hydro lines. The building locations and proposed septic follow that buffer

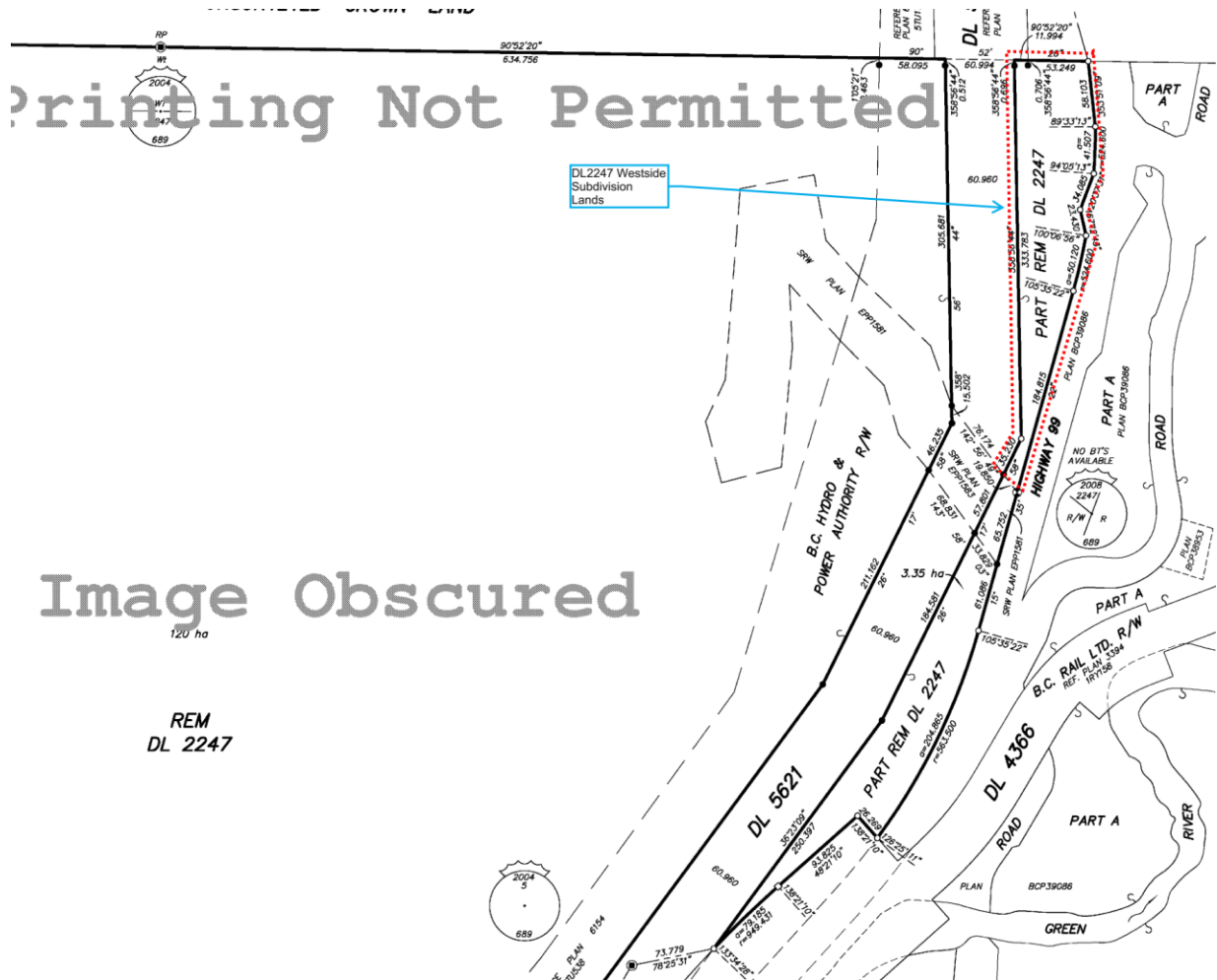


Figure 4: Legal Context DL2247

4. LAND USE

4.1. EXISTING ZONING

The lands are zoned under SLRD Area C Zoning Bylaw 765, 2002, consolidated and updated to January 2024. The zoning was established under CD1 Comprehensive Development 1-WedgeWoods Estates zoning.

The general land use permitted for the lands is the creation of a 108 single family subdivision

The remainder DL2247 on the west side of Highway 99 is designated for utility infrastructure, an interpretive centre and a nature conservation area.

The proposed development consists of 3 lots for residential use and one lot held in common for access and servicing. The intent is to zone to Comprehensive Development (CD) use.

The WedgeWoods Strata community is also zoned CD1. The adjacent surrounding other lands are zoned Rural 1.

The map displays the Waldorf School Tenure Area, which includes several lots and parks. Key features include:

- DL 2247**: A large area with diagonal hatching, labeled "District Lot 2247".
- DL 2247**: A smaller area with diagonal hatching, labeled "District Lot 2247".
- DL 2072**: A small area with diagonal hatching, labeled "District Lot 2072".
- Lot A**: A large area with a grid pattern, labeled "Lot A".
- SLRD Park**: A park area with a grid pattern, labeled "SLRD Park".
- Waldorf School**: A school area with a grid pattern, labeled "Waldorf School".
- Waldorf School Tenure Area**: A yellow box indicating the overall tenure area.
- Unsurveyed Crown Land**: A label for the area at the top of the map.
- Water Features**: The Green River, Red Lake, and Wedge Creek are shown as blue lines. Ephemeral Tributary A and B are also indicated.
- Other Labels**: "Sea to Sky Hwy", "Ridge Lake Dr", "Strata Amenity & Recreational Facilities", and "Wedge Creek FSR".

Legend

- Lot A and Strata Lots (Grid pattern)
- District Lot 2247 (Diagonal hatching)
- Waldorf School (Grid pattern)

Figure 5: Existing CD Zoning

The SLRD OCP is outlined in Electoral Area C Official Community Plan Bylaw No. 689, 1999. The OCP reflects RM Resource management consistent with the other surrounding lands other than WedgeWoods which is Rural Residential.



4.3. DEVELOPMENT PERMIT ZONES

The Property is within the Wildfire Development Permit Zone. The intent would be to manage that risk in a fashion similar to what has been done in the WedgeWoods Strata subdivision.

5. ACCESS

Access to the proposed subdivision would be from an at grade intersection. This is consistent with the access to the 100+ lots to the east. The lands allow for reasonable ramping on and off the highway for southbound vehicles that would likely mirror the northbound approaches. The left turn into the site for northbound traffic would replace the existing chevroned island. The southbound left turn would remain the same. It is expected an analysis will trigger 3 lights to match the intersection lighting on the east side.

There has been preliminary sight line analysis that supports the location of the intersection. The existing access on the east side has been operating safely and efficiently since 2009. The common driveway has been designed to be two lane MOTI standard from the highway till where it is west of the turn islands. The geometry is such that plow trucks could come in the southbound off ramp and around the islands and back onto the southbound on ramps. The common driveway portion would be contained within lot 4 which is owned jointly and maintained by the 3 residential lots.

The topography of the lands is such that access onto each lot will be reasonable. An emergency service turnaround is provided between lots 2 and 3. The lots will accommodate on lot parking per the SLRD requirements. The reciprocal Access Easement area is beyond the requirements of any bylaw. The Reciprocal access easement covers the entire area of the road and drainage to ensure proper management of the driveway is controlled. It is understood that MOTI nor the SLRD will have any obligation for operation, maintenance, or repair of the common driveway.

The Common Driveway tie into Highway 99 reflects and will be detailed to meet the Ministry of Transportation and Infrastructure standards, the B.C. Supplement to TAC Geometric Design Guide for Canadian Roads. Sight lines have been reviewed both in the field and in CAD. The driveway ties into the road at a grade of 6% or less. Additional Survey is being done to determine if any further detailed vegetation management is required. [VIS-ENG Consulting](#) preliminary road works are shown in the drawings included in Appendix 3.

It is understood that works on the highway would have to be scheduled around the weather and also to avoid the peak summer traffic. There is existing duct work under the highway that may be used for street lighting. In any case it is understood that any highway crossing will be done in a trenchless manner.

The rezoning application contemplates that as part of the Community Benefits package relating to this application that there would be installed a public parking area on DL 5621 immediately to the west of the proposed driveway. Access over the driveway and parking would be provided to the general public by way of a S.R.O.W.. The purpose of the parking areas is to reduce inappropriate parking on the Highway 99 right of way by bikers and hikers. This would be subject to regulatory and crown approval.

6. GEOTECHNICAL

The overall WedgeWoods community has been subject to a long list of geotechnical investigations. These include work by Trow, EXP and Kontur Engineering. Some preliminary test pit work was done on the site that identified sand overburdened in some areas similar to what was encountered immediately south of the proposed subdivision when it was used as a road structure during the highway works. There is exposed bedrock on the site. No obvious hazards were noted during preliminary investigation. No areas were noted for covenants during the works to date for this area including when the watermain and association works were installed immediately to the south or when the highway was upgraded immediately to the east.

It is understood that a preliminary geotechnical investigation will be required as part of the formal subdivision application. No known Geotechnical issues are apparent on the site and the site is not subject to geotechnical covenants.

The original comprehensive site was previously largely undeveloped other than a limited gravel extraction facility and a log home pre-manufacturing operation located at the south end of the property. It is understood that an acknowledgment of Contaminated Site Regulation will be required for the formal subdivision application.

7. ENVIRONMENTAL

The property was historically logged and has been partially cleared. The site does not contain any apparent drainages within the subdivided area. The site generally slopes from the west to the east. Green river is a significant distance east of the subject property with the highway, Riverside drive and single-family lots in between. Cascade Environmental Group have done all the environmental work on the properties and no issues were raised in regard to this property.

It is understood that a preliminary environmental investigation will be required as part of the formal subdivision application. No known environmental issues are apparent on the site and the site is not subject to geotechnical covenants.

8. WATER

Currently Well #3, Well 2a and Well 1 are in operation to supply water to WedgeWoods Strata. The system has been operating effectively over the last several years as the units have been added to the system.

Well #2A was completed in late 2019. Well 1 was brought into the system in March of 2020 and the water supply is currently being supplied by all 3 wells. EXP/MDM, the hydrogeologist for the project, supervised a 72-hour pump test and water quality testing in May of 2019. The water samples show that water quality is not an issue and a 72-hour pump confirmed flows are available. The operating permit has been updated to reflect the 3 wells and 2 reservoirs.

EXP completed a technical memorandum June 29, 2018, to review and comment on the ground water information compiled to date. EXP recommended Hydraulic testing of Well #2A be completed to evaluate the sustainable yield well and confirm the groundwater quality after a minimum 72 hours of continuous withdrawal. A 72-hour test was completed on well 1. Well 3 was monitored as well during this period to map any impact and none were found. This work was completed, and a report was submitted to VCH which supported the earlier conclusion in regard to water quality and quantity.

Well 3 went through a similar review in 2012 through Hugh Reed and Associates. These studies are in addition to the numerous studies done from 2004 to 2010 to achieve CPCN, VCH construction permits, VCH operating permits and subdivision.

The WedgeWoods water system achieved a CPCN designation. The water system was designed, built and operated under the CPCN permit and VCH permits up to Spring 2023. At that point the water system was transferred to the strata. The strata have retained the same operator, and the system continues to meet demand.

The WedgeWoods Strata is not able to provide water service to the proposed new development. Under Provincial regulations a Strata Operated Water Utility is not allowed to provide water service to any customer other than its own strata lots. Consequently, the proposed development is forced to go to stand alone systems.

The intent under this proposal is to drill 3 wells for the 3 residential properties. Each well would serve 1 lot and would service two duplexes. As duplexes, the maximum number of units on a system would be 4 units. This would be under the threshold for triggering a CPCN.

Preliminary discussion with MDM has been supportive of expecting reasonable yields to supply the 3 parcels given the results of the wells on either side of the property. None of the 4 wells in operation have any significant treatment burden and operation with minimal filtering, UV and chlorination.

It is understood that supply of water will be a requirement of subdivision including VCH approvals, well licensing and well head protection. The well location would give more than 30 metres clearance from obvious surface water risks such as the highway or the proposed septic. The water system would be owned by the strata that will take on the responsibilities of operation, treatment, testing and reporting.

9. FIRE PROTECTION

A Certificate of Public Convenience and Necessity (CPCN) was applied for and first issued to the WedgeWoods subdivision based on 112 homes. The water system was to be developed in six phases. The CPCN requires that the system be able to meet Fire Underwriters Services (FUS) standards for fire protection. This includes meeting pressure and flow to meet FUS during maximum day demand and also having adequate storage to meet FUS standards for the development. The WedgeWoods area currently has an agreement with RMOW in regards to providing fire protection services.

The proposed 3 lots are within the 90 m service radius of an existing hydrant by the highway.

The access to the 3 lots has been designed and will be detailed to accommodate emergency service vehicles access and turn around. Similar measures will be taken on this site as in the sites to the east to address interface fires and fire smart objectives.

10. SEPTIC

It is being proposed that a VCH permitted community septic system be installed to service the 3 lots with 2 duplexes on each lot. Initial test pit work was done that confirmed that the sandy

material had adequate percolation to function as a receiving area. High groundwater issues were not observed when the test pits were advanced in November of 2023. The area identified and verified is shown approximately on the drawings included. There is an extensive area of good receiving soils on the southern portion of lot 4 that will be supportive of communal septic.

It is understood that a full septic investigation and design and VCH filing will be required as a condition of PLR. Further work will be done to finalize the location.

A VCH Health Covenant would be registered on title for septic disposal. The approval process for the Health Covenants would follow the Vancouver Coastal Health Subdivision Guideline, May 2010. Preliminary site investigations have taken place to confirm suitability. The initial report confirms that there is adequate ground depth for the proposed lots and the soil has a field saturated hydraulic conductivity supportive of septic. A formal Septic Covenant will be registered as part of the subdivision process.

11. STORMWATER AND DRAINAGE

It is being proposed that a bioswale be installed along the length of the common driveway. As well infiltration ponds will be designed to infiltrate stormwater and detain peak flows. Each lot will require stormwater detention/infiltration per the MOTI/SLRD requirements. The Sandy nature of the soils that are available on site should allow for reasonable SWM objectives.

The system will be designed to a post-development peak discharge rate to be less than the pre-development rates for 5 year return period storms, as per the BC Supplement to TAC Geometric Design Guide 1010.03 Requirements for Drainage Design Under larger storm events storm water will flow through the system to the ditch on Highway 99. [VIS-ENG Consulting's](#) preliminary drawing set is included in Appendix 3. The SLRD, subdivision Servicing Bylaw 741 and traditionally defers to MOTI in regard to drainage analysis but requires on lot stormwater. Each lot will have stormwater device that will be sized as part of each final house design and completed at the building permit stage. This could be in the form of a rain garden or infiltration system (rock pit) or a combination.

MOTI requires that culverts with less than 3m spans be sized for the 1:100 year event and ditches sized for the 1:25 year event for local roads as per table 1010.A in the 2019 BC Supplement to TAC guide. There is a requirement to be able to convey the overland flow for the 1:200 year event as per SCRD guidelines. Both SCRD and MOTI requirements are met in the design. There are no distinct drainages on the subject property, however the lands do slope to the highway.

12. PARKLAND AND COMMUNITY BENEFITS

The Regional District has the authority to require the dedication of up to 5% of the total land area being proposed for subdivision under the Municipal Act per section 941(2) of the *Local Government Act*, the owner can propose lands to meet that requirement. Given that there exists over 250 acres of protected lands making up the majority of DL2247 it is not expected that the proposed subdivision site will be negatively impacted.

As part of this application, it is proposed that in addition to the provision of a non-market component of housing that the development will facilitate the following:

As part of this application, it is proposed that in addition to the provision of a non-market component of housing that the development will facilitate the following:

1. By way of a community benefit donation the sum of \$100,000 will be provided towards the Sea to Sky Trail.
2. By way of a community benefit a contribution of \$55,000 to the Electoral Area C Recreational Fund.
3. By way of a \$25,000 contribution earmarked for a future transit shelter located on Highway 99.
4. By way of a community benefit a contribution to the SLRD of the DL 2247 Lands residual to the 3.43 ha which are the subject to this rezoning application. This donation encompasses roughly 340 acres and once completed it will ensure that the entirety of these 340 acres of residual lands will be preserved for uses under the direction of the SLRD. This transaction contemplates a land exchange for a donation receipt based upon the assessed value of the donated lands.
5. Currently several popular mountain bike trails transition thru and terminate on the DL 2247 lands. It is proposed to legalize the public use of these trails where they may intrude on the 3.43 ha of land which are the subject of this rezoning application. This would be done by way of a registered SROW. As the balance of DL 2247 will be transferred to the SLRD these trails will be legalized for public use.

13. BC HYDRO

There is existing overhead BC Hydro feed into the underground system in WedgeWoods. There is adequate power to address the servicing needs of the 4 lots. It will be confirmed with hydro whether the feed will come from the existing hydro works on the west side of the property immediately south of the site or from across the highway. It is understood that any crossing of the highway would be done with trenchless methods.

14. TELUS

There is existing overhead Telus feed into the underground system in WedgeWoods. There is adequate capacity to address the servicing needs of the 4 lots. It will be confirmed with Telus whether the feed will come from the existing underground works on the west side of the property immediately south of the site or from across the highway. It is understood that any crossing of the highway would be done with trenchless methods.

15. OTHER SERVICES

Superbox requirements will be reviewed with Canada Post to determine a location. There is a possible location on site in the area of the Riverside Drive, though there may be an additional requirement to the existing superbox location.

The residential taxes would support local community amenities such as pools, ice rinks, libraries and Community Centres.

16. CONCLUSION

The proposed development is contemplated by the Developer, with the encouragement of the SLRD, can make a meaningful contribution to providing additional family housing recognizing those families living and working in the Whistler Pemberton corridor. Of course, this application is clearly supported by the current housing strategies mandated by the Provincial Government. It is our belief that these provincial policies are actively being supported by all provincial agencies.

The proponent wishes to initiate with the SLRDI this zoning process. It is understood that more detailed materials under this application will be required at the subdivision phase to address MOTI and other regulatory requirements.

If you have any questions in this regard, please do not hesitate to contact me.

Respectfully yours,

VIS-ENG CONSULTING LTD.

Kevin Healy, P.Eng.

Appendices

APPENDIX 1	TITLE SEARCH AND REGISTERED DOCUMENTS
APPENDIX 2	ZONING & OCP INFORMATION
APPENDIX 3	VIS-ENG CONSULTING LTD. PRELIMINARY DRAWINGS