

FURRY CREEK - A COMPLETE RECREATIONAL / RESIDENTIAL COMMUNITY

Addendum Report to 2019 Comprehensive Zoning Application

Submitted to the Squamish Lillooet Regional District
by Fine Peace Furry Creek Developments Ltd.
May 2021

GELLER
THE GELLER GROUP

NSDA
ARCHITECTS

CREUS
Engineering

PWL partnership

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Aerial view looking northwest of recently upgraded clubhouse and surrounding lands.



The application to rezone Furry Creek has resulted from a high degree of collaboration between the owner of the property, an experienced consulting team, and SLRD officials.

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Note to Reader:
The information contained herein is based on information available at the time it was developed. Illustrative drawings are intended to convey the overall intent and may not necessarily represent final detailed development proposals.

PROJECT TEAM

Developer	Fine Peace Furry Creek Development Ltd.
Development Manager	Michael Geller & Associates Ltd.
Civil Engineer	CREUS Engineering Ltd.
Architect	NSDA Architects
Landscape Architect	PWL Partnership Landscape Architects Inc.
Environmental	Cascade Environmental Resource Group Ltd.
Geotechnical	Thurber Engineering Ltd.
Survey	Bennett Land Surveying Ltd.
Traffic & Transportation	Bunt & Associates Engineering Ltd.
Environmental Marine	PGL Environmental Consultants Ltd.
Fire Protection	MJ Blair Consulting Services/GHL Consultants
Code Consultant	GHL Consultants Ltd.
Hydrogeology	Western Water Associates Ltd.
Marina Consultant	All Tides Consulting & Design Inc.
Flood Control Engineers	KWL including previous work by CH2M Hill and Delcan
Electrical	Primary Engineering and Construction Corp.
Terrestrial Mapping	Terra Remote Sensing Inc.
Legal	Lawson Lundell LLP
Economic Impact Analysis	Van Struth Consulting Group

Aerial view looking northwest over golf course and existing developments.

FURRY CREEK ADDENDUM EXECUTIVE SUMMARY

The Furry Creek community received development approvals from the SLRD and the then Ministry of Highways and Transportation in 1991 and development has been proceeding in accordance with those approvals. In March 2019, Fine Peace Furry Creek Developments Ltd, (FPFCD) submitted a Zoning Amendment application for the Furry Creek Community to broaden the housing choices offered within the community, establish locations for the commercial village, community centre and resort facilities, and zone portions of the land that were never previously formally zoned. In December 2019, this application was reviewed by the SLRD Board which was asked to comment on three issues: building heights, a proposed park in lieu of pier, and a relocated Village Centre and Community Centre.

The Board generally supported the directions being proposed but raised several questions and offered comments for further consideration. A subsequent presentation was made to a Committee of the Whole Board Meeting on September 17, 2020. This meeting identified other matters to be addressed prior to First Reading of the OCP and Zoning Amendment Bylaws. These included:

- Funding of capital and operating costs by FPFCD and other proposed nearby communities related to increased fire safety along with training programs, fire prevention and additional fire safety measures, and potential service agreements with Squamish and Lions Bay;
- The proposed percentage and number of affordable housing units, as well as tenure, timing, and future management arrangements;
- Sustainability measures including building energy performance, alternatives to fossil fuels, tree retention, protection of sensitive areas and wildlife corridors, and measures to protect birds;
- Clarification on the pedestrian network connecting to planned public transit bus stops; and
- Other Issues including the number of units to be developed along the waterfront; the fiscal impacts of the proposed fire safety measures for existing residents; any potential traffic impacts resulting from the additional affordable housing units.

This revised addendum report has been prepared by FPFCD and its consultant team working closely with SLRD staff. It responds to each of the questions, concerns, and comments raised by the Board at these two meetings. It summarizes the opportunities and constraints guiding the preparation of the updated plans and proposed zoning for the overall site and each neighbourhood. It also highlights how the application directly addresses the SLRD's Regional Growth Strategy, Integrated Sustainability Plan, and Official Community Plan for Area D.



ORIGINAL PLANNING APPROVALS

An overall plan for the Furry Creek community was first approved by a Preliminary Layout Approval (PLA) issued by the Ministry of Transportation and Highways in April 1991. **The approved development included a golf course, marina of not less than 80 berths, a resort or hotel with up to 300 rooms, and up to 920 single-family and multi-family residential units and neighbourhood commercial facilities.** The development also included community facilities, a variety of parks, trails, and waterfront access.

VESTING OF DEVELOPMENT RIGHTS

Following subdivision of some of the lands, and completion of the first homes, the Electoral Area D Zoning Bylaw established 5 different zones for portions of the Furry Creek Lands including the Oliver's Landing condominium development along the waterfront, an adjacent undeveloped waterfront lot, existing single-family and duplex lots, and the golf course. While approval had been granted for additional development, the balance of the site remained unzoned. Two Section 219 Covenants registered on title were entered into between Tanac Development Canada Corp. the original developer, and the SLRD, to guide the

scope and phasing of the 'Waterfront' (or Oceanside) Lands and 'Uplands'. The Waterfront covenant allowed 250 units and a gross floor area of 15,000 square feet of commercial space. The Uplands Covenant allowed 670 residential units on the lands and set out the landowner's obligation to provide a Fire Hall, Community Centre, Administrative Offices, and a Public Works Yard.

SLRD staff propose that the rights and obligations set out in these Covenants be incorporated in a new Land Development Agreement and Comprehensive Development Zoning Bylaw, along with maximum building heights and other development controls. Design Guidelines will also complement the new zoning bylaw.

Furry Creek has a Planned Community Designation in the Area D Official Community Plan which also addresses the services and infrastructure, solid waste management, commercial development, offices, clinics and other personal services to meet the day-to-day needs of residents, along with tourist accommodation and lodging. The OCP also requires a diversity of housing in terms of types, sizes, and tenures.

ENVIRONMENTAL ASSESSMENTS

Cascade Environmental Resource Group Ltd. has now completed a Bio Inventory Assessment of the lands where residential and commercial development is being proposed. It has also undertaken a review of each proposed neighbourhood plan and prepared a memorandum on how the proposed development relates to the recommendations set out in the bio-inventory assessment which has been provided to SLRD staff. Cascade has guided the design team and confirmed that each neighbourhood plan responds to the overall environmental assessment. It has also prepared a set of Development Permit Guidelines to guide future development at the detailed planning stage and designated areas for further study in consultation with SLRD Staff.

GEOTECHNICAL ASSESSMENTS

Thurber Engineering has been studying the geotechnical conditions along the Sea-to-Sky Highway and within Furry Creek for many decades. In the past, it concluded that the property was one of the most stable areas along Howe Sound.

The company recently updated its site reviews and studies to bring the overall preliminary geotechnical assessment up to current standards. Its final report did not identify any new issues and this feedback has been incorporated into the current neighbourhood plans. Thurber and the Ministry of Transportation and Infrastructure (MOTI) have also agreed on the scope of further studies to ascertain any potential 1:10,000-year hazards, and the consultants have now prepared detailed Development Permit Guidelines that will apply to each future development. Agreement has been reached with SLRD staff regarding the need for further geotechnical and floodproofing studies which are set out in greater detail in this report.

TOPOGRAPHY

Many portions of this property are quite steep. The detailed neighbourhood

plans have carefully considered the significant site topography. While some buildings are located on steeper grades, with proper attention to geotechnical Development Permit guidelines they can be successfully sited. This was demonstrated by the early phases of Furry Creek’s development which were often located on very steep lands.

FLOODPROOFING

Flood protection is required to address both rising sea levels and potential flooding from creeks. In conjunction with the initial subdivisions, covenants were established for portions of the property.

FPFCD retained Kerr Wood Leidal Consulting Engineers (KWL) to review ownership, responsibilities and conformance with Provincial guidelines for flood protection works at Oliver’s Landing, and the future Waterfront Phase (Lot 2). Their initial report summarizes past floodproofing measures and makes recommendations on future flood protection measures including setbacks, foreshore erosion protection, channel and bank protection, drainage outfalls, and required Flood Construction Levels (FCL) and minimum habitable floor levels for new development. KWL has confirmed the existing and proposed works are generally consistent with provincial requirements.

CN RAILWAY

The existing rail ROW was dedicated in the early 1950s. CN rail currently operates two trains a day. The railway has a signalized crossing that was installed as part of the Oliver’s Landing development. There is a second crossing south of Furry Creek in the vicinity of the 15th tee boxes. FPFCD is currently working with CN, local residents, and the SLRD to establish a whistle cessation policy for the community.

TRANSPORTATION AND PUBLIC TRANSIT

Access to the Furry Creek community is provided by a split-grade interchange originally sized to accommodate the golf course and clubhouse, up to 920 housing units, a 300-room resort hotel, commercial areas, a minimum 80-berth marina, and ancillary facilities. Within the community there is a mix of publicly dedicated roads and privately-owned strata roads. Future roads will be publicly dedicated when they serve multiple strata communities or provide access to lands beyond. Other roads serving individual strata developments will be privately-owned and maintained.

Bunt & Associates, transportation engineers, were retained to evaluate the existing and planned road system in terms of accommodating any increased traffic resulting from the 120 additional units of affordable housing and other changes to the community plan. They concluded that there is no need for additional lanes or traffic control modifications to the exiting intersections and ramps since the existing road system will be adequate.

The provision of public transit to serve Furry Creek is most important to both FPFCD and SLRD. While it will eventually be desirable to have public

transit routed throughout the community, as a first step future northbound and southbound bus stops and shelters serving Sea-to-Sky corridor transit have been identified with pullouts from the highway. These bus stops will be connected to existing and future homes and neighbourhood commercial and community spaces by a network of paths for pedestrians and in some cases cyclists.

A proposed park-and-ride lot within a nearby unused MOTI right-of-way will serve as a Transit Hub and include charging facilities for electric cars and bikes and a bicycle lock-up facility. MOTI has provided positive feedback on this proposed facility. all of these works will be funded by the developer and not require any public expenditures.

WASTEWATER TREATMENT PLANT AND SEWERS

Given the proposed community scale, site conditions, and desire for an environmentally sensitive development, a self-contained Wastewater Treatment Plant (WWTP) was installed by the original Furry Creek developer and handed over to the SLRD. It was designed to expand as the community grows. The current plant is sized to accommodate up to 520 residential units and the golf course. Following careful study and analysis by WSP, the engineering consultants retained by the SLRD, it has been concluded that the property provided for the sewage treatment facility is likely adequate to accommodate any required future expansion. However, if more land is needed, there is additional space on the adjacent property owned by FPFCD. An updated Sewer Masterplan, submitted by FPFCD’s engineers has been approved by WSP.

WATER SYSTEM

An on-site potable water system has been designed to meet the requirements of the SLRD, Vancouver Coastal Health (VCH) and Ministry of Forests Lands and Resource Operations (FLRNRO). The original phase included groundwater and monitoring wells, a license to take water from Furry Creek, along with treatment and storage facilities to ensure adequate water supply for potable use and fire protection requirements. The system has been successfully operated by SLRD since 1993 in compliance with its licenses and permits and meets Fire Underwriters Survey (FUS) and VCH requirements.

The current system has adequate water based on the existing well and the water license for up to 300 connections. FPFCD commissioned a second potable well which has been tested and certified in 2020. This will be tied into the system over the winter of 2021/22 in advance of VCH requirements for a second source. This will provide the community with further redundancy of supply. SLRD staff and WSP have reviewed and approved the updated Water Masterplan submitted by Creus Engineering for the balance of the community, which considers future climate change, proposed residential, commercial and hospitality uses, and all fire protection requirements.

STORMWATER MANAGEMENT

The overriding stormwater management objective has been to maintain

stormwater flow from the lands at pre-development levels. This will continue to be accomplished by a combination of underground piping, surface bioswales, infiltration fields, ponds, of rain gardens, and structural storage. Recent studies have concluded that this objective can be achieved throughout the balance of the community development. An updated Drainage Masterplan, submitted by Creus, has been approved by WSP, SLRD’s independent consulting engineer.

FIRE PROTECTION

Since Furry Creek is served by the Britannia Beach Volunteer Fire Department and given the proposal for taller buildings, the provision of adequate fire protection has been one of the key issues related to this rezoning application. Under the terms of the Upland Covenant, the developer was obligated to provide a site and fund a future Fire Hall. In conjunction with approval to develop mid-rise and some high-rise buildings, FPFCD has now committed to also contribute to the funding of new equipment, volunteer training and additional support.

To assess further fire safety measures to accommodated taller buildings, FPFCD commissioned a third-party expert report from Jack Blair and Doug Dymond, who previously prepared a fire safety report for the SLRD in 2013. Their report reviewed fire safety services in other smaller communities with taller buildings and recommended additional fire safety design features which could be implemented to further address potential fires in taller buildings. They also investigated the opportunity for Service Agreements with the District of Squamish and Lions Bay and concluded they will likely be feasible.

Given the need to consider future fire safety requirements not only at Furry Creek but also for other new communities along the Sea-to-Sky Corridor, the SLRD commissioned Dave Mitchell & Associates (DMA) to examine fire safety issues in a more comprehensive way. FPFCD and its consultant team has subsequently worked closely with DMA and SLRD staff to determine the location and layout of the Fire Hall site, a conceptual design program and timing for the Fire Hall, and required equipment and volunteer training programs. This will require substantial financial commitments. FPFCD has agreed to pay its fair share of these costs related to Furry Creek and will post the necessary financial security, if necessary, to ensure that these measures are implemented as required.

COMMUNITY AMENITIES AND ORGANIZATIONS

The Furry Creek Golf Club is one of the most beautiful facilities in British Columbia. Considerable money has been invested by the new owners in the course and clubhouse and it is expected that both will continue in operation for decades to come. However, at the Board Meeting of December 2019 the question was asked what might happen if the golf club ceased operation. While this is considered most unlikely, any alternative use of the golf course lands would require both an Official Community Plan Amendment and zoning bylaw amendment approvals from the SLRD.

The Furry Creek Community Association (FCCA) represents the interests of all residents. It has been able to obtain funding for new trails and plays an active role in fostering a sense of community within Furry Creek. Representatives of

FURRY CREEK ADDENDUM EXECUTIVE SUMMARY *CONT'D...*

the FCCA have actively participated in the planning process leading up to this Zoning Amendment application.

A SUSTAINABLE COMMUNITY

Notwithstanding its location along the Sea-to-Sky highway, from the onset Furry Creek has been envisioned as a planned, complete, sustainable community. The master plan included a variety of housing types, neighbourhood commercial and community facilities, natural parks and open spaces, all connected by a network of trails and pathways.

The updated site environmental bio-inventory by Cascade Environmental Resource Group continues the excellent work of the earlier environmental consultants Envirowest. Similarly, the engineering designs by Creus Engineering demonstrate best practices in sustainable engineering. The wider range of home types being proposed will result in less land being developed and more land being preserved in its natural state and provide opportunities for environmental protection, recreation, and passive enjoyment.

Furry Creek continues to be planned as a model sustainable community with particular regard to the sustainability provisions in the Official Community Plan and those sections of the SLRD Integrated Sustainability Plan (ISP) related to built form and housing, land use and natural areas, and transportation.

Design Guidelines prepared by NSDA will be incorporated into the Official Community Plan. They include an initial requirement that all new buildings meet the BC Energy Step Code Level 3. Other design guidelines focus on sustainable site planning and building design.

Discussions are underway with BC Transit to accelerate the provision of public transit to the community and with FortisBC to explore alternative energy solutions.

NEIGHBOURHOOD PLANS

This report provides plans and descriptions for seven distinct neighbourhoods at Furry Creek. They include the waterfront development on Lot 2 to the south of Oliver's Landing; the Upper Benchlands in the south; the Northwest/Northeast Neighbourhoods at the northern end of the property; the Collector Lands to the east of the highway just north of Clubhouse Drive; the Marina Neighbourhood immediately north of Oliver's Landing; the Mountain Lands; and the Uplands North and South lands. The Highlands is a potential future neighbourhood on a large hillside area at the east end of the property. Given its distance from adjoining developments, it will likely be the last neighbourhood to be developed, if developed at all. The proposed neighbourhoods are generally consistent with the original community plan but with a lot fewer single-family lots and a much broader mix of housing choices. The size of the hotel has also been considerably reduced, which will ultimately result in a lower overall site coverage.

RESORT FACILITIES

In response to recommendations from Furry Creek residents, and to address any potential concerns that a major resort hotel might inappropriately compete with other Sea-to-Sky facilities, the resort facilities have now been reduced from what was once envisioned. Rather than one hotel with up to 300 rooms as approved in the original PLA, a variety of resort facilities scattered throughout the property with a maximum of 120 units are now proposed. To ensure the resort facilities are not considered additional residential units, they will be designated commercial for the purposes of property assessment and taxation.

NEIGHBOURHOOD VILLAGE COMMERCIAL, COMMUNITY CENTRE AND CHILDCARE FACILITY

The commercial facilities at Furry Creek have always been intended to serve the community residents and complement the golf course and resort facilities. There has never been a desire to create highway commercial in this location like that being proposed for Britannia Beach and Squamish. By adding a general store, café, and other amenities at Furry Creek, residents will be less inclined to travel along the highway to meet many daily needs.

To create a more centrally located neighbourhood village, the commercial space has been relocated from the ground floor of a mixed-use building near the waterfront to an area east of the highway, currently occupied by a small portion of the golf course. The new community centre and childcare facility is proposed immediately to the north, resulting in a new 'heart' for the Furry Creek community.

The Waterfront Covenant allowed for up to 15,000 sq.ft. of commercial space within the community. Given the Board's comments at previous meetings supporting more employment opportunities and a desire to create a more complete community, along with the local residents' desire for some neighbourhood office services, a modest increase in the permitted amount of commercial space is proposed.

MARINA FACILITY

The original 1991 PLA approval included a marina facility with a minimum of 80 berths, along with a boat launch, maintenance facility, dry land boat storage facility, and parking in a former log sorting basin. Since this location has subsequently been developed as Oliver's Landing and a small kayak club, a small, private residents' only marina is now proposed to the north on the site of a historical log boom. Environmental studies have now been completed and support a marina in this location.

While the proposal no longer includes a maintenance facility and dry land boat storage, required parking will be provided within the parking garage for an

adjacent residential development. A boat launch is no longer included since there is an existing launch at the nearby Porteau Provincial Park. However, consideration is being given to inclusion of a small marine store and waterfront restaurant on the main floor of the apartment building with parking below.

PARKS, TRAILS AND OPEN SPACE SYSTEM

The parks, trails and open space planning at Furry Creek has been guided in part by a report prepared by two Furry Creek residents with a longstanding commitment to trails and open space. The planning intention is to build on the existing character of Furry Creek and reinforce the natural attributes that make it unique and special.

Along with the Golf Course, the trail system is one of the most important recreational features at Furry Creek, providing access to the oceanfront and foreshore, creeks and streams, west coast rain forest, limited old growth forest, wetlands, and the golf course. The trail network will accommodate a variety of users including hikers of all abilities, mountain bikers, golfers, residents, and visitors. The trail network also connects the neighbourhoods, commercial village, and community centre.

Park spaces will be predominantly natural in character and provide opportunities to gather, picnic, walk the dog, and play. They are proposed at the ocean's edge, adjacent to the marina, and within the Uplands neighbourhoods along creek corridors.

The existing waterfront trail will be extended in front of the new waterfront developments and connect to a proposed new waterfront park. The trail network will also connect to other nearby communities and a regional trail system, including historical penstocks and water structures that powered the earlier stages of the adjoining Britannia Mine.

HOUSING CHARACTER, ENERGY PERFORMANCE, LOCK-OFF SUITES, CONSTRUCTION, AND AFFORDABLE HOUSING

To accommodate a broader range of households and address environmental sustainability, the community will now include fewer single-family lots and a greater variety of housing forms and unit sizes including duplex, triplex and four-plex units, townhouses, stacked townhouses, low-rise woodframe apartments, and terraced mid-rise concrete apartments. Two future 15-storey buildings are proposed within the northeast and northwest neighbourhoods on sites concealed from the highway.

When Furry Creek was first approved, there was no demonstrated need or requirement for affordable housing. Since then, the SLRD has developed policies requiring inclusion of 'affordable housing' within larger new developments. In accordance with these policies, it is proposed that the total

number of units be increased from 750 to 870 with 15% (approximately 120 units) available as 'affordable' units, plus an additional 120 tourist units. This will include workforce housing serving those working at the golf course, resort facilities and commercial village. The location, size and rents will be determined with staff as the community development proceeds, but the timing of these units has been agreed upon. Affordable housing will be included within the first phase of development on the CD3 zoned lands to provide additional accommodation for volunteer firefighters. Preliminary arrangements have been made with Sea-to-Sky Community Services to assist with the management of the affordable housing.

To broaden the choice of rental housing, it is proposed that a percentage of the apartment and townhouse condominium units will include 'lock-off-suites' and some accessory dwellings will be permitted.

As noted, Furry Creek is being planned as a sustainable community with new homes complying with the B.C. government Energy Step Code 3. Over time, higher energy standards will be met. When this zoning amendment was first considered by the SLRD Board in December 2019, there was some discussion comparing the relative benefits of wood and concrete construction from a sustainability and fire safety perspective. It is proposed that both wood and concrete buildings be constructed at Furry Creek. However, when concrete construction is employed, more sustainable types of concrete incorporating fly ash will be used.

COMPATIBILITY WITH REGIONAL GROWTH STRATEGY (RGS) AND OCP

The proposed community at Furry Creek complies with the RGS and the nine Regional Goals and eleven Smart Growth Principles set out in the OCP. This zoning application does not seek any increase in the overall density or number of units, other than the 120 'affordable housing' units. Furthermore, there will be no increase in the overall site area of the community.

ECONOMIC IMPACT ANALYSIS

Van Struth Consulting Group, a firm experienced in municipal economic impact analyses, was retained by FPFCD to assess the fiscal impacts of the proposed development at Furry Creek for the SLRD and existing residents. While at a previous Board meeting concern was expressed about the potential impact of the capital and operating costs of fire safety measures for existing residents, this study has concluded that the fire safety measures and other infrastructure works will not result in any significant increases in property taxes for existing residents. Furthermore, there will not be any negative impacts for the SLRD based on the current taxation policies and funding arrangements in the short term, and numerous benefits over the longer term.

SUMMARY AND CONCLUSIONS

When this zoning amendment application is approved, it will result in a reduced number of single family lots and a much greater variety of housing choices within the community, including affordable housing. It will also confirm the locations and sizes for the neighbourhood commercial village, community centre and childcare facility, resort/hotel facilities and proposed marina. It will confirm an improved trails and public open space network and other enhanced community facilities and amenities.

The proposed zoning will be in conformance with the SLRD's Regional Growth Strategy and Official Community Plan for Electoral Area D. The the new centrally located village centre with its neighbourhood commercial services will help reduce vehicular traffic along the highway and the new resort and spa facilities will enhance the Sea-to- Sky Corridor's growing reputation as one of the most attractive, healthy, outdoor-oriented regions in the province.

New residents at Furry Creek will contribute to the economic health of the region by supporting the businesses planned for nearby Britannia Beach and Squamish. They will also help support the demand for much-needed public transit along the Sea-to-Sky Corridor. In summary, the new zoning will allow the realization of the original vision for Furry Creek, namely a beautiful, complete recreational-oriented residential community that contributes significantly to the amenities and attractiveness of the entire Sea-to-Sky Corridor.



COVERING LETTER

Fine Peace Furry Creek Developments Ltd.

Ms. Kimberly Needham and Claire Dewar,
Director of Planning and Development Services
Squamish Lillooet Regional District
PO Box 219, Pemberton, BC, V0N 2L0

June 14, 2020

Dear Ms. Needham and Ms. Dewar,

Re: Furry Creek Zoning Amendment Addendum Report

In March 2019, Fine Peace Furry Creek Developments Ltd, (FPFCD) submitted a Comprehensive Development Zoning application for the Furry Creek Community. In December 2019 and September 2020, this application was reviewed by the SLRD Board which generally supported the directions being taken but raised a number of concerns and questions for further consideration.

These questions focused on how best to provide firefighting services to accommodate the proposed mid-rise and high-rise buildings; the adequacy of infrastructure to service the proposed development; geotechnical issues related to potential hazards; proposals for public transit and traffic management; potential impacts on the environment and habitat; and details related to proposed parks and trails within the site and connecting to the region.

Other matters requiring further study included environmental performance of buildings; adequacy of proposed flood construction levels; visual impacts of new waterfront buildings as viewed from Howe Sound; solar (shadowing) effects of taller buildings; building materials (concrete vs wood vs steel); and fiscal impacts for new residents and the SLRD resulting from required capital and operating expenses for services especially fire protection.

Since the Board meetings, more detailed planning and engineering studies have been prepared including additional geotechnical and infrastructure analyses and environmental assessments for review by SLRD staff and its consultants.

This addendum report demonstrates how the new plans address the comments and questions raised by staff and the Board. It includes updated plans for seven proposed neighbourhoods, and concludes that the application positively responds to the SLRD's Regional Growth Strategy, Integrated Sustainability Plan and Official Community Plan.

It is our hope that based on this updated information, our application for a Zoning Amendment will be approved to allow the realization of the original vision for Furry Creek, namely a complete recreational-oriented residential community that contributes significantly to the amenities and attractiveness of the Sea-to-Sky Corridor.

Yours sincerely,
On behalf of Fine Peace Furry Creek Developments Ltd.



Michael Geller FCIP, RPP, MLAI, Ret. Arch AIBC
Development Manager



Aerial looking north east over signature 14th hole and Lot 2

The Furry Creek Community comprises approximately 419 hectares (1036 acres) of property to the north and south of Furry Creek along the Sea-to-Sky highway. In 1991, plans were approved by the SLRD and then Ministry of Transportation and Highways for a complete, recreational and residential community comprising up to 920 homes, a 300-unit resort, marina commercial and community amenities and golf course.

Today, the golf course and clubhouse have been completed, along with 56 condominium residences on the waterfront. Another 90 single-family lots and 4 duplex home sites have been completed in the Benchlands area. Since fall 2017, improvements have been made to the golf course, club house, and trails and many discussions have taken place between the new owner and residents, resulting in a renewed optimism within the community.



By virtue of its magnificent waterfront setting, and high-quality design, the Oliver's Landing development has attracted home-buyers from across Metro Vancouver and around the world.

1.0 CURRENT DEVELOPMENT RIGHTS

1.1 PRELIMINARY LAYOUT (PLA) APPROVALS

An overall plan for the Furry Creek community was approved by a PLA issued by the Ministry of Transportation and Highways on April 30, 1991. A subsequent update was approved in 1993 confirming the project scope as follows:

The development will include a golf course, marina, resort or hotel, and up to 920 residential units in single-family and multi-family form. The development will also include ancillary facilities and a variety of public open spaces, including parks, trails and new waterfront accesses as basically proposed in the report dated December 1990.

At the time, it was proposed that there be up to 300 hotel rooms on the site, along with tennis courts, restaurants, and a swimming pool. The marina would not be less than 80 berths and include a maintenance facility, dry storage, and chandlery.

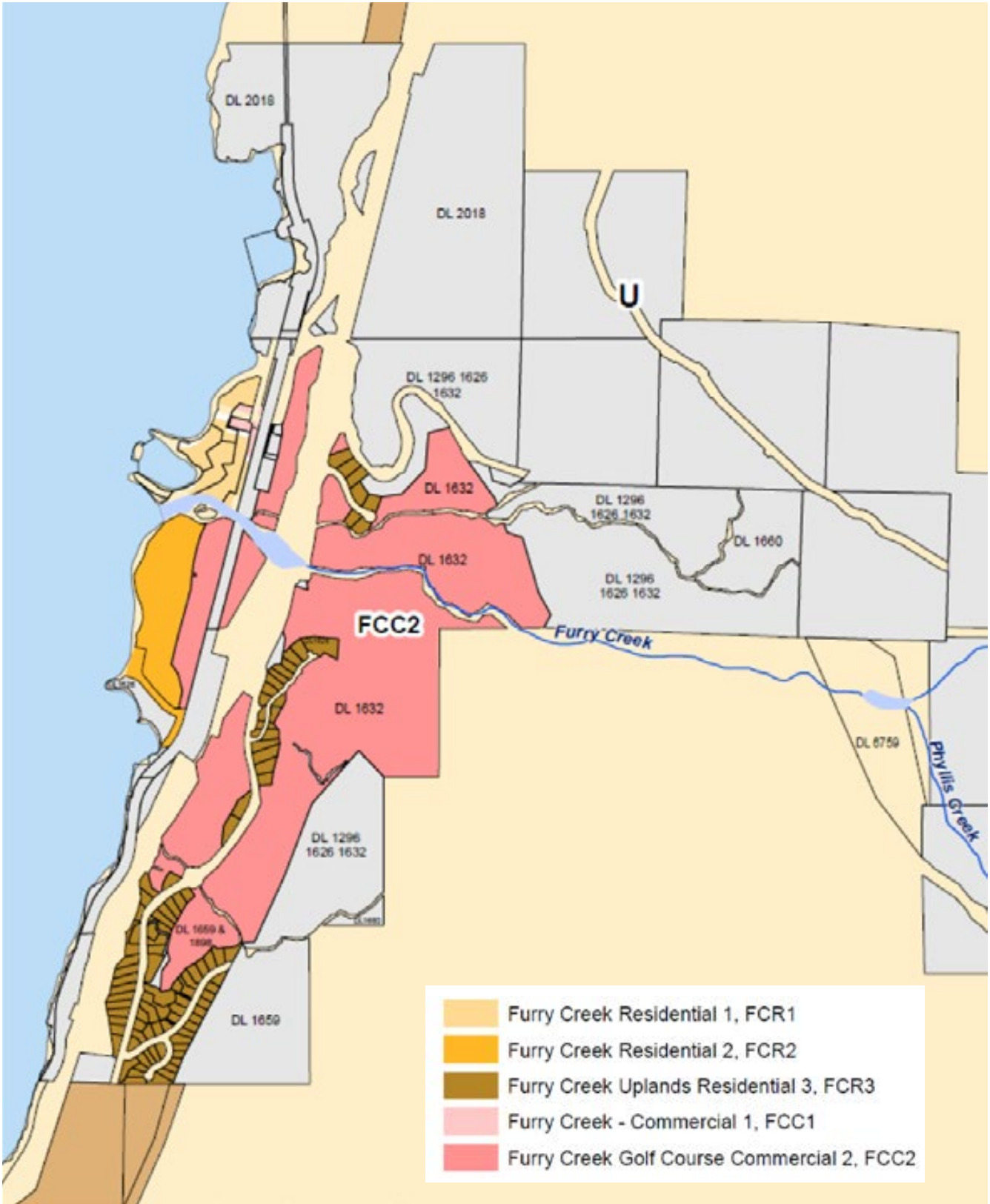
1.2 CURRENT DEVELOPMENT RIGHTS - ZONING

Electoral Area D Zoning Bylaw No. 1350-2016 adopted August 24, 2016 established 5 different zones for portions of the Furry Creek Lands including the Oliver's Landing development, an undeveloped waterfront lot, the existing single-family and duplex lots, and the golf course. The balance of the site was left unzoned.

Neither the PLA nor the Development Covenants indicated that the Uplands would be solely single-family development. Rather, both refer to a mix of single and multi-family developments. The Official Community Plan also references services and infrastructure, solid waste management, commercial development including offices, clinics and other personal services to meet the day to day needs of residents, along with tourist accommodation and lodging. The OCP further states that steps should be taken to ensure that a diversity of housing is offered, including a variety of housing types, sizes, and tenures. Policy 5.16.3 describes the range of uses permitted in this planned community and policy 5.16.4 states "the neighbourhood of Furry Creek should consider undergoing a process to develop appropriate zoning." This has resulted in this current zoning bylaw amendment. As further described in Section 9 of this report, this zoning amendment application is entirely consistent with these OCP policies and the Regional Growth Strategy.



A 1990 illustration prepared to accompany the original Preliminary Layout Approval (PLA) application.



Zoning Diagram

1.3 DEVELOPMENT COVENANTS
CURRENT DEVELOPMENT RIGHTS - COVENANTS:
WATERFRONT (OCEANSIDE) AND UPLANDS

Rights and Obligations from the 219 Covenants to be incorporated into the new Comprehensive Development Zoning Bylaw.

Following the Preliminary Layout Approvals, two Section 219 Covenants were entered into between Tanac Development Canada Corp. the original developer, and the Squamish Lillooet Regional District. Both were registered on title to guide the scope and phasing of development on the ‘Waterfront’ (or Oceanside) Lands and the ‘Uplands’.

The Waterfront covenant provides for 250 units and a gross floor area of 15,000 square feet of commercial space.

The Uplands Covenant provides for 670 residential units on the lands. It also sets out the landowner's obligation to provide a Fire Hall, a 4,000 sq.ft. Community Centre, 1000 sq.ft. of Administrative offices and a Public Works Yard having a minimum area of 1.0 acre of flat usable serviced land, to serve a community of 920 residential units.

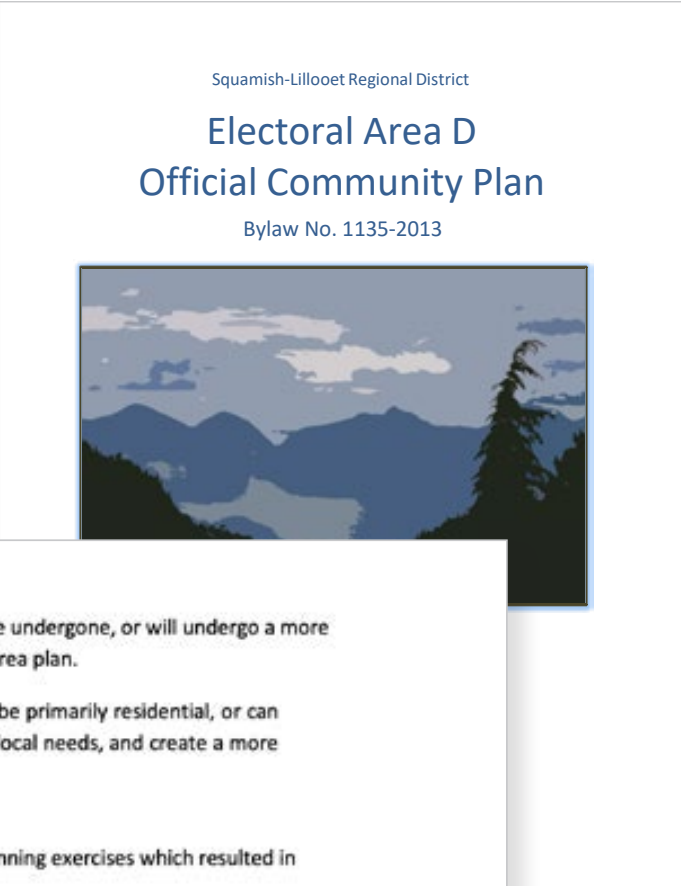
SLRD staff propose that the rights and obligations set out in these Covenants be incorporated into a Land Development Agreement and new Comprehensive Development Zoning Bylaw, along with maximum permitted building heights in each neighbourhood, and other development controls for the residential development, resort facilities, marina, and village commercial area. This CD zoning will be similar to the Comprehensive Development zoning previously approved for the Porteau Cove development.

Design Guidelines will also form part of the new zoning bylaw and be included in the Official Community Plan and administered by the SLRD. Other design guidelines will be administered by the developer.

To ensure clarity, once the Zoning Bylaw for Furry Creek has been adopted, the existing Section 219 Covenants will be discharged and future development on the lands will be regulated like any other zoned lands in the Regional District.

1.4 OFFICIAL COMMUNITY PLAN
CURRENT DEVELOPMENT RIGHTS: OFFICIAL
COMMUNITY PLAN (OCP)

As set out in the Official Community Plan: Furry Creek has a Planned Community Designation. “A development agreement with the Squamish-Lillooet Regional District (SLRD) is in place and Furry Creek has an approved Preliminary Layout Approval (PLA) with the Ministry of Transportation and Infrastructure for development of 920 residential units consisting of up to 250 units in the “waterfront” lands and up to 670 single family lots in the “uplands”. Development is about 15% complete.”



5.16 Planned Community Designation

The Planned Community designation applies to those lands that have undergone, or will undergo a more focused planning process and ultimately the development of a sub-area plan.

Planned communities are serviced nodes of development that may be primarily residential, or can include a mix of uses such as residential, commercial to service the local needs, and create a more complete community.

Objectives

- 5.16.1 To denote those areas that have undergone focused planning exercises which resulted in the creation of sub-area plans.
- 5.16.2 To denote areas that have undergone development, and which will undergo focused planning processes in the future.

Policies

- 5.16.3 Uses permitted in the Planned Community designation shall be determined as part of the more focused planning process, and will be elaborated in the sub-area plans, but will

SLRD Electoral Area D OCP
Section 5 - Land Use Designations

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Bylaw 1135 - Consolidated for Convenience Only

July 2019

- generally include residential, mixed use, commercial, ‘non-polluting’ industrial, institutional and parks and open spaces;
- 5.16.4 The neighbourhood of Furry Creek should consider undergoing a process to develop appropriate zoning.

2.0 OPPORTUNITIES AND CONSTRAINTS

The neighbourhood plans described in this report are in response to the opportunities and constraints imposed by the property including creeks and other environmental features, geotechnical and topographical conditions, floodproofing requirements, B.C. Hydro rights-of-way, the CN Railway, and Sea-to-Sky highway.

While each was described in considerable detail in the initial rezoning report, the following is a summary of the more recent studies already carried out, or to be undertaken following first reading, prior to Public Hearing, or prior to final bylaw adoption, as appropriate.

2.1 ENVIRONMENTAL ASSESSMENTS

The July 2019 Creus Engineering design brief contained the draft observations by Cascade Environmental Resource Group Ltd. The consultants updated that report based on feedback from SLRD, the design team and Furry Creek residents in September 2019. They have now conducted a finalized Bio-Inventory Assessment of those portions of the Furry Creek community lands where residential and commercial development is being proposed.

The updated Bio-Inventory ensures the SLRD's document A Guide to Zoning Amendments (SLRD, 2019) requirements were detailed within the report with attention to the following:

- Identification of all lakes, swamps, ponds, and watercourses
- Brief description and location of all vegetation 2.5 metres high or greater
- An initial environmental review of “riparian assessment areas”

To provide a detailed Bio-inventory of the lands and assessment from other governmental agencies The Bio-inventory Terms of Reference (BC Ministry of Environment, 2012a) were followed to identify environmentally valuable resources (EVRs) on or near the study area and, if present, to determine the potential impacts as a result of the proposed development.

Their report summarized the findings of the Bio-Inventory, including a description of the EVRs identified on or near the site, as well as a discussion of the potential impacts of the proposed development, and recommendations to mitigate these impacts. It specifically addressed SLRD staff and Board comments on foreshore shading, mature growth, migratory routes and the potential for listed species. The development zones were adjusted based on the consultants' input which included the steps that will be necessary for proposed bio-ponds, creek crossings and work in sensitive areas.

The consultant has subsequently undertaken a review of each neighbourhood plan and prepared a memorandum on how the proposed development relates to the recommendations set out in their bio-inventory assessment. This has now been submitted to SLRD and confirms that the plans respond to the overall environmental assessment. Future plans will be continually updated based on feedback from the environmental consultants.

Furry Creek, BC

Preliminary Bio-Inventory

Prepared by:
Cascade Environmental Resource Group Ltd.
Unit 203 – 38026 2nd Avenue
Squamish, BC
V8B 0C3

Prepared for:
Fine Peace Holdings (Canada) Ltd.
268-8191 Westminster Hwy
Richmond, BC
V6X 1A7

Project No.: 926-01-02
Date: March 15, 2019

www.cascade-environmental.ca
WHISTLER: UNIT 3 - 1000 ALPHA LAKE ROAD WHISTLER BC CANADA V0N 1B1 TEL 604.938.1949 FAX 604.938.1247
SQUAMISH: UNIT 203 - 38026 2nd AVENUE SQUAMISH BC CANADA V8B 0C3 TEL 604.815.8800 FAX 604.815.0004

Photo 7: Polygon 10HMs3a beneath the hydro right of way with a low shrub cover. January 22, 2019.

Photo 8: Polygon 7HMs5tC 3RSs5tC vegetation association with young forest previously harvested with undeveloped shrub and herb layer. January 22, 2019.

Photo 9: Polygon 8DSsc6mV 2DC6mC within the Northwest Lands on steep slopes with mature forest and rocky outcrops. January 22, 2019.

Collector Lands

The Collector Lands consist of 2 vegetated polygons, the lands located above of the access road in elevation consist of polygon 8DSs6mC 2DC6mC a mature seral forest on a gentle slope up to 20% with numerous rocky outcrops in a upper slope position. The forest age was estimated to be 80 years old and was dominated by Douglas-fir and western redcedar and lodgepole pine was found on the rocky outcrops. Salal dominated the shrub layer with lesser amounts of red huckleberry and bracken fern and rattlesnake plantain were found within the herb layer. The soils were shallow to bedrock at a soil depth of 23 cm and soil texture was coarse.

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FURRY CREEK BIO-INVENTORY ASSESSMENT | PREPARED FOR: FINE PEACE HOLDINGS | FILE #: 926-01-02 | DATE: MARCH 15, 2019

2.2 GEOTECHNICAL ASSESSMENTS

Thurber Engineering has been studying the geotechnical conditions along the Sea-to-Sky Highway and within Furry Creek for many decades. A 1983 study titled 'Debris Torrent and Flooding Hazards Highway 99, Howe Sound' concluded that "Six creeks have been ranked under low or no risk of debris torrents; these include Furry Creek and Britannia Creek".

A 1990 Overview Geotechnical Assessment was carried out by Thurber Engineering specifically for Furry Creek. It focused on how any geotechnical hazards could affect future development and concluded that the property was one of the most stable areas along Howe Sound. These findings were used to guide the conceptual development plans. No major landslides risks involving soil or bedrock were noted within the proposed development areas. Specific areas where there could be a probability of rock fall and debris flows were noted and avoided.

The draft Thurber report is included in the July 2019 Creus Engineering design brief submitted to the SLRD. Thurber updated this report in September 2019, based on feedback from SLRD, the design team and Furry Creek residents. It recently updated its site reviews and studies to bring the overall preliminary geotechnical assessment up to current standards. Their final report did not identify any new issues, and the report findings have been incorporated into the latest neighbourhood plans.

Thurber has prepared detailed Development Permit Guidelines that will set out the requirements that will apply to each future Development Permit. Thurber and the Ministry of Transportation and Infrastructure (MOTI) have also agreed on the scope of future studies to ascertain any potential one in 10,000- year hazards. Thurber will complete this report prior to bylaw adoption and any if necessary, adjustments to the neighbourhood plans will be finalized at that time.

Recently, Thurber Engineering with assistance of KWL have undertaken further studies and review and established areas that would trigger further study in relation to any potential natural hazards. This includes steep slopes, geotechnical aberrations, coastal flood hazards and fluvial and creek flood hazards. Mapping of hazards has been provided to SLRD for comment along with initial draft report. The original Development Permit (DP) Guidelines have been submitted to SLRD staff and are in the process of being updated to include fluvial hazards as per SLRD staff recommendations and will be resubmitted. These DP Guidelines identify areas that will trigger a DP, the rational for requiring the DP and the standards for submittal of the DP report in a manner that provides the necessary sign off in a detailed and systematic approach.

2.3 TOPOGRAPHY

The first phases of development at Furry Creek (completed many years ago) included some of the steeper portions of the site, with the majority of Ocean Crest, south end of Furry Creek Drive and Salal Court situated on lands with a slope greater than 40%. The resulting homes are most attractive and fit into their natural setting.

The detailed neighbourhood plans included in this Addendum report have been prepared with careful consideration of the topography of each neighbourhood. While some buildings are shown on steeper grades, as demonstrated in the

early phases of the Furry Creek community development, with proper attention to the geotechnical guidelines, and through the DP process, successful neighbourhoods can be created throughout the property.

2.4 FLOODPROOFING

Flood protection is required on portions of the Furry Creek property to address both rising sea levels and potential flooding from creeks. Covenants were established early on for flood protection on the drainages for Furry Creek lands during the initial subdivision of the property. Various flood protection measures have been identified including designated setbacks from the top of bank for Furry Creek, South Creek and most of Middle Creek, along with dyking and Flood Construction Levels for new dwellings. The flood protection design for Oliver's Landing was previously approved by the Ministry of Environment.

Looking to the future, a rising sea level has the potential to impact the Furry Creek community. Therefore, increased Flood Construction Levels (FCL) are proposed for Lot 2 along the waterfront at higher elevations than for the Squamish oceanfront developments and Britannia Beach. The exact FCLs will be confirmed at the Development Permit stage.

The remaining waterfront developments are at significantly higher elevations and are not at risk of foreshore flooding. This too will be further confirmed at the Development Permit stage. To fully assess potential flooding and the required solutions, Kerr Wood Leidal has reviewed the original and proposed FCLs and other measures to address any potential flooding risks. This firm has worked on numerous recent flood studies at Squamish, Whistler and Britannia Beach.

KWL has indicated its support of the direction of the new waterfront community and confirmed current and proposed works are consistent with current flood protection policy. It has also provided feedback on the proposed Marina and Northwest Neighbourhoods and confirmed the proposed development is consistent with general provincial requirements given the existing bedrock and site elevations. The areas requiring Coastal Hazard Development Permit and Creek Fluvial and Flood Studies have been set relatively conservatively to ensure that detailed review is provided to all areas that may be subject to hazards. The level of detail required to finalize DP submission is identified in the DP guidelines.

2.5 CN RAILWAY

The existing rail ROW was dedicated in the early 1950s. CN rail currently operates two trains a day. The railway has a signalized crossing that was installed as part of the Oliver's Landing development. There is a second crossing south of Furry Creek in the vicinity of the 15th tees boxes.

Since BC Rail owned the ROW at the time of PLA, it was one of the key referral agencies at that time. It provided a letter indicating general support for the development including a restriction on buildings immediately above the tunnel in the NW neighbourhood. Fine Peace is currently working with CN, the local residents and SLRD to establish a whistle cessation policy for the community. It is also hoped that one day in the future, the CN right-of-way might accommodate another form of public transit along the Sea-to-Sky corridor and serving Furry Creek.



The steeply sloping site offers challenges and opportunities for new development and recreational amenities.



The existing rail ROW was dedicated in the early 1950s and CN rail currently operates two trains a day.

2.6 TRANSPORTATION

Public Roads

Access to the Furry Creek community is provided from the Sea-to-Sky highway by a split-grade interchange that was sized to accommodate the golf course and clubhouse, up to 920 housing units, a 300-room resort hotel, commercial areas and a minimum 80-berth marina and ancillary facilities.

Today, public roads including Furry Creek Drive, Country Club Road, Stonegate Drive and Sea View Drive are owned and maintained by MOTI. Given the topography, the road accessing the reservoir was designed and approved at a 12% grade. There are also privately-owned strata roads serving Oliver’s Landing and the Ocean Crest community.

Future roads will be designed and publicly dedicated where they serve multiple strata communities or provide access to lands beyond. It is anticipated that further variances will be required to allow steeper grades based on the road alignments designed to date.

Private or Strata-owned Roads

Roads serving individual neighbourhoods will likely be designed as strata roads, as was the case for Beach Drive in Oliver’s Landing and Ocean Crest Drive serving the Ocean Crest strata. All future strata roads will comply with TAC and SLRD guidelines for road design.

The golf course is responsible for operating and maintaining certain infrastructure both within the golf course and where it crosses into other lands. This includes the permitted golf cart underpasses beneath the highway and railway, and the cart paths within the MOTI ROW.

As part of the initial subdivision approval, the Ministry of Highways required dedication of an unopened road ROW adjacent to the signature 14th hole to ensure public access to the waterfront. This dedication is approximately 0.79 ha or 1.9 ac.

As discussed at the December 2019 meeting with the SLRD Board, it is now proposed that this be developed as a public park in lieu of constructing a pier into Howe Sound. MOTI has indicated it would support this use while the land remains dedicated as unopened road.

Bunt & Associates, transportation engineers, was retained to evaluate the existing and planned road system in terms of accommodating any increased traffic resulting from the 120 additional units of affordable housing and other proposed modifications to the community plan. Their updated report concludes as follows:

“With the anticipated future total traffic volumes, all movements at all intersections within the study area are anticipated to operate at LOS B or better, and the Highway 99 on and off ramps will operate at LOS C or better. Accordingly, our analysis indicates no need for laning or traffic control modifications to the exiting intersections and ramps.”

2.7 PUBLIC AND PRIVATE TRANSIT OPTIONS

In summer 2016, a Sea to Sky Corridor Regional Transit Study was initiated with the support of the Squamish-Lillooet Regional District, the District of Squamish, the Resort Municipality of Whistler, the Village of Pemberton, the Lil’wat Nation, the Squamish Nation, the Ministry of Transportation and Infrastructure, TransLink and BC Transit. The study was completed in late 2017 and presented to the local partners for their information in 2018. At the time, the next steps in the process included the selection of a governance model for making decisions on service levels, fares, and cost-sharing, and determination of funding arrangements.

As part of the study, Furry Creek was identified as a possible future bus stop location for any new service between Squamish and Metro Vancouver. BC Transit subsequently encouraged the planners for Furry Creek to explore future road network designs that take into consideration how transit might be safely accessed by the community. BC Transit’s findings were shared with community residents and Bunt & Associates, the firm retained as transportation engineers. They were also reviewed by Creus Engineering, the civil engineers retained to design the new community.

Throughout the subsequent planning process, there was strong resident support for public transit serving the community and Sea-to-Sky corridor. This is consistent with both the SLRD’s Regional Growth Strategy and Official Community Plan which encourage the provision of public transit infrastructure including bus shelters, space for ‘park and ride’ and car-sharing.

While it would be desirable to have a public bus service routed throughout the community, as a first step, locations for future northbound and southbound bus stops and shelters have been identified with pullouts from the highway. These locations, as shown on the attached plans, are those used successfully during the 2010 Winter Olympics.

Based on detailed analyses by Bunt & Associates and Creus Engineering, these bus stop locations provide adequate sight lines to allow buses to safely come to a stop and return to traffic and meet highway requirements. They are connected to existing and future homes and neighbourhood commercial and community spaces by a network of paths for pedestrians and in some cases cyclists.

A proposed park-and-ride lot located nearby within an unused MOTI right-of- way will serve as a Transit Hub with charging facilities for electric cars and bikes and a bicycle lock-up facility. All these works would be funded by the developer and not require any public expenditures.

Until such time as there is sufficient population to warrant a bus service throughout the community, neighbourhood electric vehicles and future autonomous shuttle buses might transport residents to these bus stops.

Unfortunately, in 2019, the provincial government announced it did not support the funding of the proposed Sea-to-Sky corridor bus service at that time. Participating government agencies and others are exploring alternative funding options.

FPFCD believes a successful rebirth of the Furry Creek community will be enhanced by the provision of improved transit connecting to Metro Vancouver to the south and Britannia Beach and Squamish to the north.

It is hoped that BC Transit will have public transit in place by the time the first new residents move in approximately three years from now. However, if public transit is not in place, Fine Peace commits to the operation of a subsidized private shuttle system until such time as BC Transit’s public transit is operational.

The Furry Creek private shuttle will connect to the Translink system’s West Vancouver Brunswick Beach/262 Bus from Lions Bay to Horseshoe Bay. This 19 km trip is expected to take approximately 18 minutes.

The shuttle will also connect to the BC Transit service in Squamish, with a stop at Britannia Beach. This 20 km trip is expected to take approximately 22 minutes.

While the detailed schedule and fares will be determined later, FPFCD recognizes that the service will require a subsidy. However, a private shuttle will offer numerous benefits including enhancing the marketability and desirability of new homes in the community, providing transit for the affordable housing, and improved public access to the golf course.

Illustrated on the following pages are the proposed public bus stops and the positive response from BC Transit. A potential internal bus route serving the community is also illustrated.



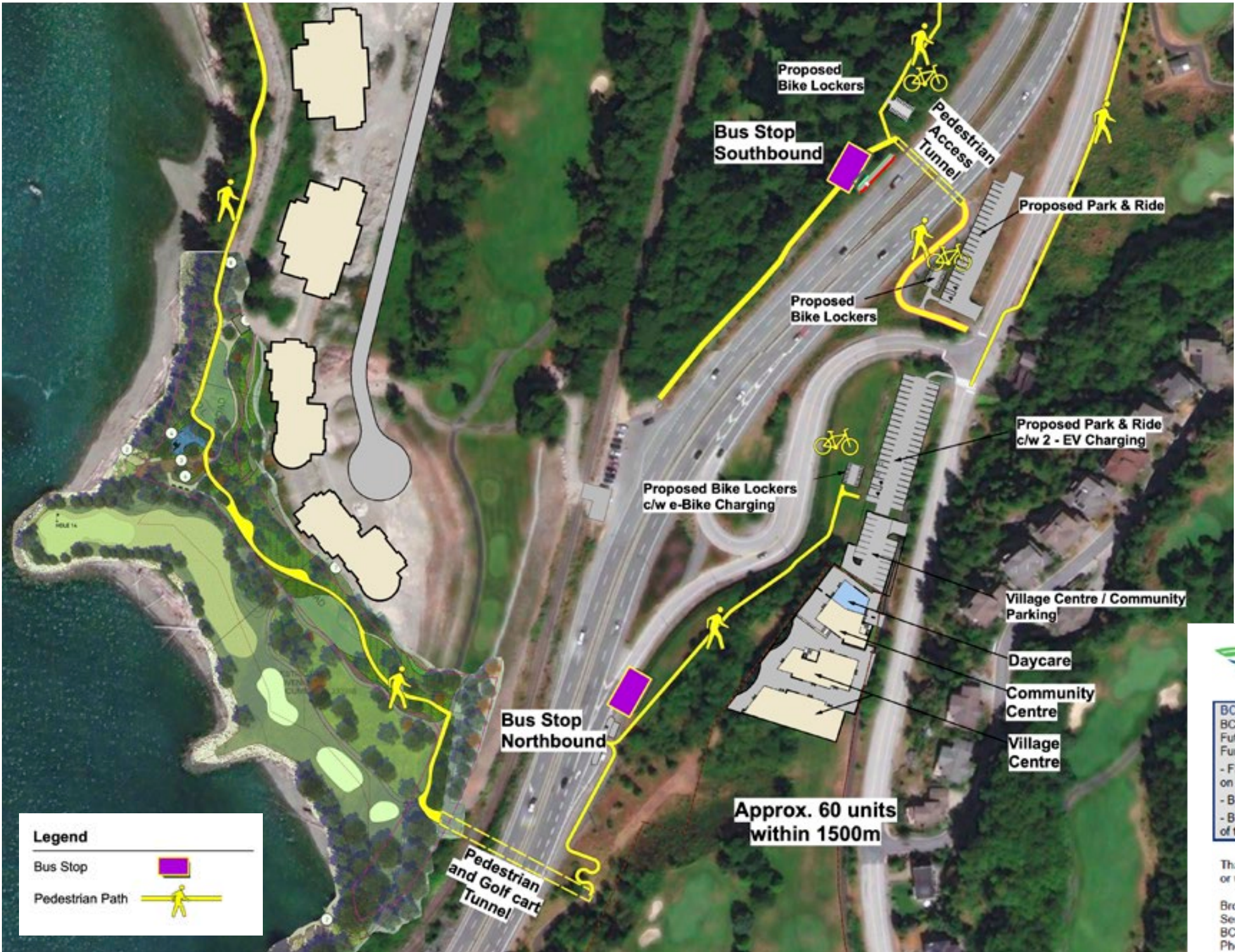
Completed in 1997, the Furry Creek interchange provides improved access to the community from north and south.



In addition to the NEVs, it is reasonable to assume that in the future, autonomous shuttle buses will be available to connect the different components of the community and BC Transit bus stops.

In other planned communities, electric vehicles are available for resident use to move about the community. This is seen as realistic option for Furry Creek, especially when travelling to and from the commercial area and bus stops.

FURRY CREEK TRANSIT HUB



Lot 2 with Bus Stop



BC Transit Level of Support
BC Transit supports the proposed development as it is consistent with the Sea to Sky Transit Future Plan, but requires that the following is completed prior to any service being provided to Furry Creek:

- FPFCD to design in partnership with MOTI the southbound pullout to accommodate an off and on ramp capable of allowing a BC Transit fleet vehicle to safely maneuver the stop.
- BC Transit recommends accessible bus stops at both the northbound and southbound stops
- BC Transit recommends that the pedestrian pathways are well lit and accessible to all modes of transportation.

Thank you for the opportunity to review this proposed development. If you have any questions or would like further comments on this proposal, please contact:

Bronson Bullivant
Senior Transit Planner
BC Transit Planning Dept.
Phone: 250-995-5774
Email: bronson_bullivant@bctransit.com

2.8 WATER SYSTEM

An independent water system including groundwater and surface water sources, pump stations, reservoirs and a treatment facility has been built to service the first residential neighbourhoods and golf club and meet both domestic and fire protection needs, as per Fire Underwriters Survey (FUS) requirements. This water infrastructure is owned by the SLRD which funds the operation under a Local Area Bylaw (Furry Creek Water Rates and Regulations Bylaw No. 1431-2016). The current water supply is from a well within the first phase subdivision and the system will be expanded to meet regulatory agency requirements prior to approval of each subdivision.

Western Water Associates and Thurber Engineering have completed extensive testing for a second domestic well adjacent to Country Club Road. Their reports considered climate change, risk of saltwater intrusion and potential contamination. The second well is certified for an additional 3.7 l/s, which is

a 50% increase compared to the existing groundwater supply and provides a valuable level of redundancy in the system.

Furry Creek, the largest of the various creeks within the site, has the largest watershed on Howe Sound. It is the current licensed source for golf course irrigation water. There is an additional water license 122587 File 2002892 on Furry Creek in the name of the SLRD for domestic water. It allows for 195,182,012 gallons a year at a rate of not more than 893 gpm.

SLRD accepted a previous Water Master Plan from Hunter Laird which relied on one existing well and this water license. Creus Engineering has updated this Master Plan to demonstrate the property has adequate water resources for potable water and submitted it to WSP for a peer review. WSP has confirmed that a formal Variance on the number of people per home will have to be applied for which is consistent with the current Master Plan and recent variances at Britannia Beach.

2.9 WASTEWATER AND SANITARY SEWERS

A self-contained Wastewater Treatment Plant (WWTP) was installed by the developer and handed over to the SLRD. The lot site for the facility was based on building out the community under the original PLA. The plant was designed and sized to accommodate up to 520 residential units and the golf course and expand as the community grows to include the resort or hotel facilities. A piped sanitary sewage collection system has been constructed to serve the first neighbourhoods. It drains by gravity wherever possible to the central treatment plant. Pump stations have, and will be, constructed where necessary.

SLRD had accepted previous WWTP upgrade scenarios prepared by Associated Engineering. Creus Engineering subsequently prepared a Sanitary Master Plan as per SLRD direction for review by WSP on behalf of the SLRD. This plan has recently been updated per WSP comments. WSP and Creus have

recommended more detailed flow measuring at the pump stations and WWTP in the coming years to finalize details of the required upgrades of the plant.

WSP previously expressed some concern about the adequacy of the WWTP

site to accommodate the total community. Following careful study and analysis, it has been concluded that the property provided for the sewage treatment facility is likely adequately sized to accommodate any required future expansion. However, Creus in consultation with SLRD and WSP have identified additional lands adjacent to the WWTP that could be used if deemed necessary in the future. FPFCD has therefore offered to put a 'no build covenant' on this property to ensure adequate lands for any required future expansion. Creus recently prepared an updated and detailed Wastewater Master Plan that has been reviewed and generally approved by SLRD staff and WSP.

2.10 STORMWATER MANAGEMENT

The stormwater management objectives have been to maintain stormwater flow from the lands at pre-development levels. This has been achieved by infiltration and a low flow release system such that the flow leaving development sites is similar to pre-development conditions with normalized flow into the creeks and drainage courses. The system incorporates a combination of rain gardens, underground piping, surface bioswales, infiltration fields, ponds, and structural storage. There has also been enhancement work on both South Creek and Middle Creek. The golf course has incorporated stormwater management features, including ponds, to mimic pre-development flow and drainage.

Creus Engineering has proposed bio treatment wetlands within the Hydro right-of-way to treat the stormwater prior to discharging it back to Middle Creek. This is supported by Cascade Environmental as indicated in their submittals in summer of 2019. Creus Engineering has subsequently prepared a Drainage Master Plan per SLRD direction which has been reviewed by WSP on SLRD's behalf. WSP has indicated the plan is adequate for the purpose of this zoning amendment. A requirement for detailed integrated Stormwater Master Plans will be triggered at the time of the first subdivision within each of the major catchment areas.



A new lake adjacent to the golf course's 1st hole serves as a part of the community's stormwater management system.



Furry Creek, the largest of the various creeks within the site has the largest watershed on Howe Sound.



Bioswale



A self-contained treatment plant was installed by the developer and handed over to the SLRD.

2.11 FIRE PROTECTION

Furry Creek is served by the Britannia Beach Volunteer Fire Department. Under the direction of a recently appointed new Fire Chief, it provides structural fire suppression, vehicle fire response and interface fire assistance to Furry Creek under the authority of SLRD Establishing Bylaw 1032-2006. This service covers Britannia Beach, Furry Creek, and the non-wildfire interface portions of Porteau Cove. For some time, discussions have been underway with Lions Bay and the District of Squamish to provide Service or Mutual Aid Agreements in the event of emergency need.

Furry Creek has a sprinkler bylaw 879 – 2003 mandating fire sprinklers in all new buildings and was voluntarily mandated in homes constructed prior to that. The existing and future SLRD owned water system is designed to meet Fire Underwriters Survey (FUS) requirements for pressure, flow, volume, hydrant spacing and emergency service vehicle access.

Under the terms of the Upland Covenant, the developer is obligated to provide a site and contribute to the funding of a future Fire Hall. The developer is also prepared to contribute to the funding of new equipment, and training and support to provide fire-fighting services for taller buildings, as proposed within the community.

Given the proposals for taller buildings, FPFCD commissioned a third-party expert report from Jack Blair and Doug Dymond to assess fire safety requirements for the community. These consultants are familiar with the Sea- to-Sky Corridor having previously prepared a fire safety report for the SLRD in 2013. Their findings confirmed that Service Agreements with Lions Bay and the District of Squamish would likely be feasible in the event of a call to Furry Creek to address a fire in a taller building.

Both the CAO and Fire Chief of Lions Bay have indicated support in principle for a Service and/or Mutual Aid Agreement with the SLRD and Britannia Beach FD.

In their report, the consultants identified other small communities with taller buildings serviced by volunteer fire departments. They described successful use of Work Experience Programs (WEP) in other areas with resort facilities such as Big White. They also recommended additional fire safety design features which could be implemented to further address potential fires in taller buildings. These include video cameras on each floor and intercoms on every 2 floors.

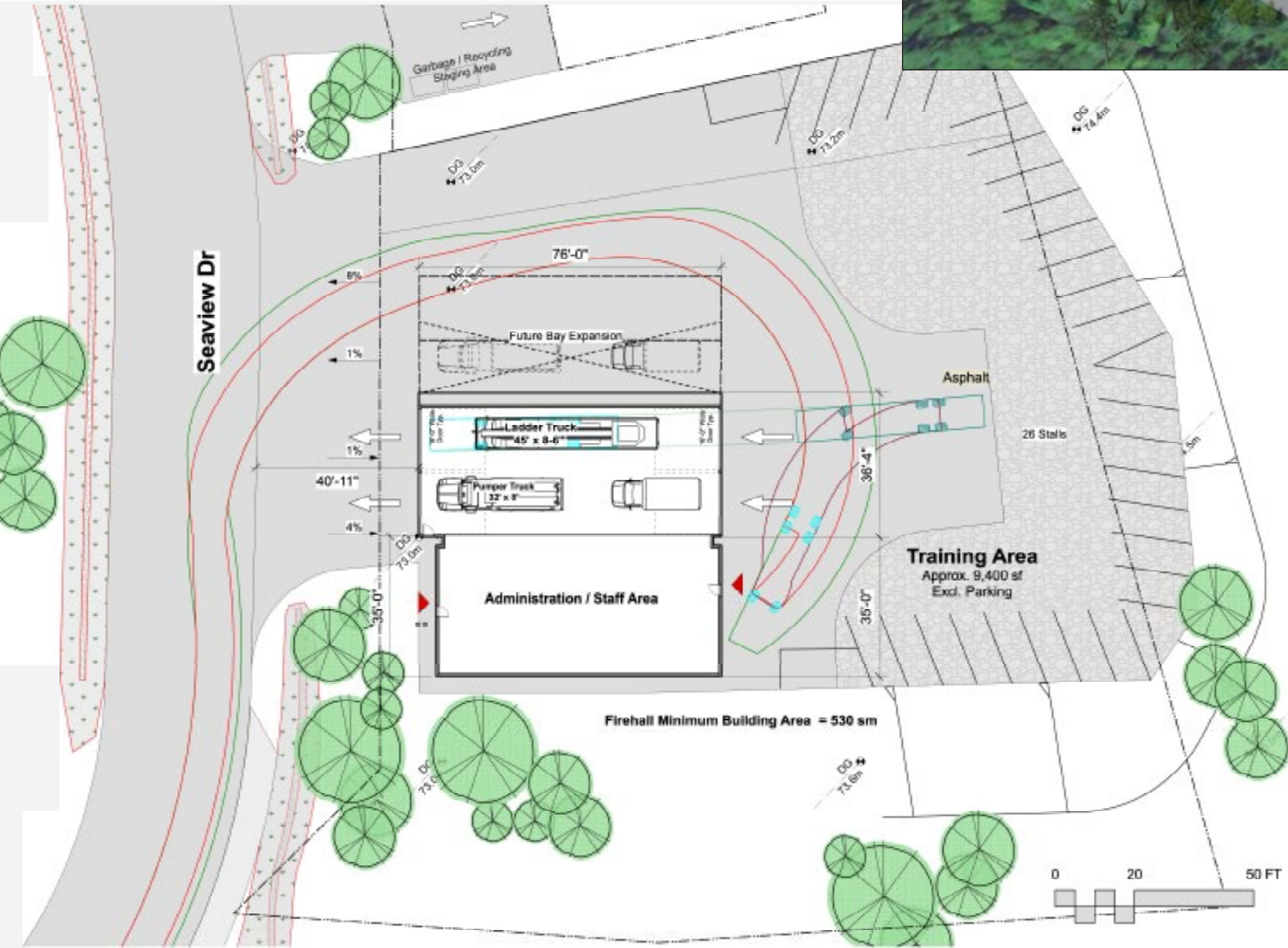
In this way, when the FD arrives at the annunciator panel, they can see video of the floor in question and begin a size up and Incident Action Plan without going up to the floor. This could work very well at Furry Creek as the FD could implement some actions while awaiting Squamish FD and Lions Bay FD.

Given the need to consider future fire safety requirements, not only at Furry Creek but also other new communities along the Sea-to-Sky Corridor, the SLRD subsequently commissioned Dave Mitchell & Associates (DMA) to prepare a comprehensive review of Fire Safety requirements for the new communities. As a result of this review, the Furry Creek team agreed to a different location for the

Fire Hall as recommended by the consultants, as well as a larger facility.

Over the past six months, the Furry Creek consultant team has collaborated with SLRD staff and DMA on determining the detailed Fire Hall site configuration and a conceptual Fire Hall design and timing of construction. Agreement has been reached on the equipment that will be required and its timing, and the volunteer requirements. As a condition of approval, FPFCD is prepared to provide financial security to ensure the required measures will be in place when required.

FPFCD is also committed to develop a portion of the affordable staff housing in the early phases to accommodate those who are likely to become additional FD volunteers.



Proposed Firehall Plan

2.12 FIRESMART

GUIDELINES FOR PROPERTY DEVELOPMENT AND MAINTENANCE

Refer to FireSmart - Protecting your Community from Wildfire

1. Site Development, Landscaping and Vegetation Management

The establishment of Priority Zones around buildings or groups of buildings for the management of combustible fuels. Maintenance must remove all and dry materials such mulch and dead vegetation.

Zone 1 - 10 metre Zone around buildings.
Limit all materials to create an environment that will not support fire of any kind.

Zone 2 - 30 metre Zone around buildings.
Fuel management, removal, conversion and reduction to reduce fire intensities.

Zone 3 - 100 metre Zone around Buildings.
Further fuel reduction measures at heavily forested locations.

2. Building Materials

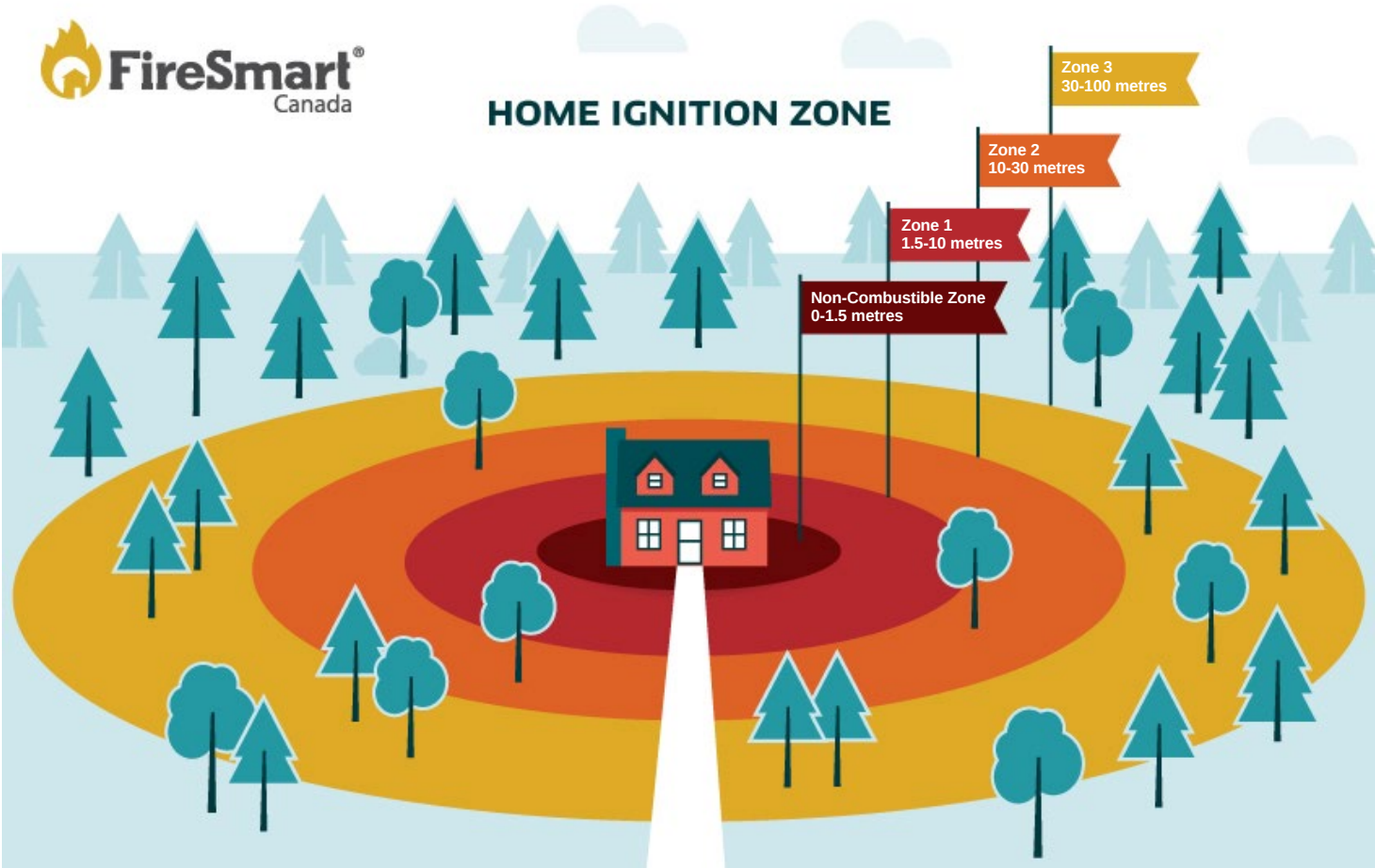
Roof Design - Simple roof forms that promote cleanliness and minimize debris accumulations.

Roof Materials - Encourage use of Class A roof materials such as concrete tiles, fibreglass laminated asphalt shingles, and proprietary metal roof systems.

Exterior Cladding - Encourage non-combustible cladding systems such as masonry, stone, stucco, and fibre-cement siding panels and shingles.

Balconies, Decks and Porches - Build with non-combustible or fire-resistant materials with heavy- timbered structures favoured over 2 x 4s. Include ease of access for cleaning out debris. Minimize large voids under decks that create hazards for rising fires.

Exterior Hose Bibs - Ensure adequate hose bib locations at all sides of buildings.



Metal, clay tile, asphalt shingles, or non-combustible material (0 pts) - the most fire resistant and remain effective under severe fire exposure.



Non-combustible siding (0 pts)
Materials such as stucco, metal siding, brick cement shingles, concrete block, poured concrete, and rock offer superior fire resistance.

2.13 OTHER UTILITIES AND SERVICES

The Furry Creek community is served by a BC Hydro Substation. To date, all new servicing to has been underground, and this will be continued for the remainder of the community development. Telus has a fibre switch within the community. Their service has also included underground servicing to all lots and this too will be continued. Since there is no natural gas service to the community, propane service has been provided to all residents and the golf clubhouse. Discussions have been taking place with FortisBC to explore the potential for alternative forms of energy in the future.

2.14 COMMUNITY AMENITIES AND ORGANIZATIONS

The Furry Creek Golf Club is regarded as one of the most beautiful facilities in British Columbia. Considerable money has been invested by the new owners in the course and clubhouse and it is expected that both will continue in operation for the foreseeable future. However, at the December 2019 Board Meeting, the question was asked what might happen if the golf club ceased operation.

Currently, the golf course has a specific zoning that restricts its use. If the golf course was to cease operation, any alternative use of the golf course lands would require SLRD approvals for both an OCP amendment and rezoning. For this reason, no further legal arrangements are considered necessary or desirable at this time.

The Furry Creek Community Association (FCCA) represents the interests of all residents. It has been able to obtain funding for new trails and plays an active role in fostering a sense of community, and has been involved in a review of regional amenities.

The Oliver’s Landing Boat & Kayak Club has a license to use a water lot adjacent to Oliver’s Landing.

Health care services for residents are provided by the Squamish hospital and ambulance services located approximately 23 km away. Lions Bay has an ambulance service 16 km away.

School facilities for children living in Furry Creek are available in both Squamish and Lions Bay. In the future additional educational facilities may be provided in other new communities along the Sea-to-Sky corridor. Recently a childcare facility was added to the Community Centre in anticipation of younger children living in the community.



Public trails along the seawall within Oliver’s Landing and will be extended in future development.



3.0 SUSTAINABILITY

FURRY CREEK: A SUSTAINABLE AND RESILIENT COMMUNITY

Introduction

Large properties such as Furry Creek offer an opportunity to achieve a high standard of sustainability, to address climate change, and to consider ways to design a future new neighbourhood that is resilient and sustainable over the long-term.

From its inception, Furry Creek has been envisioned as a planned, sustainable community. The master plan included a variety of housing types, neighbourhood commercial and community facilities, natural parks and open spaces, all connected by a network of trails and pathways.

The earliest phases of the development had design guidelines registered on title requiring native planting, sensitive tree treatment, low impact design, use of permeable surfaces and West Coast Architectural treatments, long before SLRD instituted guidelines of its own.

Careful consideration was given to the effects of climate change and greenhouse gas reduction, natural hazards, transportation and services and infrastructure. The engineering approaches to floodproofing, stormwater management and wastewater treatment systems have been recognized for incorporating best practices in sustainable planning.

While many sustainability measures were put in place, until now Furry Creek has lacked key features to make it a truly sustainable community. These include provision of neighbourhood shopping facilities, public transit, and a broad range of housing choices.

An Experienced developer and team

The new developer and design team are very committed to creating an environmentally sensitive complete community respecting its spectacular natural setting. Members of the consulting team have considerable experience with the planning and development of various sustainable communities including the award-winning UniverCity at Simon Fraser University.

The updated site environmental bio-inventory by Cascade Environmental Resource Group continues the excellent work of the earlier environmental consultants. Similarly, the engineering designs by Creus Engineering continue to demonstrate best practices in sustainable engineering.

The proposed OCP and Zoning Amendments will address some of the earlier community shortcomings. The revised plan offers a new, central location for a neighbourhood commercial village, a broader range of new housing forms and tenures, new transit proposals, and a variety of additional sustainability measures.

Furry Creek will be developed with careful attention to the goals and criteria as set out in the Regional Growth Strategy (See Appendix A for details) and the sustainability provisions in the SLRD Official Community Plan and those sections of the SLRD Integrated Sustainability Plan (ISP) related to built form and housing, land use and natural areas, and transportation.

In response to the ISP, affordable, well-designed housing options will promote safety and accessibility. Buildings will be sited to have minimal impacts on ecosystems and be constructed with sustainable materials and minimal waste. Developments will minimize the use of water and wastewater.

The revised plans for Furry Creek will offer an appropriate mix of residential and commercial uses to enable residents to meet many of their daily needs within the community. The plan offers trails, green spaces, and natural areas nearby and ‘Smart Growth’ principles will be applied to all developments.

Natural ecosystems will be protected and support healthy wildlife populations and indigenous biodiversity. Wetlands and water resources are being protected for their ecological and habitat values as well as the supply of high-quality drinking water.

The following is a summary of site wide, neighbourhood design, building design and materials, and other sustainability measures to be incorporated into the future planning and development.



1. SUSTAINABLE SITE DEVELOPMENT

Stormwater Management

The stormwater management objectives have been to maintain stormwater flow from the lands at pre- development levels. This has been achieved by infiltration and a low flow release system such that the flow leaving development sites is the same as pre-development conditions with normalized flow into the creeks and drainage courses. The system incorporates a combination of rain gardens,

underground piping, surface bioswales, infiltration fields, ponds, and structural storage. There has also been enhancement work on both South Creek and Middle Creek which has now become fish bearing because of the measures implemented over the past decades.

Recently, an introductory meeting took place with representatives of the Fraser Basin Council to explore opportunities to seek certification for aspects of the development under its SalmonSafe program. While the Council determined that the zoning amendment stage is somewhat premature, future discussions are planned as the project progresses.

Environmental Protection

Cascade Environmental Resource Group Ltd.’s updated Bio-Inventory ensures the requirements as set out in SLRD’s Guide to Zoning Amendments (SLRD, 2019) are met, with particular attention to the identification of all lakes, swamps, ponds, and watercourses, and other environmentally sensitive features. It identifies environmentally valuable resources (EVRs) and determines the potential impacts of any nearby proposed development and recommendations to mitigate these impacts.

A new Development Permit Area (DPA) has been developed to ensure Environmental Protection specifically of the Marine Shoreline Area, Wildlife Habitat Areas, and a development-wide Ecological Sustainability Area. It will apply to Furry Creek, based on the recommendations of the 2019 Cascade report and mapping. This new DPA is in addition to the existing RAR DPA, which has been further augmented by the recent work of Cascade Environmental.

The plans will also incorporate the following sustainability features:

- The protection and enhancement of natural and ecologically sensitive and significant areas
- Protection of native vegetation and tree stands
- The protection and restoration of natural habitat
- The protection of natural waterbodies and riparian zones
- Address the deleterious effect of invasive species
- Minimizing the area of impervious surfaces
- Preservation and enhancement of wildlife corridors
- Ongoing support and expansion of the Middle Creek Enhancement Project
- Ongoing restoration of historical logging and gravel extraction mitigation
- Preservation of the quality of water
- Addressing the need to protect birds through suitable window design and avoiding any tree removal during nesting season

Transportation Options and Public Transit

Sidewalks and trails: Considerable attention is being given to transportation options within the community. Provision of sidewalks, pedestrian pathways and trails will be prioritized. New developments will be designed to connect to this pedestrian network as per Schedule B12 of the Zoning Bylaw.

Bicycle infrastructure: Roadway improvements throughout the community will include new bicycle lanes and additional separated trails will be provided throughout the community with connections to other nearby communities. Secure bicycle storage will be provided at the park & ride transportation hub, along with E-bike charging facilities.

Shared electric vehicles: Consideration is also being given to the provision of shared neighbourhood electric vehicles (NEVs) or E-bikes to reduce reliance on private automobiles within the community. Appropriate charging facilities will be located at the Park & Ride Transit Hub adjacent to the new commercial village centre.

Public Transit: Discussions are underway with BC Transit to accelerate the provision of public transit connecting the community to Squamish, other Sea-to-Sky communities, and Metro Vancouver. New bus stop locations have been established along the highway, and a community transit route with bus stops serving each neighbourhood has also been designed in anticipation of the day when the population density will warrant such a system. One day, it is also hoped that the rail right-of-way running through the property can be used for commuter transit.

Private transit shuttle: If public transit is not in place by the time the first residents move into the CD3 zoned lands, a private shuttle operation will be put in place and subsidized by the developer.

The Furry Creek private shuttle will connect to the Translink system’s West Vancouver Brunswick Beach/262 Bus from Lions Bay to Horseshoe Bay. This 19 km trip is expected to take approximately 18 minutes. The shuttle will also connect to the BC Transit service in Squamish, with a stop at Britannia Beach. This 20 km trip is expected to take approximately 22 minutes. The detailed schedule and fares will be determined later once it is known if the shuttle is required.

2. COMMUNITY DEVELOPMENT

Sustainable development should focus on much more than simply environmental measures. Furry Creek will include a variety of social equity initiatives including the following:

- Social sustainability with the development of a localized neighbourhood community/village centre- a new ‘heart’ for the community
- The inclusion of a community centre with interior and exterior amenities
- The provision of community garden allotments for vegetables and flowers
- The provision of affordable housing
- The development of a local transit hub with bus connections, park-and-ride,

- bike storage and EV charging stations, and pedestrian trail linkages
- The inclusion of child daycare. A Purpose built Childcare Facility next to the community centre has recently been added to the community plans
- The provision of an extensive network of public open space, parks, trails and public washroom facilities
- The creation of local employment opportunities through the creation of hospitality accommodation
- The reduction of community light pollution

Broader Range of Housing Choices

In addition to ownership units, the community will now include 15% or 120 non-market rental and possibly ownership housing units, creating workforce housing for those working in the community or nearby, and other affordable housing choices. These homes will be made available on a priority basis to attract and retain fire fighters, day care workers, and other essential workers in the community.

Mixed-use Neighbourhoods

While Furry Creek will be a predominantly residential community, it also offers mixed-use neighbourhoods with extensive recreational and hospitality activities. The Zoning Amendment establishes locations for a new boutique hotel and other resort facilities.

Lot 4 along the waterfront has been zoned to permit a mix of residential and live-work spaces including offices, and craft studios.

The heart of the community is a new Village Centre with a public plaza, commercial activities, a new community centre, daycare, and open spaces to encourage social integration.

Residents-Only Marina

As a waterfront community, it is appropriate that water sports and boating be enhanced at Furry Creek. Consequently, a new, small marina is included in the plans to provide moorage facilities for community residents. This is in addition to the existing kayak club and facilities.

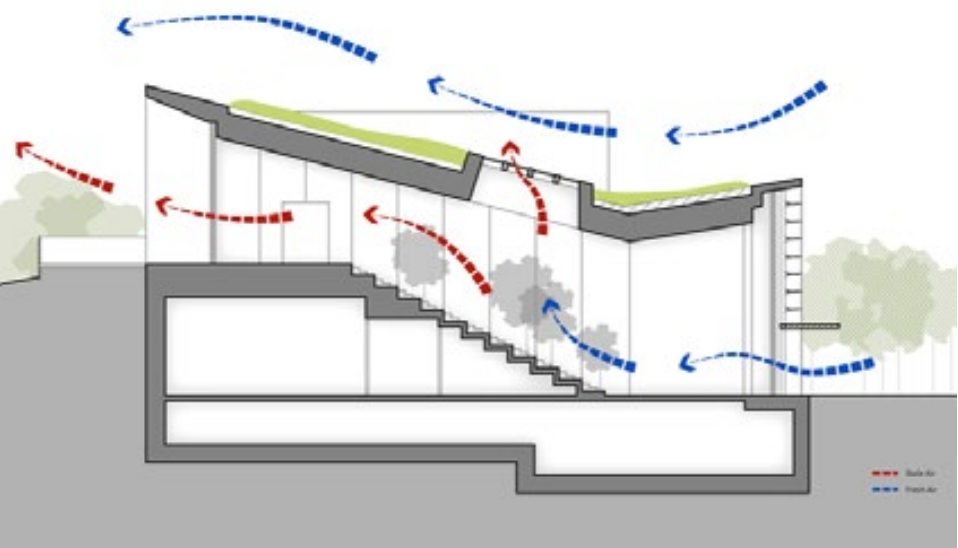
Community Gardens

As part of the planning process, locations for neighbourhood community gardens have been identified to allow for limited local food production.

3. SUSTAINABLE BUILDING AND SITING DESIGN

Step 3 of the BC Energy Step Code: The Design Guidelines prepared by NSDA will be incorporated into the Official Community Plan. These guidelines include an initial requirement that all new buildings meet the BC Energy Step Code Level 3. If the SLRD adopts higher standards in the future, these will be

adhered to. This obligation will be included in the Land Development Agreement between the developer and the SLRD, the execution of which will be a condition of final adoption of the zoning amendment.



Sustainable strategy

Further to the OCP Development Permit Guidelines, all projects are encouraged to employ design philosophies and incorporate practices and materials that significantly reduce energy and water use, greenhouse gas emissions, and employ renewable energy sources where possible. Other design guidelines focus on sustainable site planning and building design, including:

- Siting of buildings to harmonize with the natural setting and topography and take advantage of passive solar gain to optimize winter heating and summer cooling.
- Reduction of overall building volumes and footprints and minimizing site disturbance, cut-and-fill.
- The retention of natural features, rock outcrops, water courses, native vegetation and tree stands.
- Rainwater management and landscape resiliency for available water
- The use of sustainable, green, healthy building materials sourced locally including stone, salvaged materials and finishes with low “embodied energy” from rapidly renewable sources.
- Simplified building forms that minimize the overall building volume, and footprint-to-volume ratio
- Avoidance of materials containing harmful chemicals such as hydrochlorofluorocarbons or extruded polystyrene.
- Use of high-performance window frames, glazing units and exterior doors and low volatile organic compound (VOC) building products.

- Incorporation of energy efficient building design including highly insulated and air leakage resistant building.
- While respecting Fire Safe design requirements, wood will be a dominant material throughout the community. It is expected that 'heavy timber' CLT construction will be incorporated into building design as the community progresses.
- Where concrete is used, more sustainable forms of 'green' concrete will be specified.

Creating a Low-Carbon Community

It is noted that as part of the SLRD Strategic Plan (2019-2022) the SLRD Board has set the objective to develop a Community Energy and Climate Action Plan in line with the United Nations Intergovernmental Panel on Climate Change science-based targets and including water conservation and food sustainability as guiding principles. The reduction of Greenhouse Gases emissions at Furry Creek will be achieved through:

- Elimination of high VOC materials
- Reduction and ultimately elimination of fossil fuel combustion for heating and cooling of new developments in the CD3 Zone. (Details related to this commitment shall be included in the Land Development Agreement.)

New developments will include the following additional features to assist in energy and resource conservation:

- Energy efficient lighting
- “Energy Star” appliances
- Low flow and low flush plumbing fixtures
- Rainwater detention facilities
- Charging for electric vehicles and bicycles
- Drought resistant landscape selections to reduce outdoor water usage
- Programmable thermostats

4. OTHER SUSTAINABILITY MEASURES

Access to Nature

A key sustainable attribute to the project is the access to nature, wilderness, and the West Coast Landscape. We assume people will choose to live at Furry Creek because of the varied West Coast Landscapes and natural features. From a health and wellness standpoint being close to nature is one of the most important considerations.

Consistent with the Regional Growth Strategy and SLRD's Integrated Sustainability Plan, Furry Creek will offer a diversity of recreation, sports,

cultural and leisure opportunities, and options for all ages through a variety of facilities, parks, and natural spaces. As the community development progresses, every development will include the provision of indoor and outdoor amenities for multi-family residents.

The community's name honours Oliver Furry, a trapper turned prospector, who was active in the area in the late 19th century. The first townhouse development was named Olivers Landing in his memory.

Furry Creek, through its established Community Association has developed a spirit of volunteerism and stewardship that has led to the creation of new trails, open spaces, and other amenities. It is proposed that the community continue to celebrate its history, heritage, and current culture, and offer authentic experiences that reflect the diversity of the region.

LINKAGES TO OTHER DOCUMENTS

Creating a sustainable and resilient new community at Furry Creek will rely on various complementary strategies. Many of these strategies are outlined in greater detail in the following reports:

FURRY CREEK - A COMPLETE RECREATIONAL / RESIDENTIAL COMMUNITY
Rezoning Addendum Report

Submitted to the Squamish Lillooet Regional District by Fine Peace Furry Creek Developments Ltd. September 2020.

FURRY CREEK DESIGN GUIDELINES (To be enforced by the developer)

Prepared by:
Michael Geller and Associates Ltd. / NSDA Architects / PWL Partnership
Landscape Architects / Creus Engineering Ltd. for Fine Peace Furry Creek
Developments Ltd., February 2020.



Green roofs



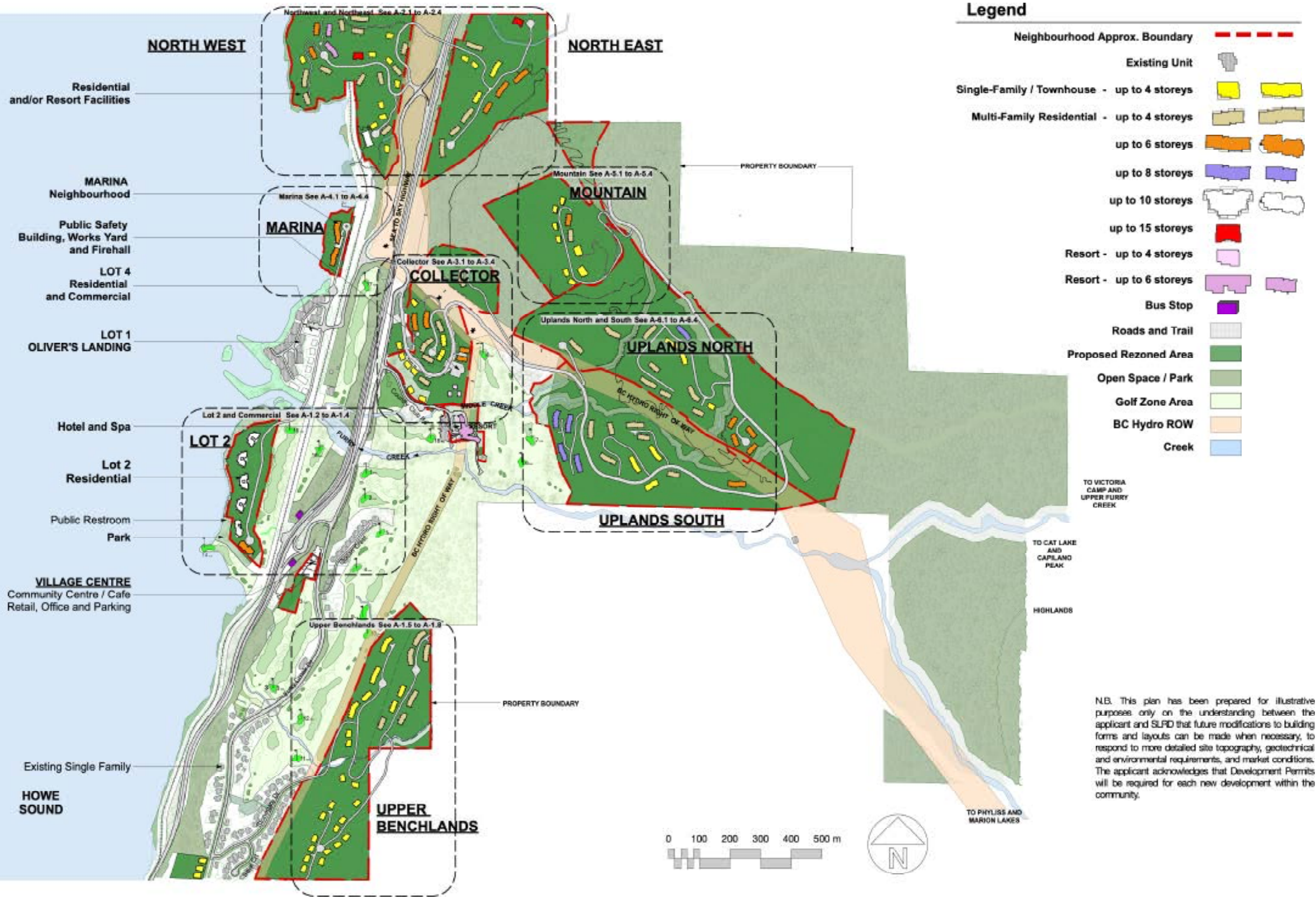
Wood sunshade



Stone and siding, local materials

4.0 NEIGHBOURHOOD PLANS

4.1 ILLUSTRATIVE SITE PLAN



4.2 LOT 2 WATERFRONT NEIGHBOURHOOD

LOT 2 WATERFRONT APARTMENTS

This zoning amendment will result in the replacement of the townhouse-only scheme previously approved for Lot 2 with approximately six terraced apartment buildings ranging in height from 6 to 10 storeys. A taller 11-storey 'signature building' previously proposed overlooking the 'signature 14th hole' has been subsequently reduced in height to 6 storeys to address potential view concerns from neighbourhood residents and those travelling the highway.

To achieve required floodproofing, the Flood Construction Level (FCL) will be increased by designing the apartments above a grade level parking structure accessed from a new road along the eastern boundary of the property. The parking structure will be tanked to prevent flooding.

The townhouses previously designed for this site were all approximately 2200 sq.ft. in size. It is proposed that the new apartments offer a greater variety in size and thus cater to a broader and more diverse market. To help address any fire safety concerns and allow a high degree of terracing

with reduced potential for water penetration, all of these buildings will be of concrete construction. They will also be designed and constructed in accordance with the B.C. government's Step 3 Energy Code requirements. This is discussed further in this report.



Aerial view of Lot 2 along the waterfront and the signature 14th-hole.

4.2 LOT 2 WATERFRONT NEIGHBOURHOOD

SITE PLAN



Legend

- Minor Contour : 1m
- Major Contour : 10m
- BC Hydro R.O.W.
- Creek / Pond
- Environmental Wet Habitat
- Riparian Area and/or Environmental Setback
- Covenants
- Ocean - Howe Sound
- Neighbourhood Outline
- Legal Boundaries
- Road
- Water

Misc. Proposed Buildings

Single Core

Key Plan



4.2 LOT 2 WATERFRONT NEIGHBOURHOOD

SLOPE ANALYSIS



Legend

- Minor Contour : 1m
- Major Contour : 10m
- BC Hydro R.O.W.
- Creek / Pond
- Environmental Wet Habitat
- Riparian Area and/or Environmental Setback
- Covenants
- Ocean - Howe Sound
- Neighbourhood Outline
- Legal Boundaries
- Road
- Water

Misc. Proposed Buildings

- Single Only
- [Building icons]

Key Plan

[Key plan map showing the location of the study area within a larger regional context]



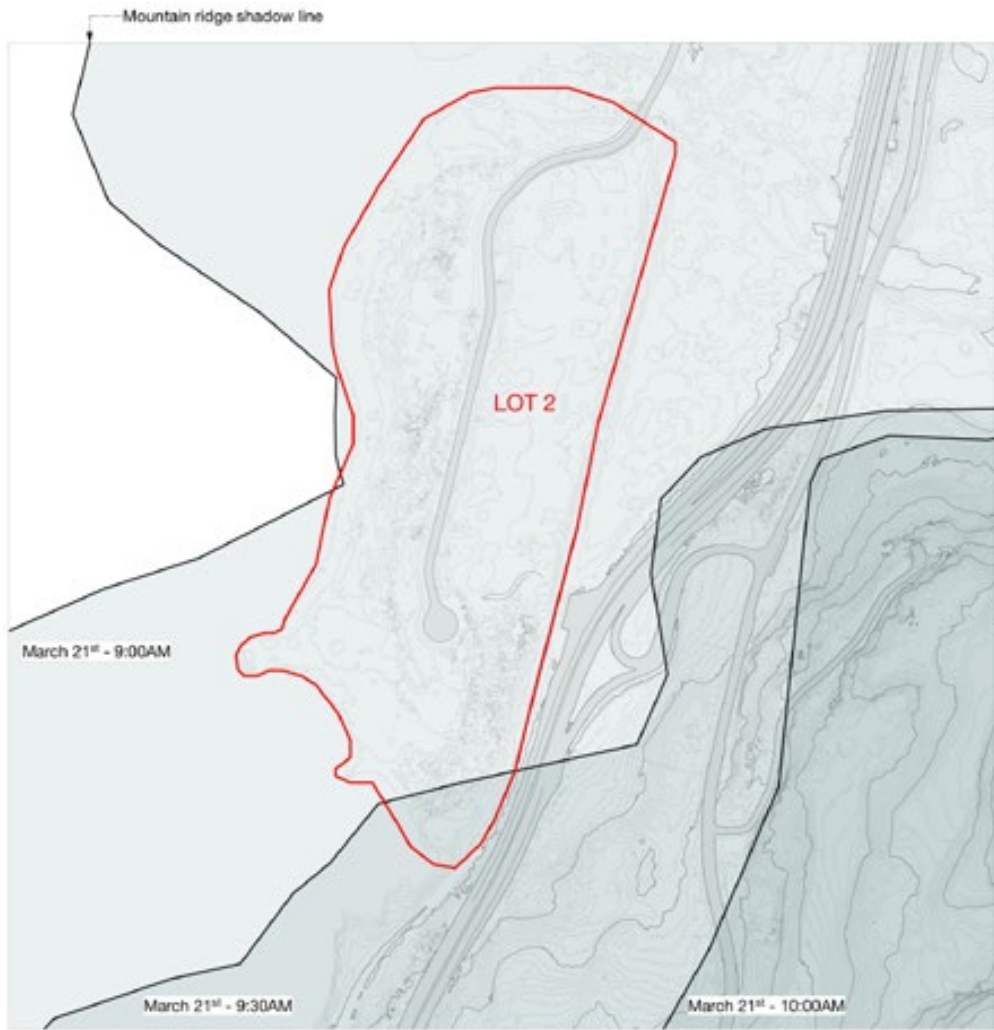
4.2 LOT 2 WATERFRONT NEIGHBOURHOOD

VIEW LOOKING EAST



4.2 LOT 2 WATERFRONT NEIGHBOURHOOD

SUNLIGHT ACCESS - MARCH EQUINOX



March 21st - Mountain overshadowing diagram

The Impact of Proposed Residential Development on Sunlight Access to Existing Lot 2 Protected Foreshore Environmental Setback

In response to questions regarding potential shadowing from these taller buildings, the consultant team has conducted a detailed analysis of the potential impact of the proposed Lot 2 apartment buildings on the protected foreshore environmental zone, comparing existing and proposed conditions throughout the calendar year.

This results of this analysis as illustrated with the attached plans demonstrate existing sunlight access patterns for the critical times of the year - the spring and fall equinoxes at March 21st and September 21st. These include the shadows cast by the Coastal Mountain ridge line with its peak of 1,689 metres at Mount Windsor, and the shadows cast from the existing tree canopy accurately surveyed by Lidar.



March 21st 12:00PM - Tree canopy shadow impact



March 21st 12:00PM - Proposed development shadow impact



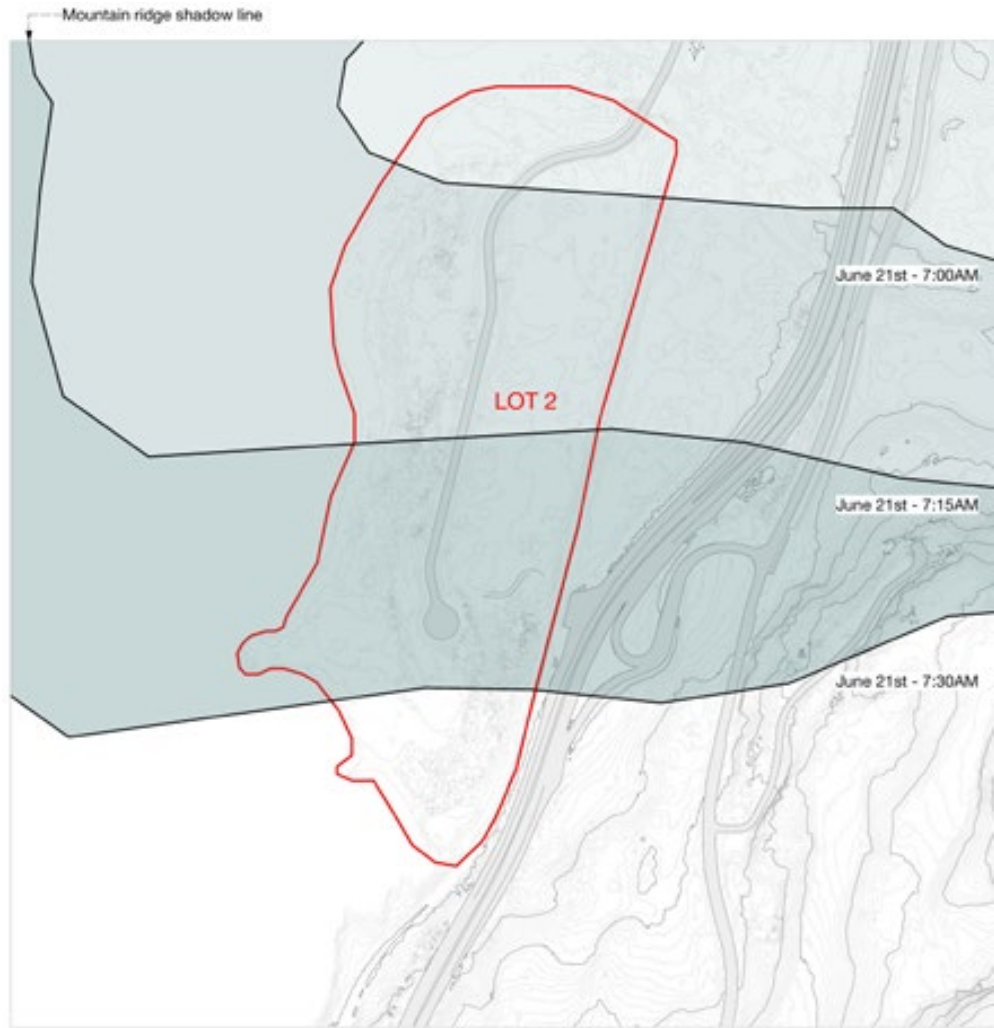
March 21st 2:00PM - Tree canopy shadow impact



March 21st 2:00PM - Proposed development shadow impact

4.2 LOT 2 WATERFRONT NEIGHBOURHOOD

SUNLIGHT ACCESS - JUNE, SUMMER EQUINOX



June 21st - Mountain overshadowing diagram

To clearly demonstrate the limited times of impact, the plan diagrams illustrate the comparative shadow conditions at:

- The spring equinox, March 21st at 12:00 noon and 2:00 pm
- The summer solstice, June 21st at 10:00 am and 12:00 noon

The shadow patterns cast by the proposed apartment buildings are superimposed against the existing shadow patterns. With the northwest alignment of the apartment buildings, and the height of the mountains to the east, there are only very short periods in the spring and fall mornings where minimal shadows are cast. There are no shadows cast to the west after mid-day.

The results of the analysis clearly demonstrate that the current sunlight access patterns for the protected foreshore environmental setback at Lot 2 and the adjacent trail are not affected by the proposed apartment buildings.



June 21st 10:00AM - Tree canopy shadow impact



June 21st 10:00AM - Proposed development shadow impact



June 21st 12:00PM - Tree canopy shadow impact



June 21st 12:00PM - Proposed development shadow impact

4.2 LOT 2 WATERFRONT NEIGHBOURHOOD

PUBLIC VIEWS - EXTENT OF VISUAL IMPACT



View Across Lot 2 Driving North



A key consideration in any change to the development on Lot 2 is the potential for negative impacts on private and public views. As can be seen from the above 'bird's eye' images based on the recent Lidar survey, it will be difficult for drivers to see any of the mid-rise buildings proposed on Lot 2 from the highway.

4.3 UPPER BENCHLANDS

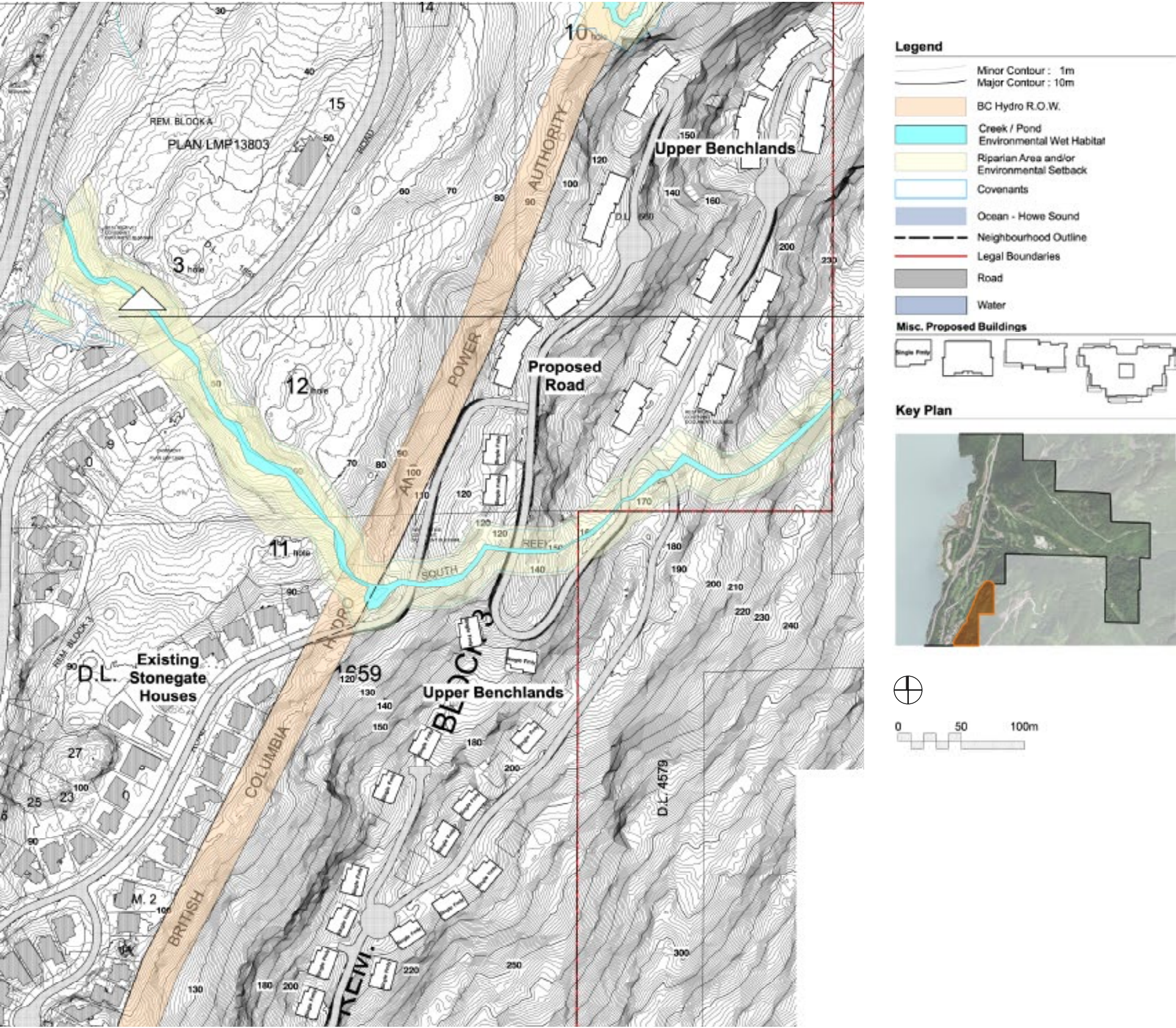
UPPER BENCHLANDS

The Upper Benchland neighbourhood is located at the southeast corner of the property, east of the BC Hydro ROW and above the golf course and Stonegate Drive. The area is steep and comprised of bedrock offering extensive views to the west and southwest. The current road alignment includes four crossings of South Creek and would require two crossings of Crown Land for connectivity. South Creek is not fish bearing and already has multiple crossings on it which were reviewed by Cascade Environmental. The land is not currently serviced. However, the Stonegate development has a pump station that was designed to be used to service a reservoir for these lands.

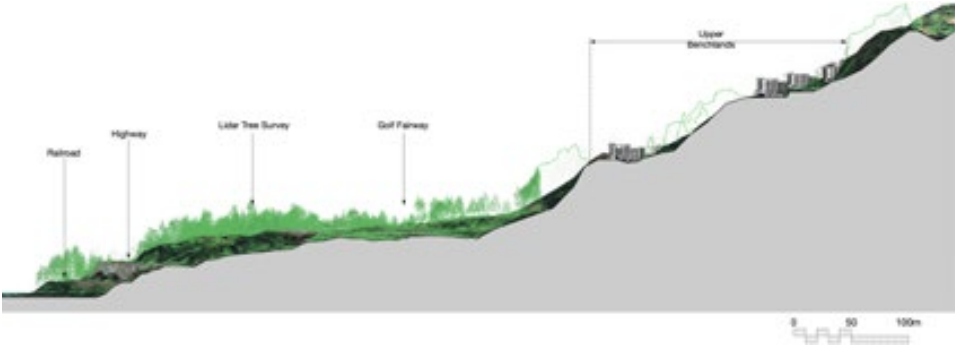
PORTEAU BLUFF

The Porteau Bluff lands comprise only three undeveloped lots located at the south end of Furry Creek Drive above the highway. The property was excluded from the original Benchlands subdivision since at the time there was no consensus with MOTI regarding highway plans which have since been resolved.

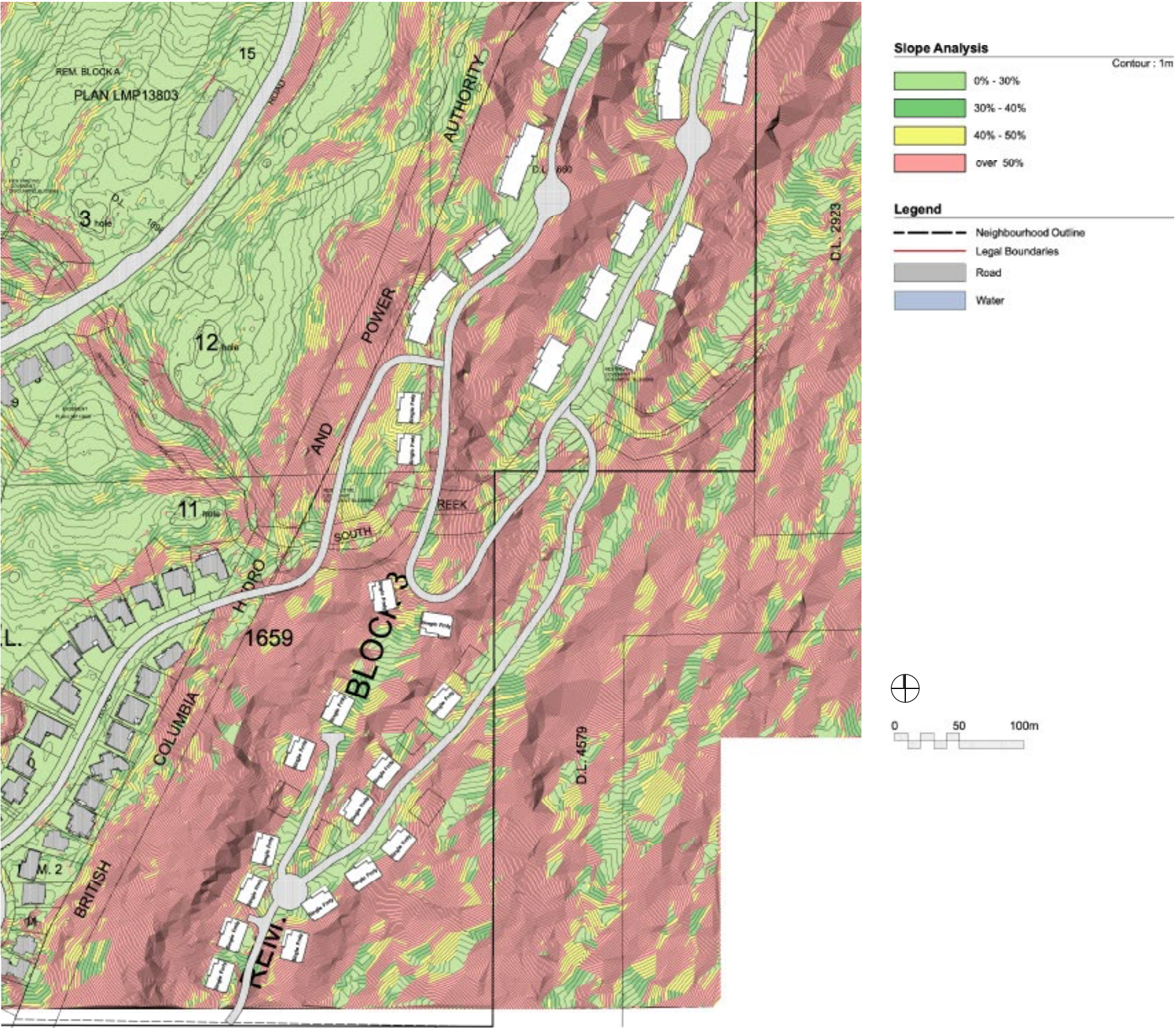
SITE PLAN



4.3 UPPER BENCHLANDS



SLOPE ANALYSIS



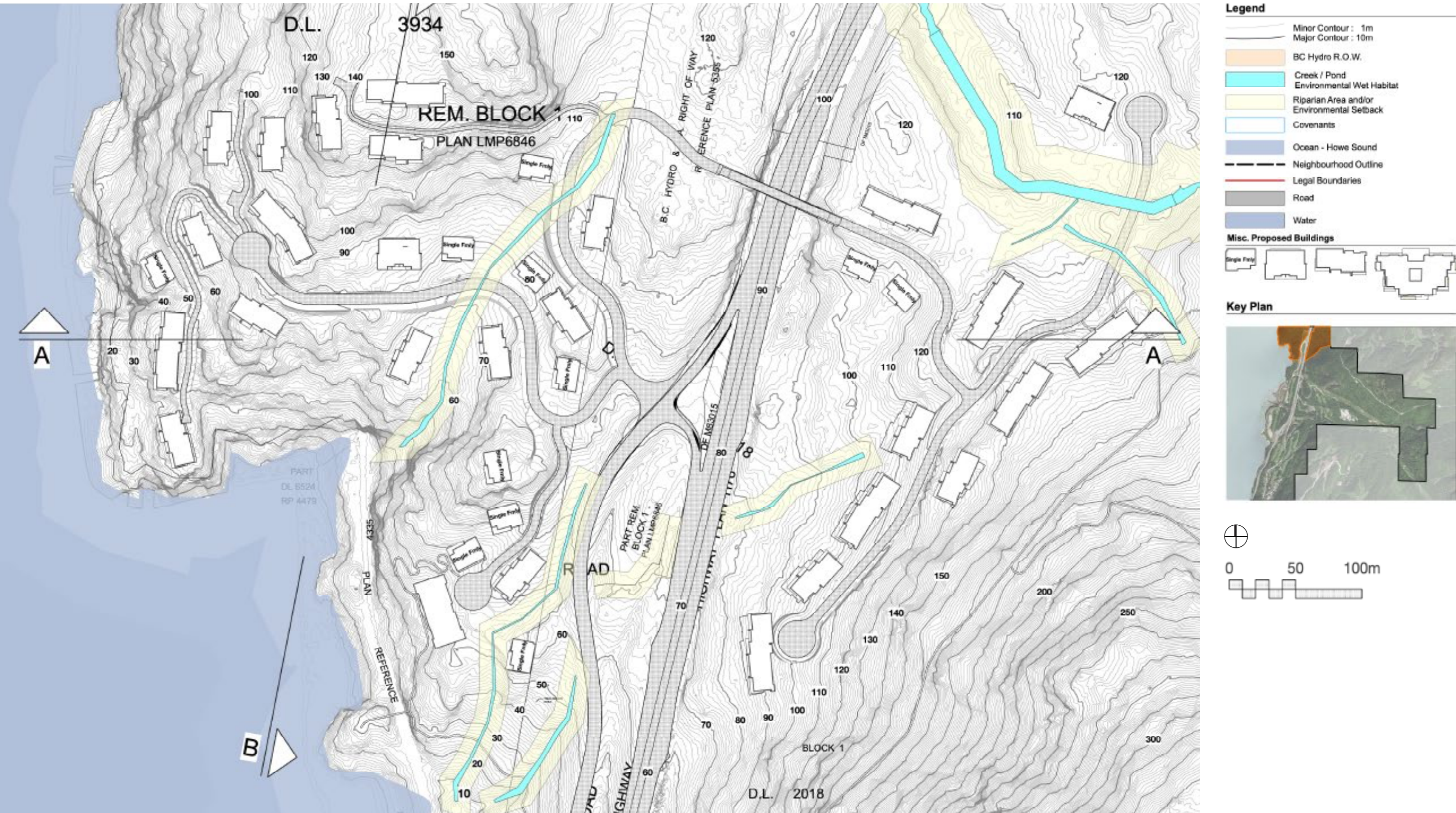
4.4 UPPER BENCHLANDS

VIEW LOOKING NORTHEAST



4.5 NORTHWEST & NORTHEAST

SITE PLAN



4.5 NORTHWEST & NORTHEAST

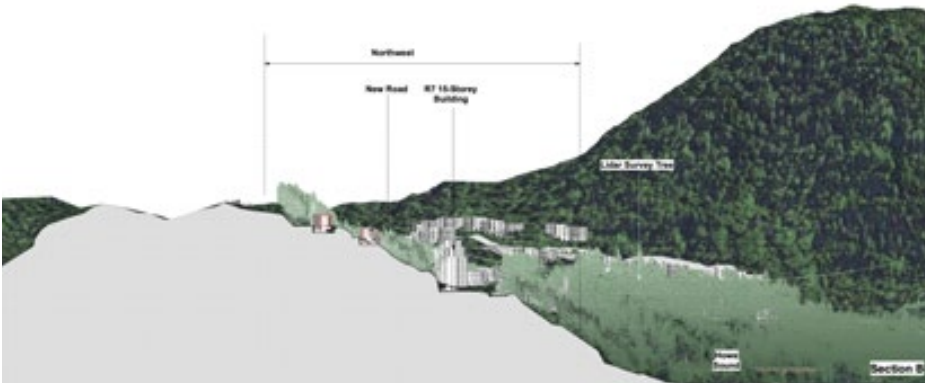
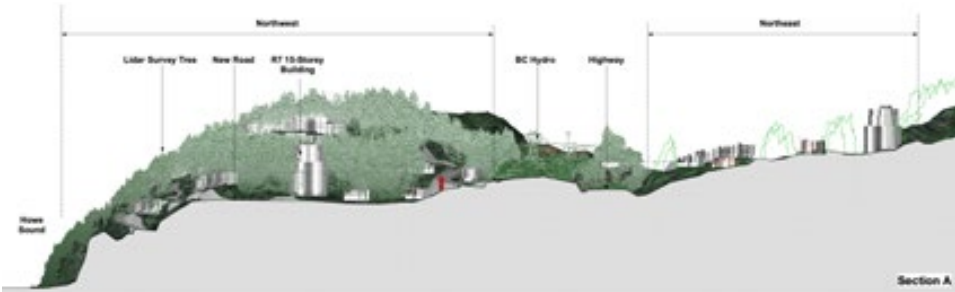
NORTHWEST & NORTHEAST NEIGHBOURHOODS

The Northwest/Northeast Neighbourhoods are located at the north end of the Furry Creek lands east and west of the highway. The land rises from the waterfront to an elevation of approximately 160 metres resulting in the potential for magnificent views looking south down Howe Sound. The properties are largely bedrock and well above the flood design level along the waterfront. They are bisected by the CN Rail right-of-way, a portion of which is in a tunnel. The area has always been contemplated for future development.

There is also a significant BC Hydro ROW that impacts a large portion of the area, and some old growth forest that will be protected.

The development proposal is for a mix of residential forms, including townhouses, mid-rise apartments, and potentially two high-rise towers at some time in the future. Resort facilities could also be included. A waterfront park is proposed with trail access via a pedestrian bridge over the rail, if permitted by CN Rail.

Three servicing approaches have been considered over the years. They include servicing from the Collector Road area, the Uplands area, or via a bridge over the highway from the northwest. The latter is currently deemed to be the preferred proposal and has been discussed in general terms with MOTI. North Creek bisects the northeast corner of the site. The intention is to service the higher portions of this neighbourhood from a reservoir that would be located within the Northeast neighbourhood. It is assumed MOTI would require the road system to provide public access to lands to the north.



SLOPE ANALYSIS



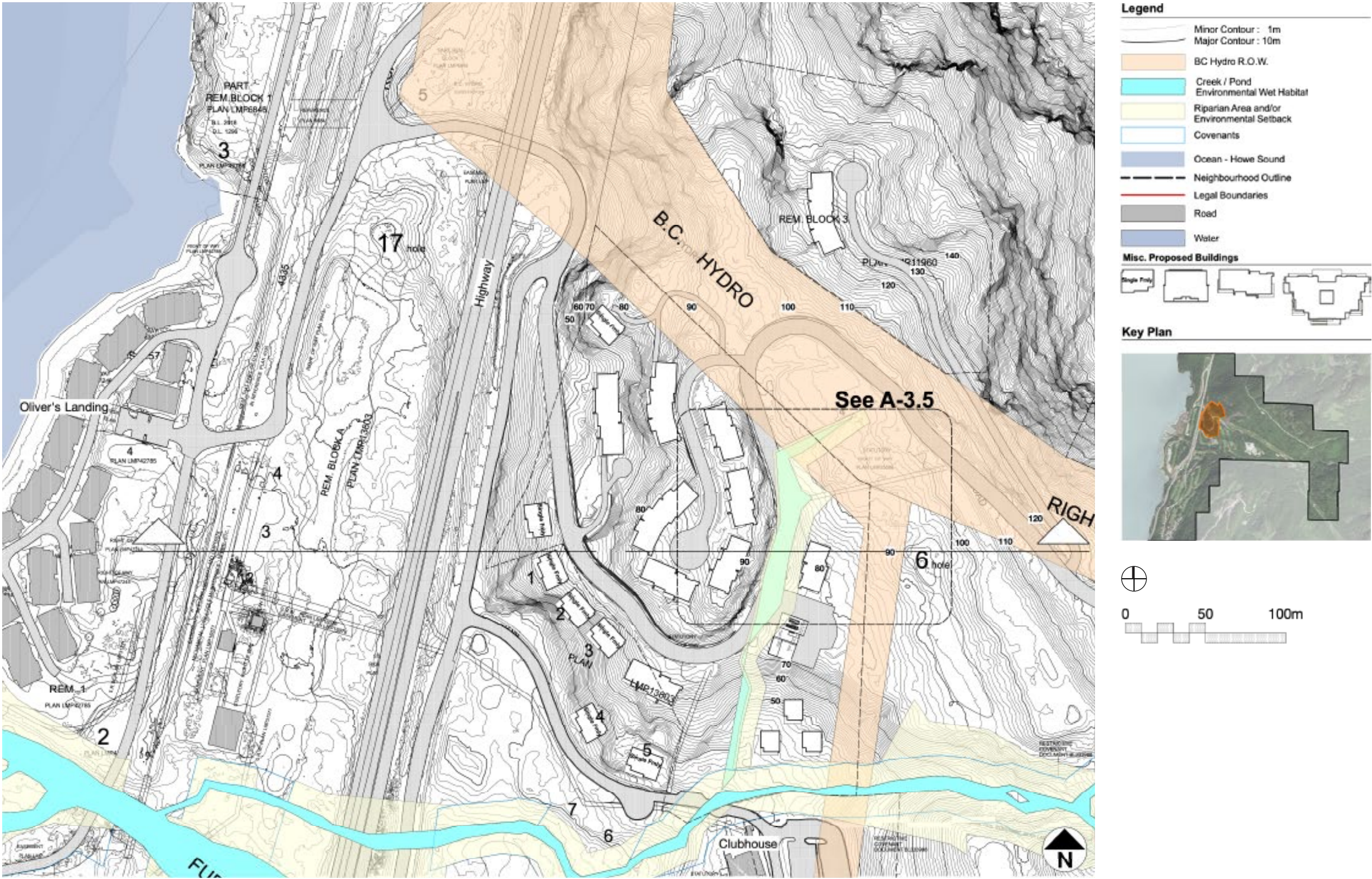
4.5 NORTHWEST & NORTHEAST

VIEWS LOOKING NORTH AND NORTHEAST



4.6 COLLECTOR LANDS

STE PLAN



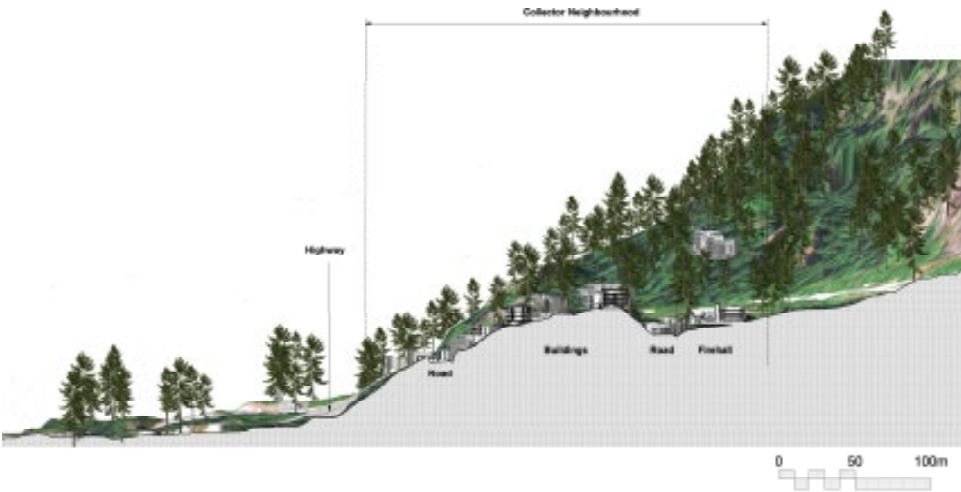
4.6 COLLECTOR LANDS

COLLECTOR LANDS NEIGHBOURHOOD

The Collector Lands are located on both sides of the proposed Collector Road to the east of the highway, just north of Clubhouse Drive. The Collector Road is a dedicated road approved with a 12% grade that provides access to the SLRD owned reservoir on Lot 6 from which water is currently distributed.

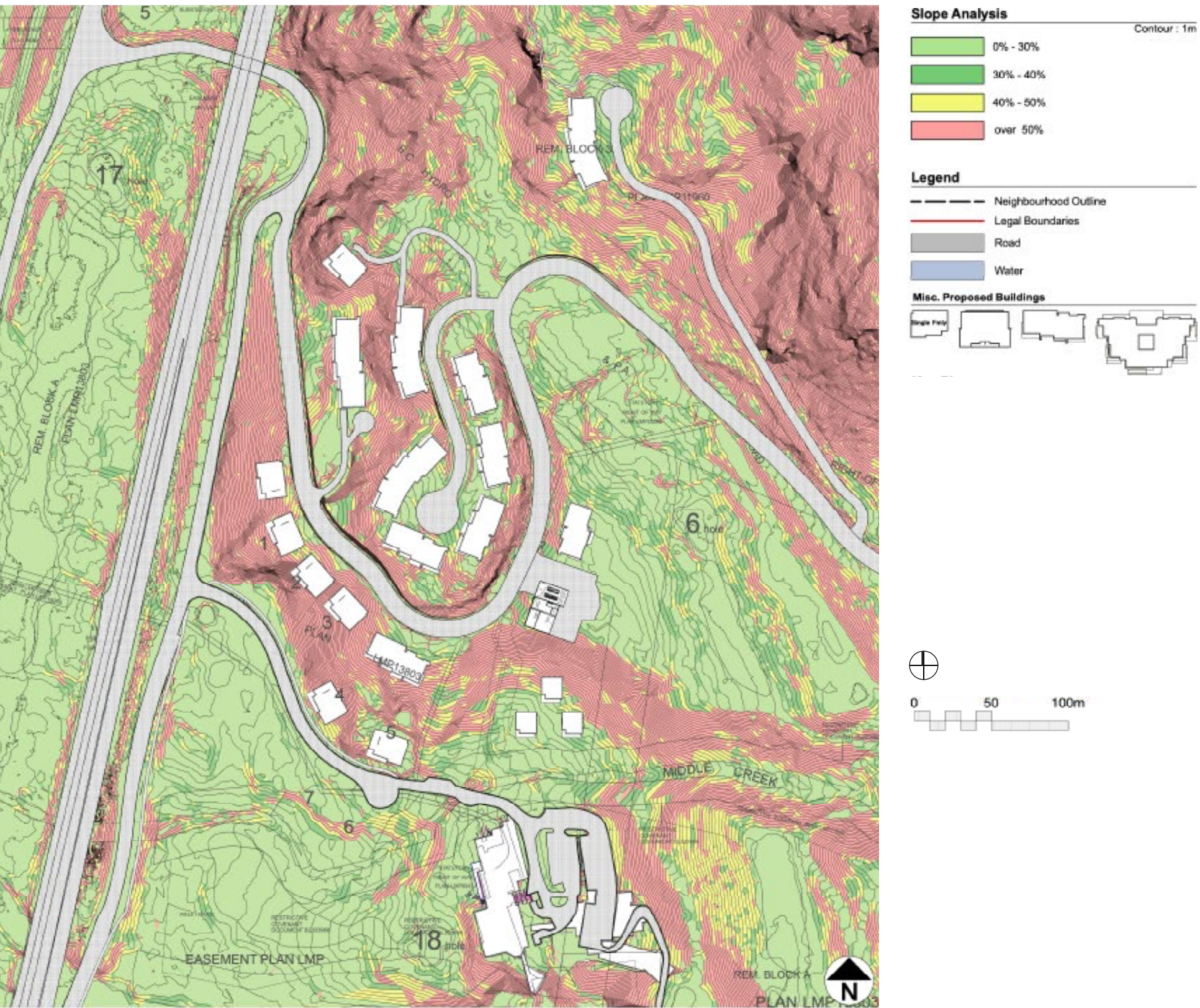
The properties are largely bedrock and orientated towards both mountain and ocean views. The total area is approximately 60,000 sq.m. However, approximately half is within a BC Hydro Transmission ROW.

A portion of the lands was previously identified as a potential location for the future Works Yard and Fire Hall. The related parking/equipment storage area would be within the BC Hydro ROW. The development proposal is now for a mix of housing forms and tenures including affordable housing.



Proposed Firehall

SLOPE ANALYSIS



4.6 COLLECTOR LANDS

VIEW LOOKING EAST



SITE PLAN



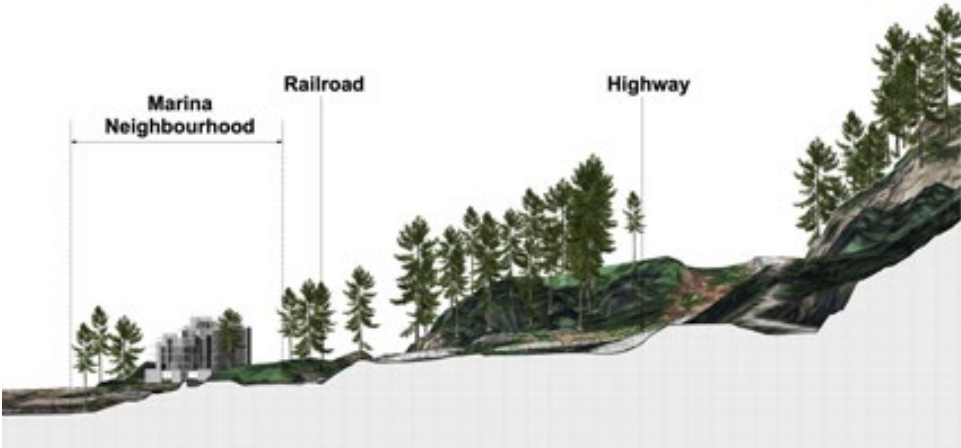
4.7 MARINA NEIGHBOURHOOD

MARINA NEIGHBOURHOOD

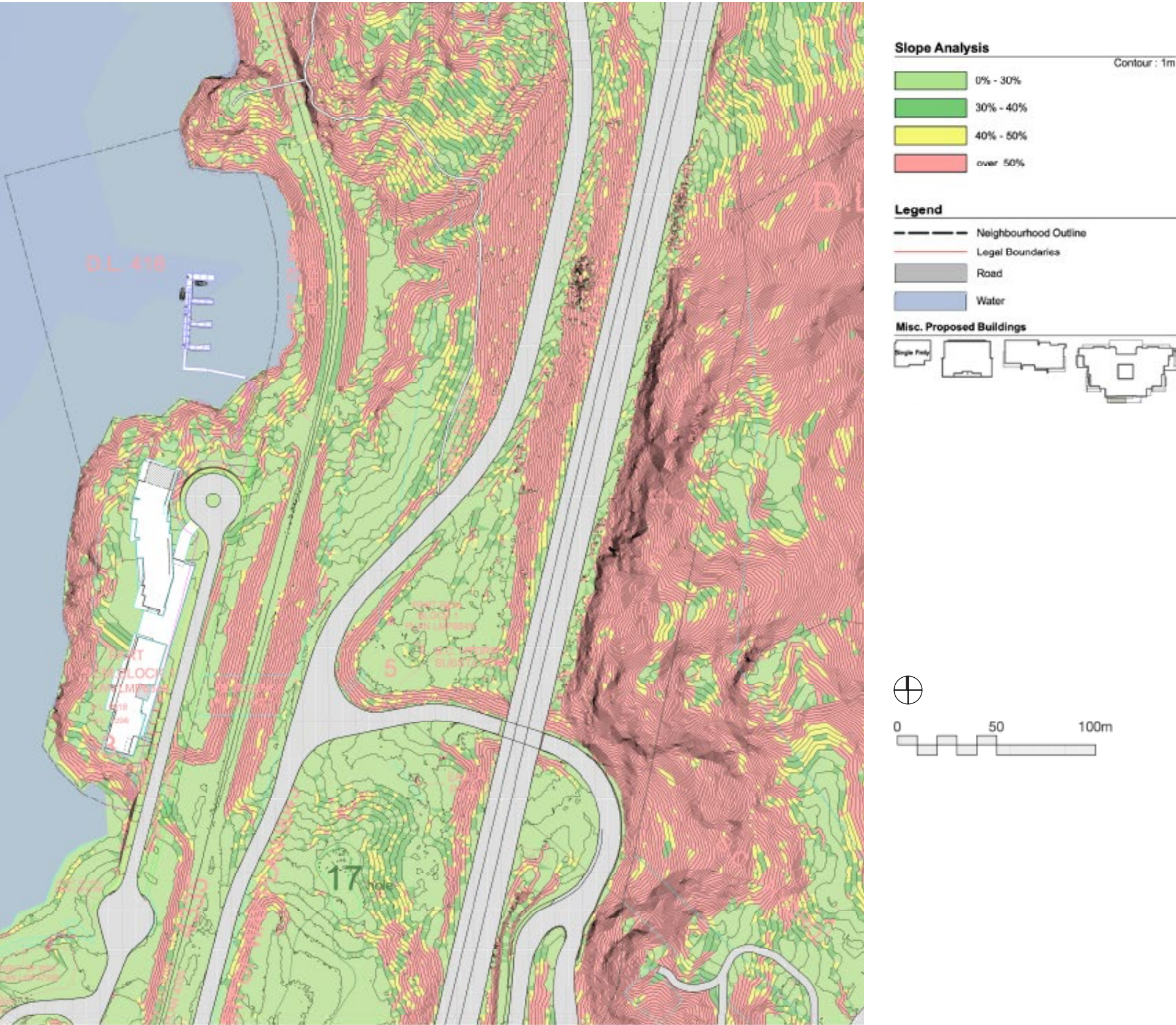
The Marina Neighbourhood is located immediately north of Oliver’s Landing between the railway and Howe Sound. Its elevation ranges from Mean Sea Level (MSL) to plus 20 metres with a moderate grade generally below 20%. The developable portion is above the required Flood Construction Level but will be subject to a setback from Howe Sound as determined by Cascade Environmental and incorporated in the plans. The site is largely bedrock.

Historically there was a log sorting operation in the bay just north of the property and there is an adjacent water lot, the title for which is held by a legal entity that no longer exists. This water lot has been identified as the preferred location for a small new residents’ only marina. Pottinger Garrity Environmental Consultants have completed various environmental investigations that have resulted in regulatory approval for marina use. A formal application for acquisition of the upland and water lot is currently underway.

The development proposal is for two low to mid-rise apartment buildings with underground parking serving both the residences and marina. A small waterfront restaurant is also being considered on the ground floor of the building.



SLOPE ANALYSIS



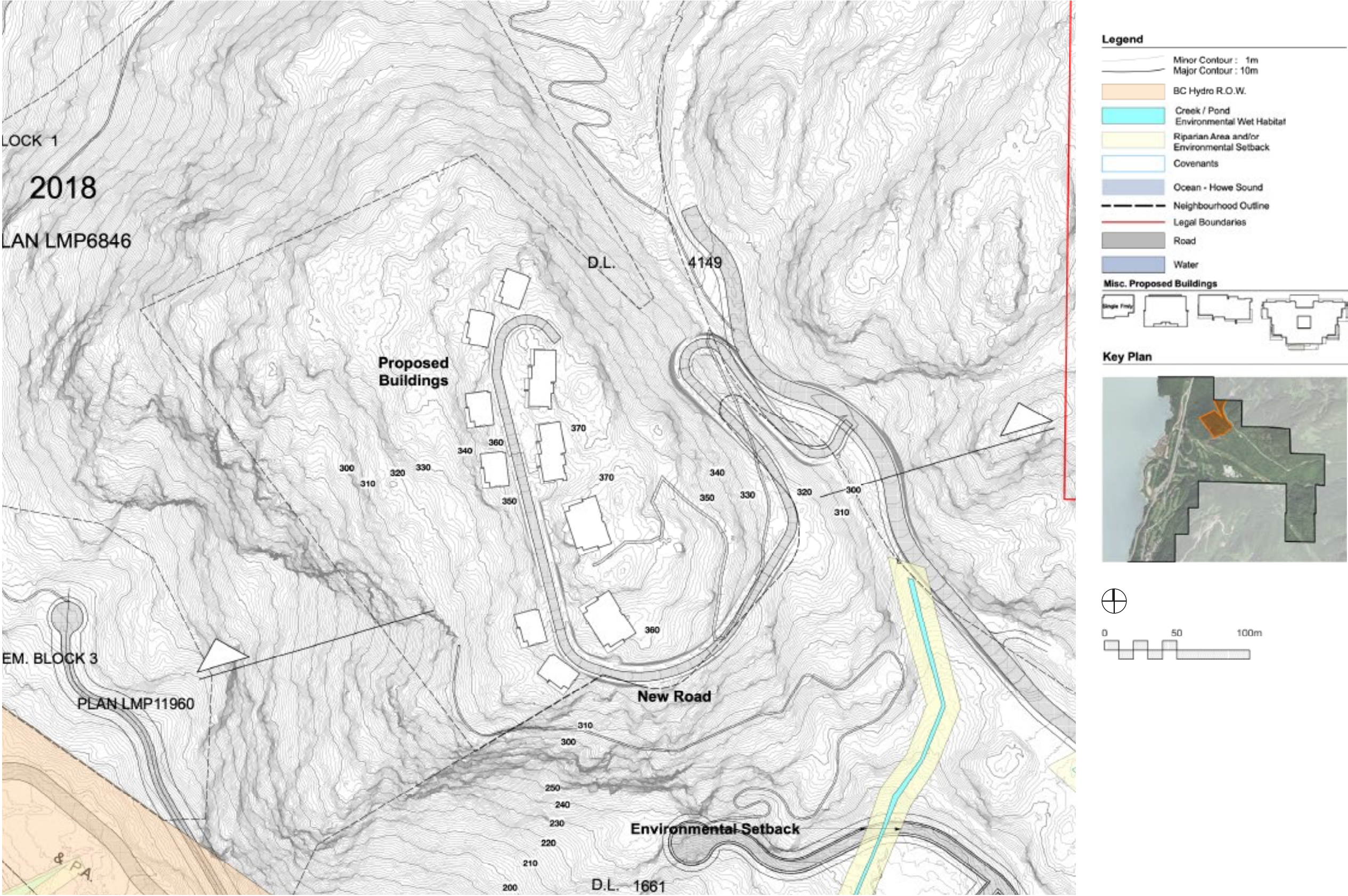
4.7 MARINA NEIGHBOURHOOD

VIEW LOOKING NORTHEAST



4.8 MOUNTAIN NEIGHBOURHOOD

SITE PLAN

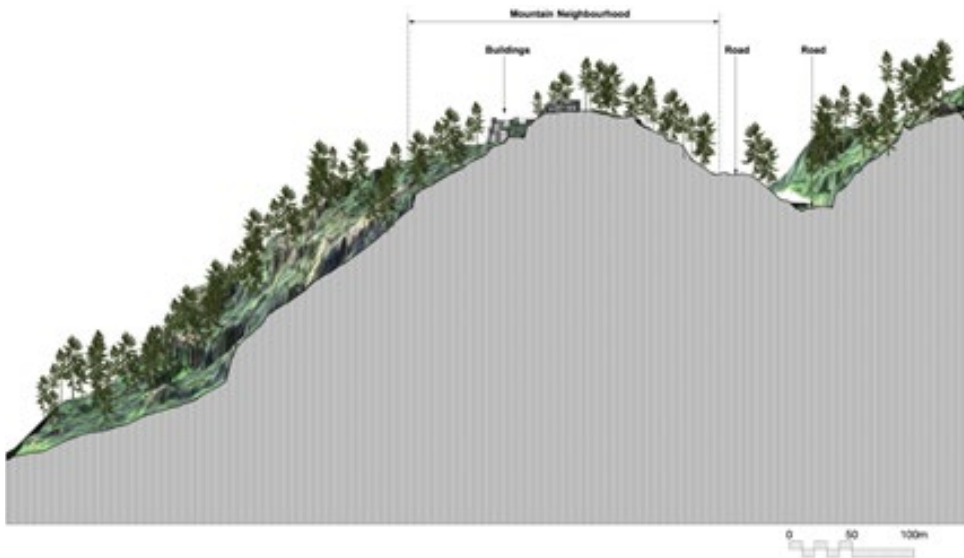


4.8 MOUNTAIN NEIGHBOURHOOD

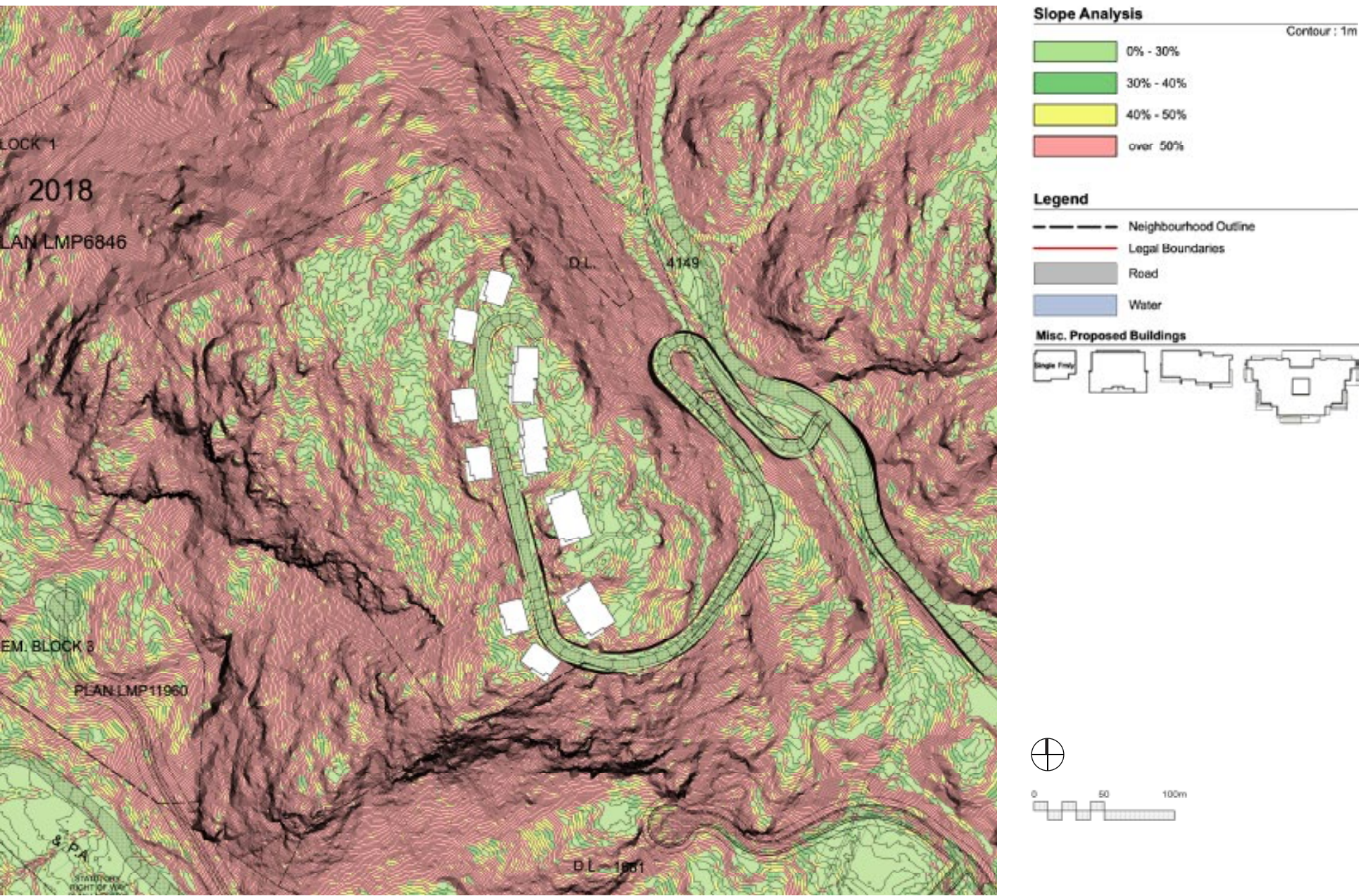
MOUNTAIN NEIGHBOURHOOD

The Mountain Lands are to the west of the Uplands North neighbourhood. The knoll is very steep on the south and west slopes, and generally bedrock. The lands have been included in various development scenarios and a single lane gravel road was previously constructed to the top. The land rises to an elevation of 370 meters at the top of the mountain. It is not currently serviced.

The developable upper portion of the property is somewhat limited but will have outstanding views. It offers potential for either large estate lots or a small multi-family development. A public viewpoint or lookout is also proposed.



SLOPE ANALYSIS



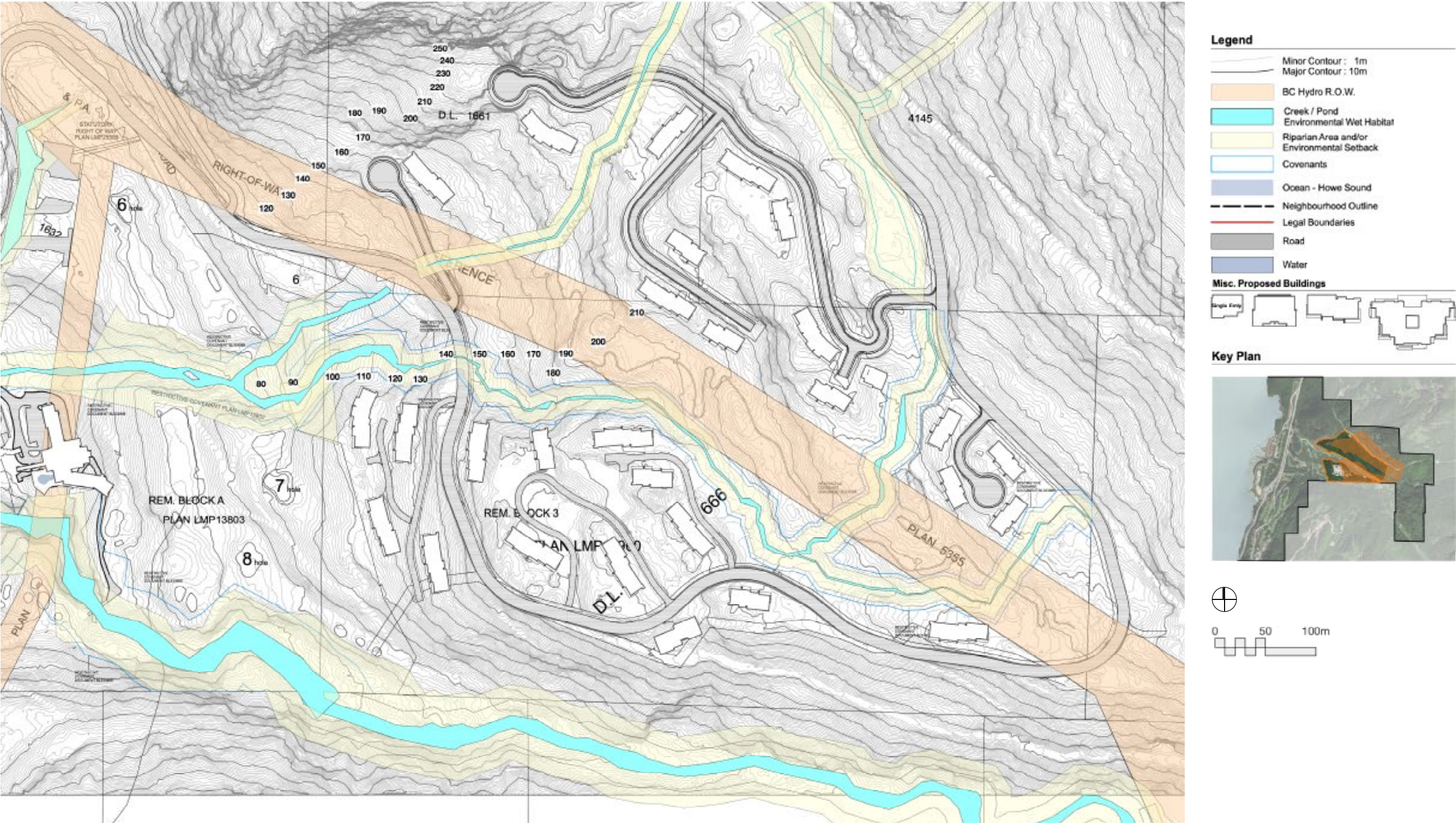
4.8 MOUNTAIN NEIGHBOURHOOD

VIEWS LOOKING NORTH



4.9 UPLANDS NORTH AND SOUTH

SITE PLAN



4.9 UPLANDS NORTH AND SOUTH

UPLANDS NORTH AND SOUTH NEIGHBOURHOODS

The Uplands North lands are generally north of the existing BC Hydro ROW and above Uplands South. They can be accessed via a future extension of the Collector Road. Most of the lands are bedrock and include portions of the upper reaches of tributaries of Middle Creek, a fish bearing stream. The main road serving the neighbourhood would be a publicly dedicated road with internal roads largely strata owned.

The lands will generally have ocean views. The development proposal is for predominantly low-rise multi-family dwellings.

The Uplands South neighbourhood is generally above the existing reservoir and both east and south of the BC Hydro ROW. The lands will have magnificent views to the south and southwest and be accessed from an extension of the Collector Road via a new public road with a 12% grade, consistent with the lower Collector Road. A large portion is a former gravel pit. However, bedrock is exposed in the higher reaches. These lands also include portions of the upper reaches of Middle Creek.

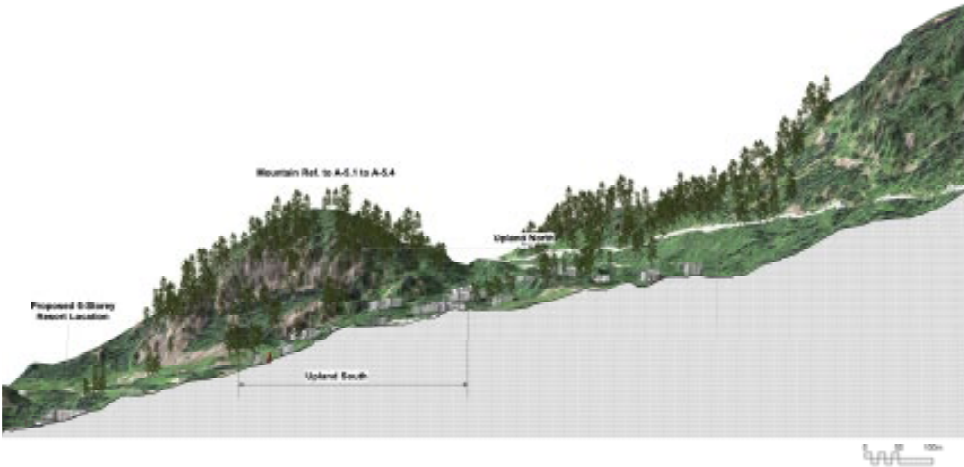
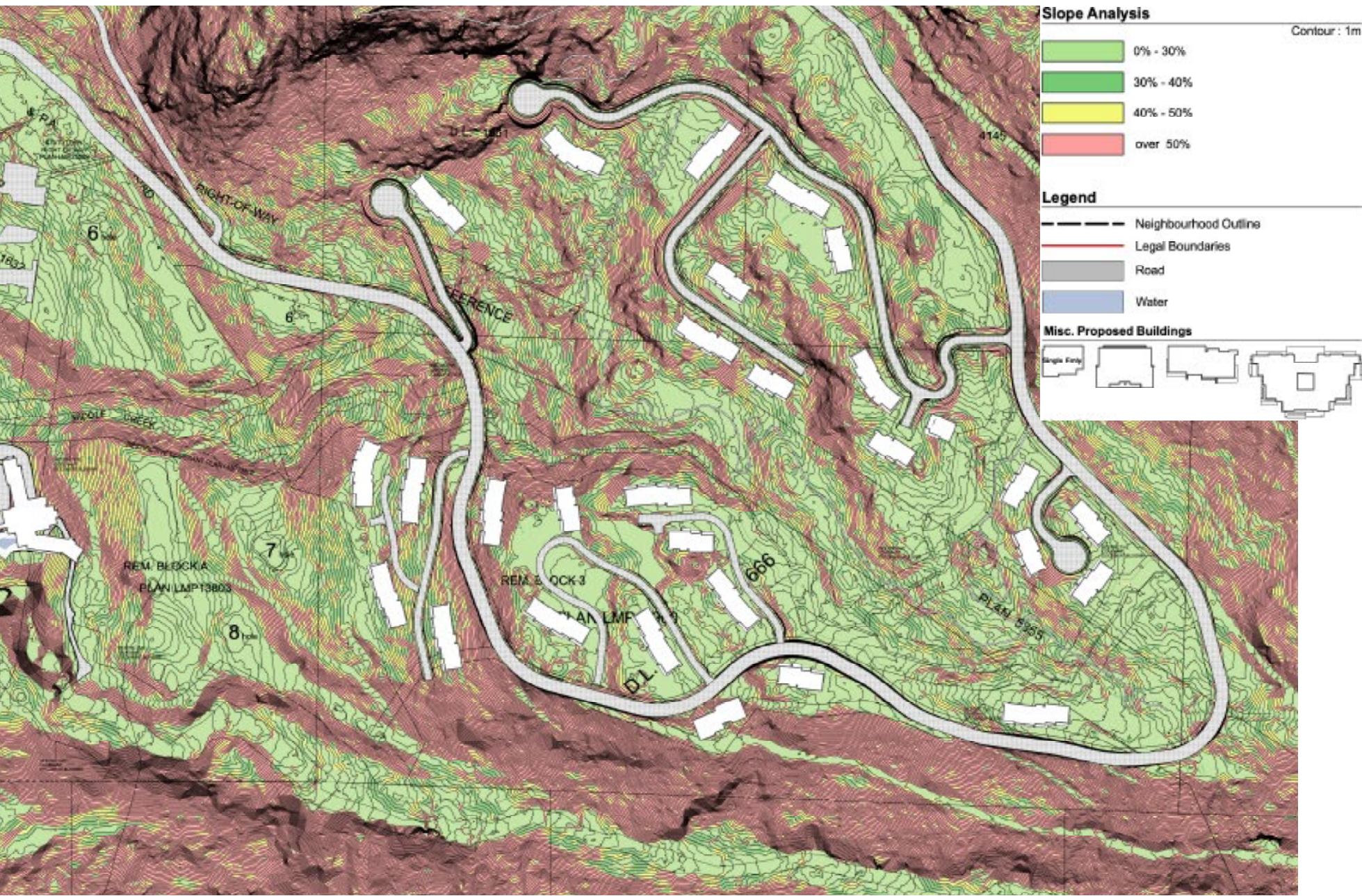
The development program proposes two mid-rise apartment buildings overlooking the golf course and low-rise units in the existing gravel pit.

3.10 HIGHLANDS (FUTURE STUDY AREA NOT SHOWN ON MAP)

The Highlands is a large area of hillside lands located between Phylliss Creek and Furry Creek at the east end of the property. The lands are currently accessed by a dedicated Forestry Road which could be adapted to meet public road standards. The location and distance from adjoining developments will likely result in this area being the last neighbourhood to be developed, if developed at all. The area is the gateway to extensive recreational opportunities in the back country. It includes plateaus conducive to pods of neighbourhood development.

The area has been the subject of planning studies over the years. However, no recent detailed review has been carried out. As such it is proposed that this area be identified as a Future Study Area and only considered later when the needs and potential of the community have further evolved, and the total number of units on the balance of the lands is known.

SLOPE ANALYSIS



4.9 UPLANDS NORTH AND SOUTH

VIEW LOOKING SOUTHEAST



5.0 RESORT FACILITIES

5.1 A VARIETY OF RESORT FACILITIES

In response to recommendations from Furry Creek residents that the resort facilities offer a variety of experiences for a broader range of markets, and to address any potential concerns that a major resort hotel might inappropriately compete with other Sea-to-Sky facilities, the resort facilities have now changed from what was once envisioned.

More specifically, rather than one hotel with up to 300 rooms as once contemplated and approved in the original PLA, it is proposed that a variety of resort facilities be scattered throughout the property with a maximum of 120 units. While a boutique hotel is proposed east of the clubhouse, scattered units are contemplated to the north of the clubhouse and on a waterfront location within the Northwest or Marina neighbourhood. These facilities would serve both visitors and residents of the community.

To ensure the resort facilities are not considered additional residential units, they will be designated commercial for the purposes of property assessment and taxation.

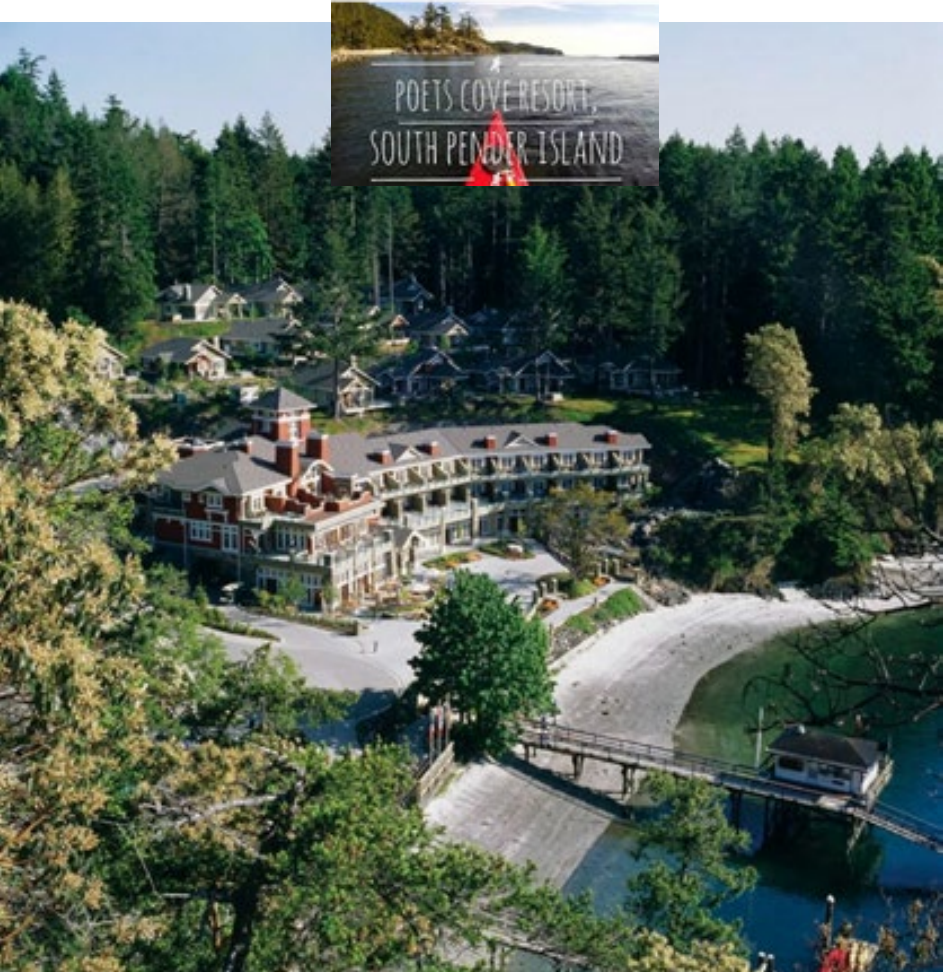
In preparing this rezoning application, careful consideration has been given to the potential impacts of the new resort facilities. While it is understood that some may be concerned that these resort facilities at might detract from those at Whistler or Squamish, this is considered most unlikely. Instead, they are more likely to compete with facilities at Harrison Hot Springs, Vancouver Island, the Gulf Islands or Blaine Washington. Furry Creek can create more economic activity for the Sea-to-Sky Corridor and just as the Sea to Sky Gondola has benefited the region.

With respect to the potential impacts of more traffic, the road access and system has always contemplated the inclusion of a resort facility of up to 300 rooms in addition to the housing. While it is expected that these facilities will be accessed by privately-owned shuttle buses and private automobiles, once public transit becomes available, this will become another option for visitors.



Artist's illustrations of a new resort hotel immediately east of the clubhouse.

5.2 RESORT FACILITIES INSPIRATION



6.0 NEIGHBOURHOOD VILLAGE,
COMMERCIAL & COMMUNITY CENTRE

6.1 FACILITIES

From the onset, the commercial facilities at Furry Creek have been viewed as serving the residents and complementing the golf course and resort facilities. There is no desire to create highway commercial in this location, like that being proposed for Britannia Beach and Squamish. By adding a general store, café, and additional restaurants at Furry Creek, residents will be less inclined to drive to Britannia Beach or Squamish for certain items. However, the amount of retail space will be limited.

From discussions with existing residents, a desire has been expressed for some office spaces to accommodate local businesses such as a physiotherapist, accountant, and IT specialist. It would therefore be desirable if office space could be in addition to the 15,000 sq.ft. of commercial space that was initially contemplated on Lot 4.

Again, by locating some of these uses within the community, it could possibly reduce some traffic along the highway.

In order to create a more central location for the neighbourhood village, the commercial area has been relocated from the ground floor of what was previously proposed as a mixed-use building on Lot 4 near the waterfront, to a new location east of the highway on a small portion of the golf course.

The community centre and childcare facility is proposed on an adjacent site to the north, separated by a short pedestrian street and public square resulting in a new 'heart' for the Furry Creek community.

Given the comments expressed by some SLRD Board directors last December in support of more employment opportunities, and a desire to create a more complete community with some neighbourhood live-work and office space, a modest increase the total amount of commercial space serving the community is proposed.



Artist's illustration looking west over green roofs on commercial and community centre.



Artist's illustration looking south-west toward community centre and adjacent commercial.



Artist's illustration looking south-east over the community centre and village centre towards existing homes.



Site plan showing the community and commercial fronting onto Furry Creek Drive.

6.2 COMMERCIAL & COMMUNITY CENTRE SECTIONS



West Elevation



East Elevation

7.0 RESIDENT’S MARINA

Original Proposal

The original PLA Application dated December 1990 included a marina facility with a minimum of 80 berths in what was once a log sorting basin beside what is today Oliver’s Landing. It included a chandlery shop and convenience store as well as a maintenance facility, dry land boat storage facility, and parking.

However, the adjacent lands have subsequently been developed as Oliver’s Landing and a small boat basin and kayak club was created instead.

New Residents-only Marina Proposal

A small, residents-only marina is now proposed north of Oliver’s Landing on the site of a historical log sort boom. Environmental studies prepared by Cascade Environmental, Terra Remote and PGL Environmental consultants have now been completed and all support the marina in this location. A hydrogeologist was retained to undertake the wind and tide and seasonal assessments, and this too supports the use.

While the proposal no longer includes dry land boat storage or a chandlery, all required parking can be provided under an adjacent residential development. A boat launch is not included as there is an existing launch at the nearby Porteau Cove Provincial Park.

However, consideration is being given to inclusion of a small waterfront restaurant on the main floor of the apartment building with its parking below.



8.0 TRAILS, PARKS & OPEN SPACE SYSTEM

The parks, trails and open space system at Furry Creek has been designed and refined in response to a report prepared by Furry Creek residents with a longstanding commitment to these matters.

Over the past year, FPFCD has funded some improvements to increase the safety of existing trails and PWL Landscape Architects have developed plans for a comprehensive public trail and open space system. PWL was previously involved in the planning of the parks, trails and open space as part of the Porteau Cove rezoning. The planning intention has been to build on the existing character of Furry Creek and reinforce the natural attributes of the place that make it unique and special.

8.1 TRAILS

The trail system is one of the most important recreational features of Furry Creek. It provides access to a variety of environments including ocean front and foreshore; creeks and streams; west coast rain forest; old growth forest; wetlands; and the golf course. The trail network will accommodate a variety of users including hikers of all abilities, mountain bikers, physically challenged hikers, golfers, residents, visitors, and tourists. The trail network is also intended to connect the development sites and neighbourhood together, proving good connectivity throughout the community.

The trail network will also connect to the regional trail system, including historical penstocks and water structures that powered the earlier stages of the adjoining Britannia Mine, and old features from the mine's Victoria camp. There are several lakes that can be access from Furry Creek including a portion of the BCMC mountain hut system and established technical and nontechnical climbs in the area including the world-renowned Sky Pilo.

Trails are proposed at the ocean's edge, adjacent to the marina, and along the creek corridors within the Uplands neighbourhoods. The existing sea walk in front of Oliver's Landing will be extended along a tree lined walkway along Lot 2. This will tie into a new waterfront park adjacent to the signature 14th hole. FPFCD has agreed to amend the existing cart tunnel under the highway to provide another link from the waterfront to the Uplands and this will tie directly into the Village Centre. FPFCD has been collaborating with the FCCA on connecting trails from the existing MOTI highway underpass through the golf course as a community amenity. FPFCD is committed to working with the community and SLRD on extending trails and connections to the other adjoining Howe Sound East communities and beyond.



This report, prepared by two local residents on behalf of the Furry Creek Community Association, has helped inform the planning of the proposed beaches, trails and open space system which is proposed as part of this rezoning. Some improvements have been carried out to improve safety.



Waterfront Park Schematic Plan



Trail Underpass



Informal Play



Picnic Area

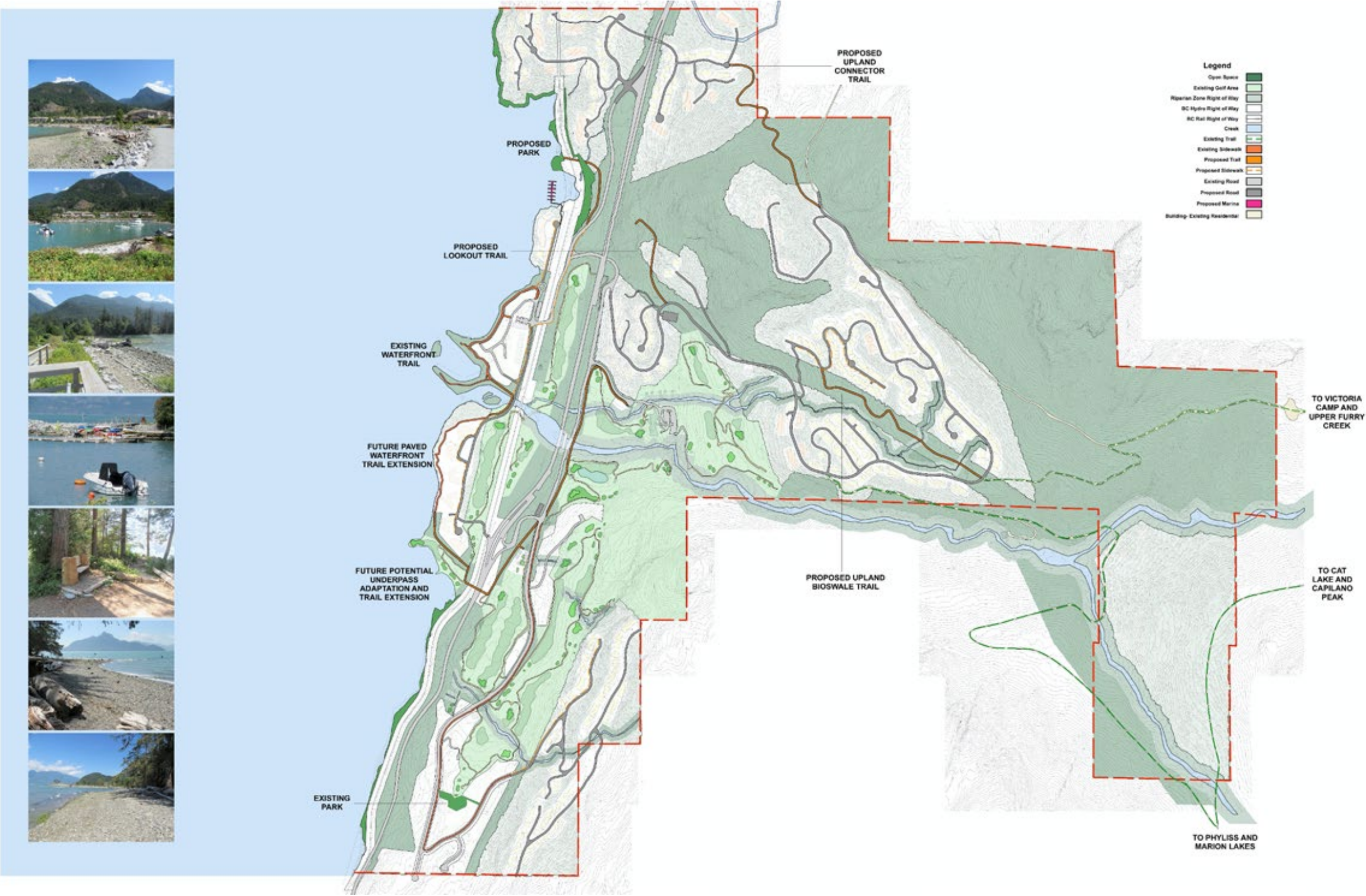


Nature Play



Washroom

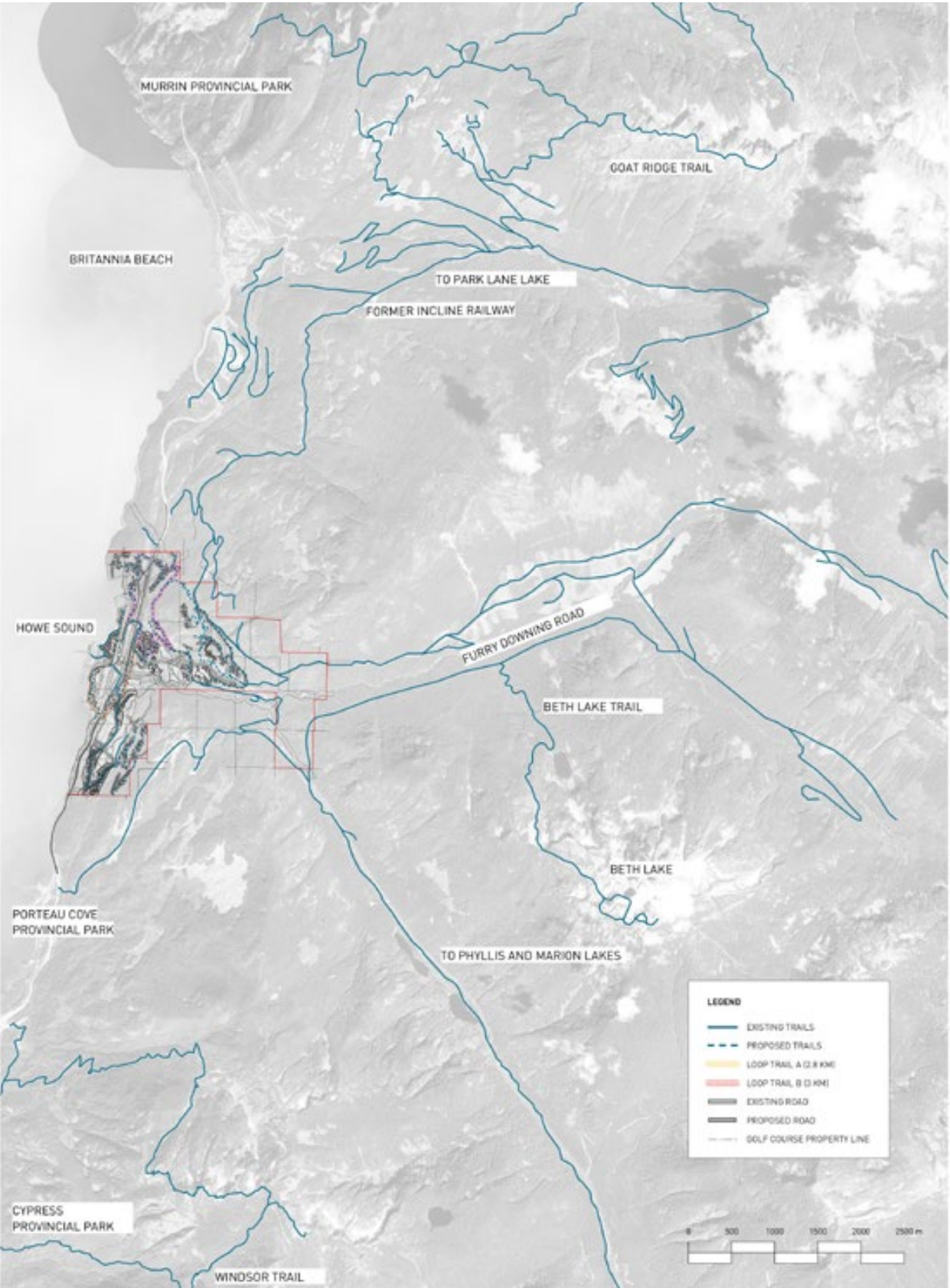
PUBLIC TRAIL AND OPEN SPACE SYSTEM
(AS ORIGINALLY DEVELOPED BY NSDA ARCHITECTS)



REGIONAL TRAIL NETWORK

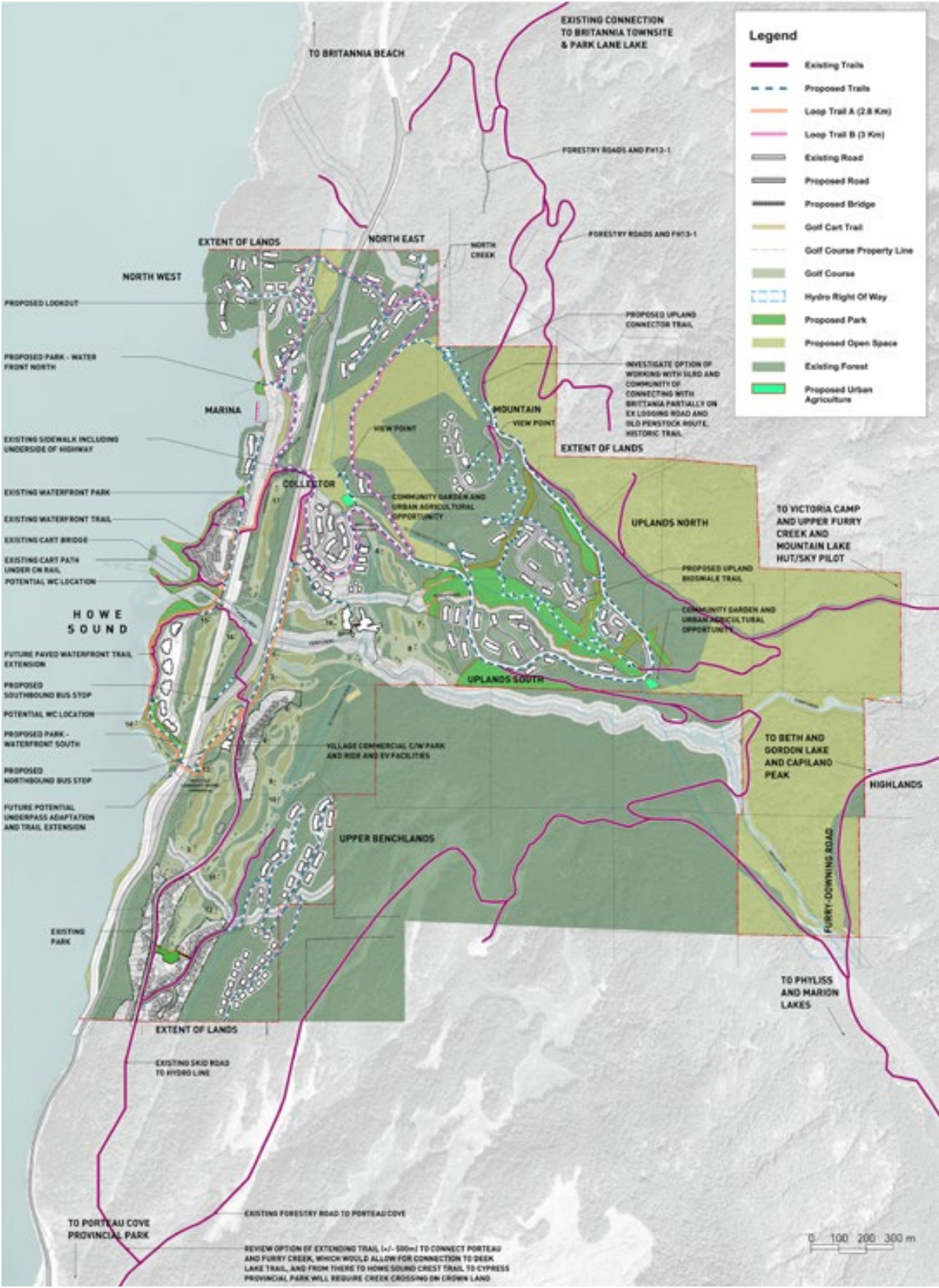


The following plans illustrate the variety of regional and site specific trail systems being proposed for the Furry Creek community. As illustrated in the adjacent plan prepared by PWL Landscape Architecture, there is an opportunity to link the trail system within Furry Creek to the broader regional trail network.

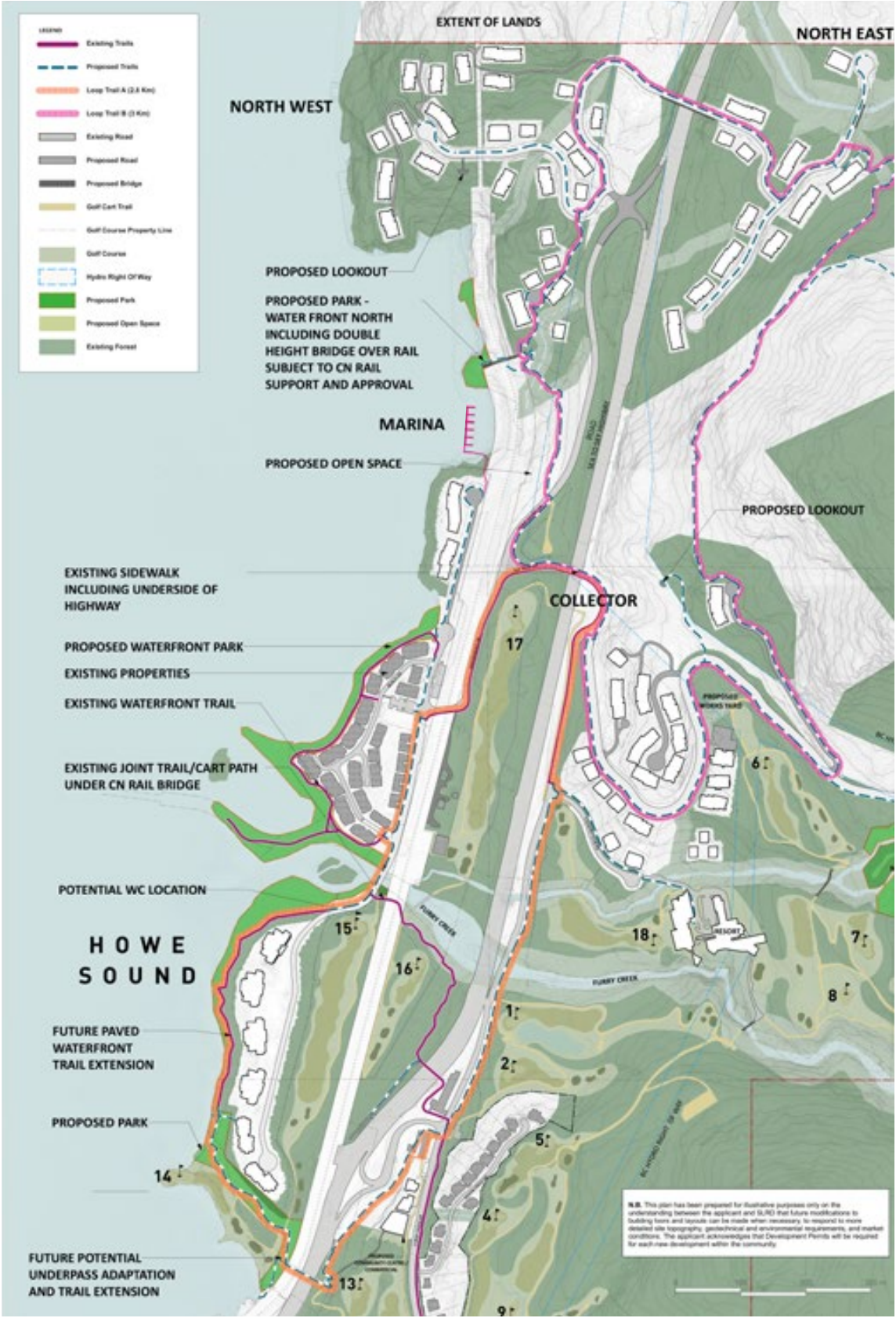


Regional Network - CD3 Bylaw-Schedule B12

SITE & LOCAL TRAIL NETWORKS

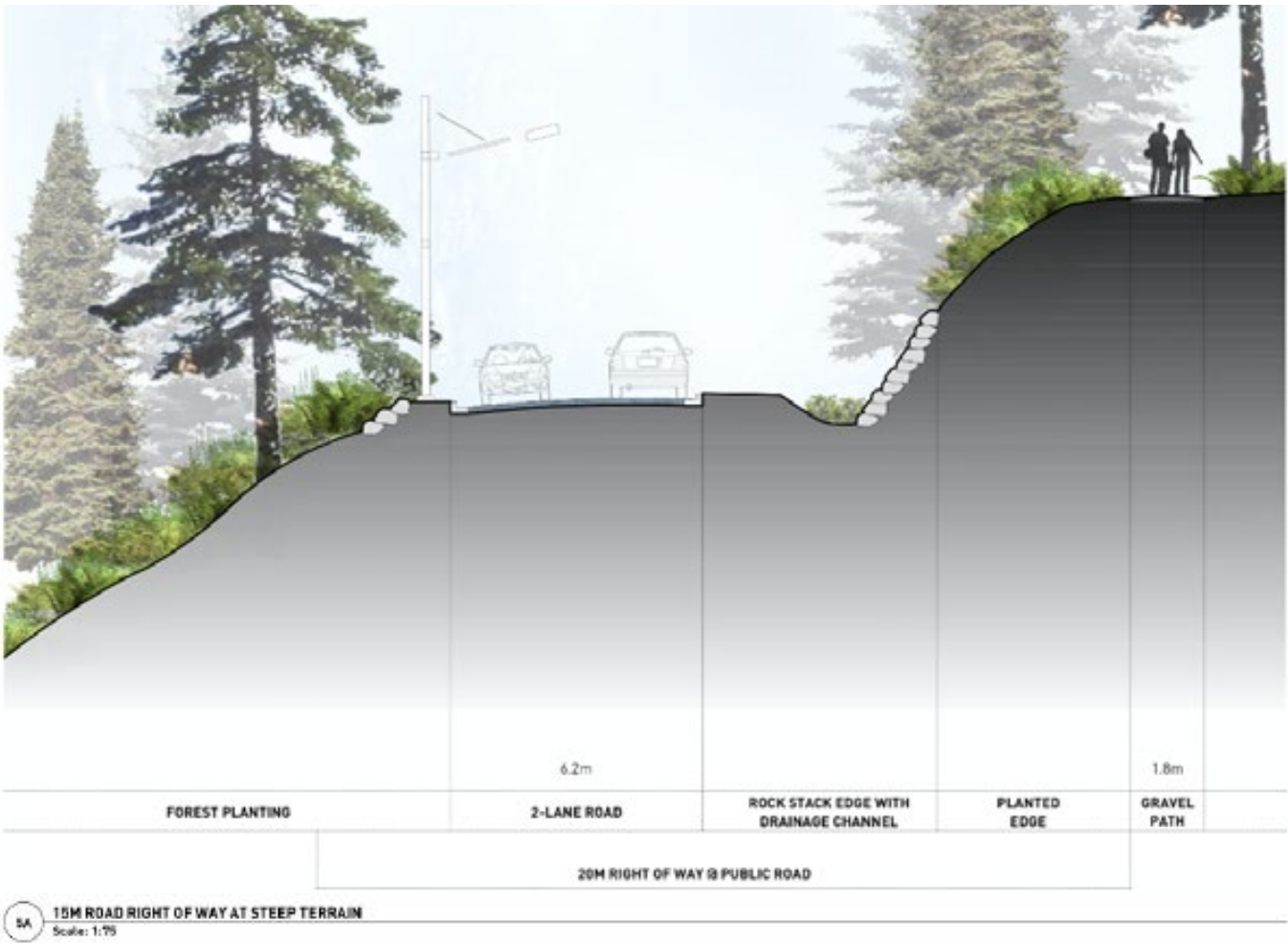
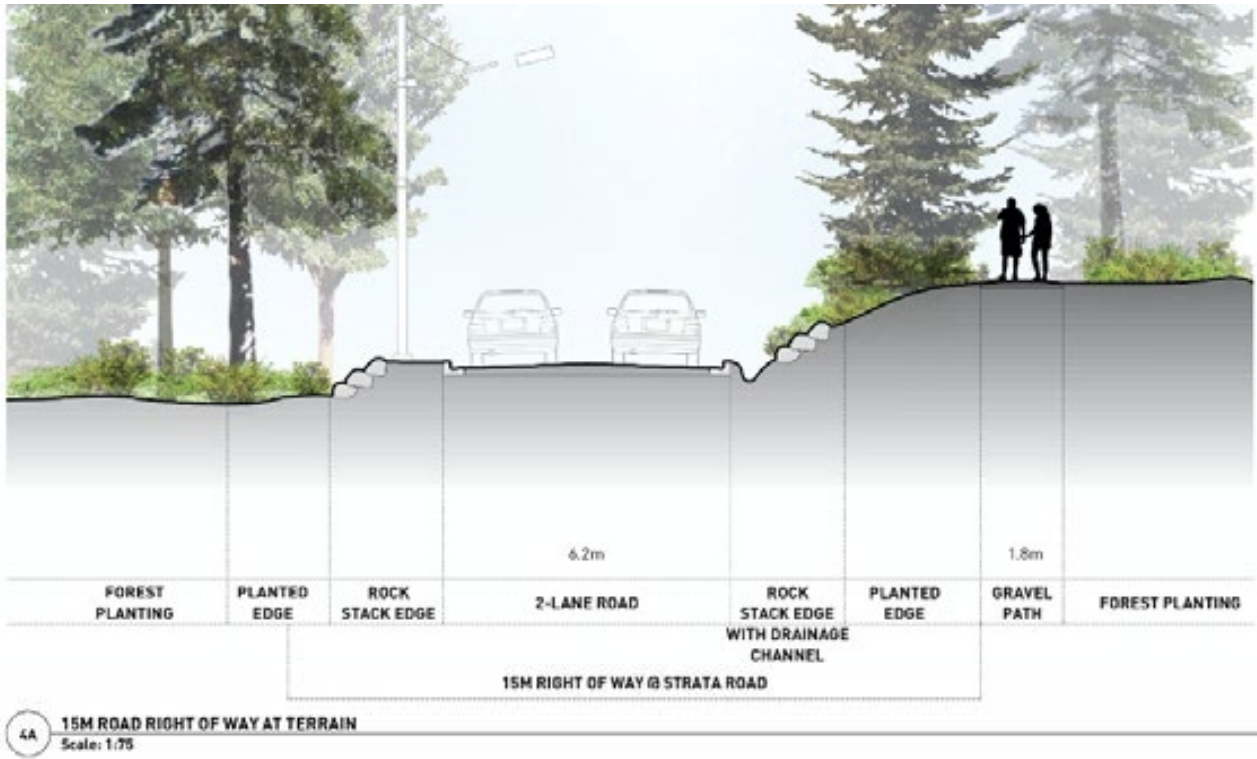
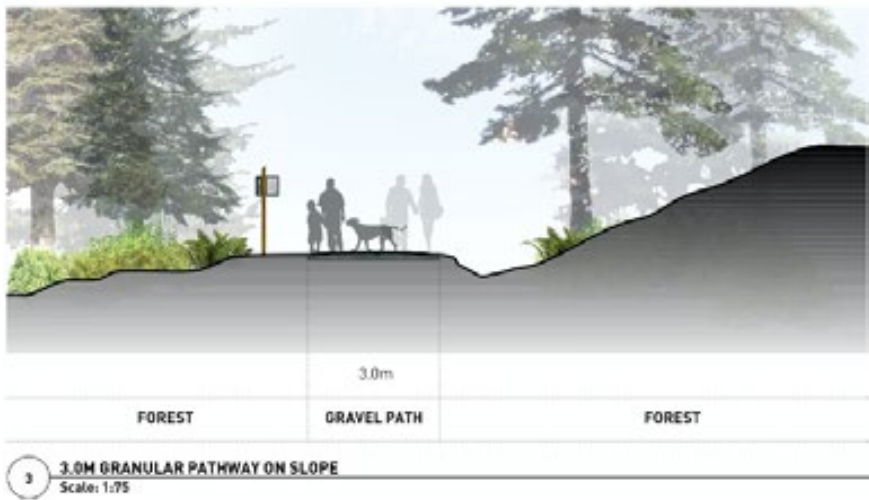
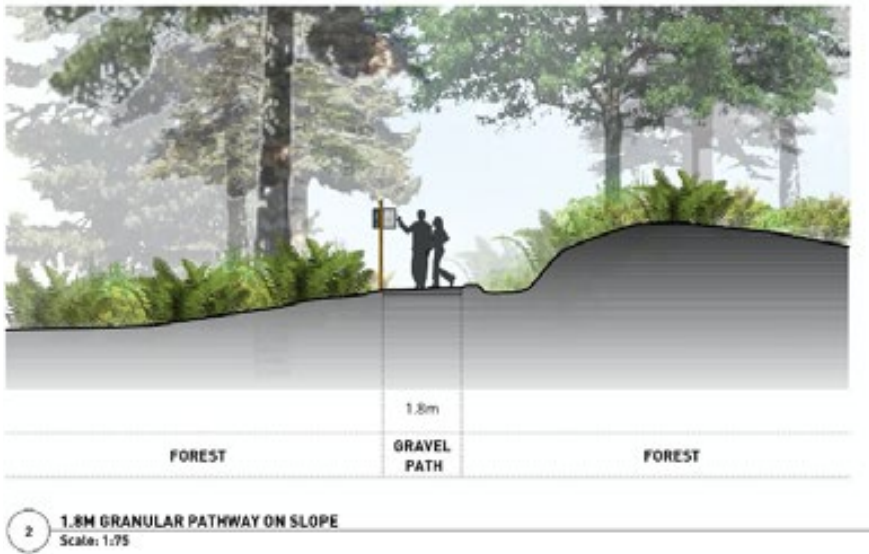
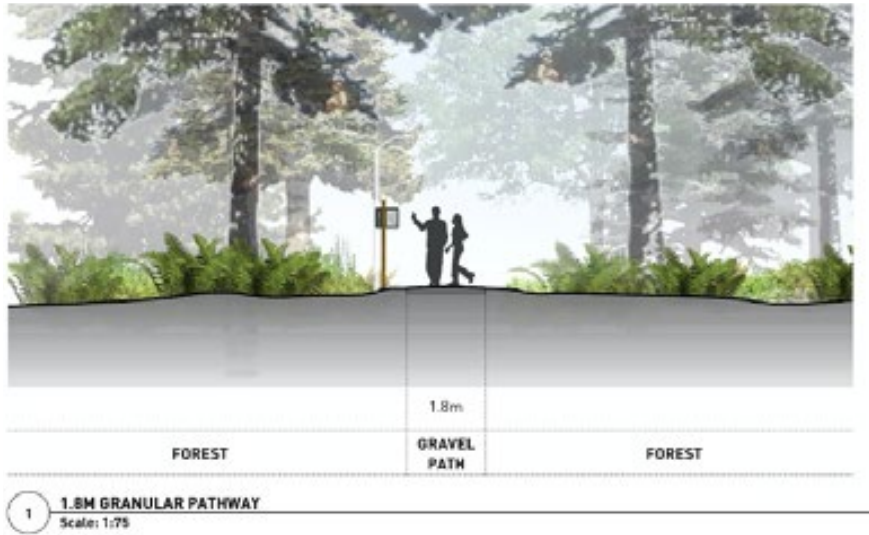


Site Trail Network - CD1 Bylaw-Schedule B3.1



Local Trail Network - CD3 Bylaw-Schedule B12

ROAD AND TRAIL SECTIONS



8.2 PARKS

Furry Creek park spaces will be predominantly natural in character and provide opportunities for the community to gather, picnic, and play. They are proposed at the ocean's edge, adjacent to the marina, and in the Upland neighbourhoods. These parks are modest in scale as their main function is to provide neighbourhood gathering places, children's play, areas to walk a dog, and rest along the trail system.

Park Character

The parks will vary in character and size, but predominantly respect the natural topography and terrain. They will take advantage of the amazing views offered at Furry Creek and include lawn areas for informal play, picnics, and viewing. Play features and structures will have a natural character, appropriate to the setting. Path and trail connections will be signed, and restrooms will be provided. A larger waterfront picnic park, complete with washrooms, will also be provided and include play features such as logs and boulders.

Forest Pocket Parks

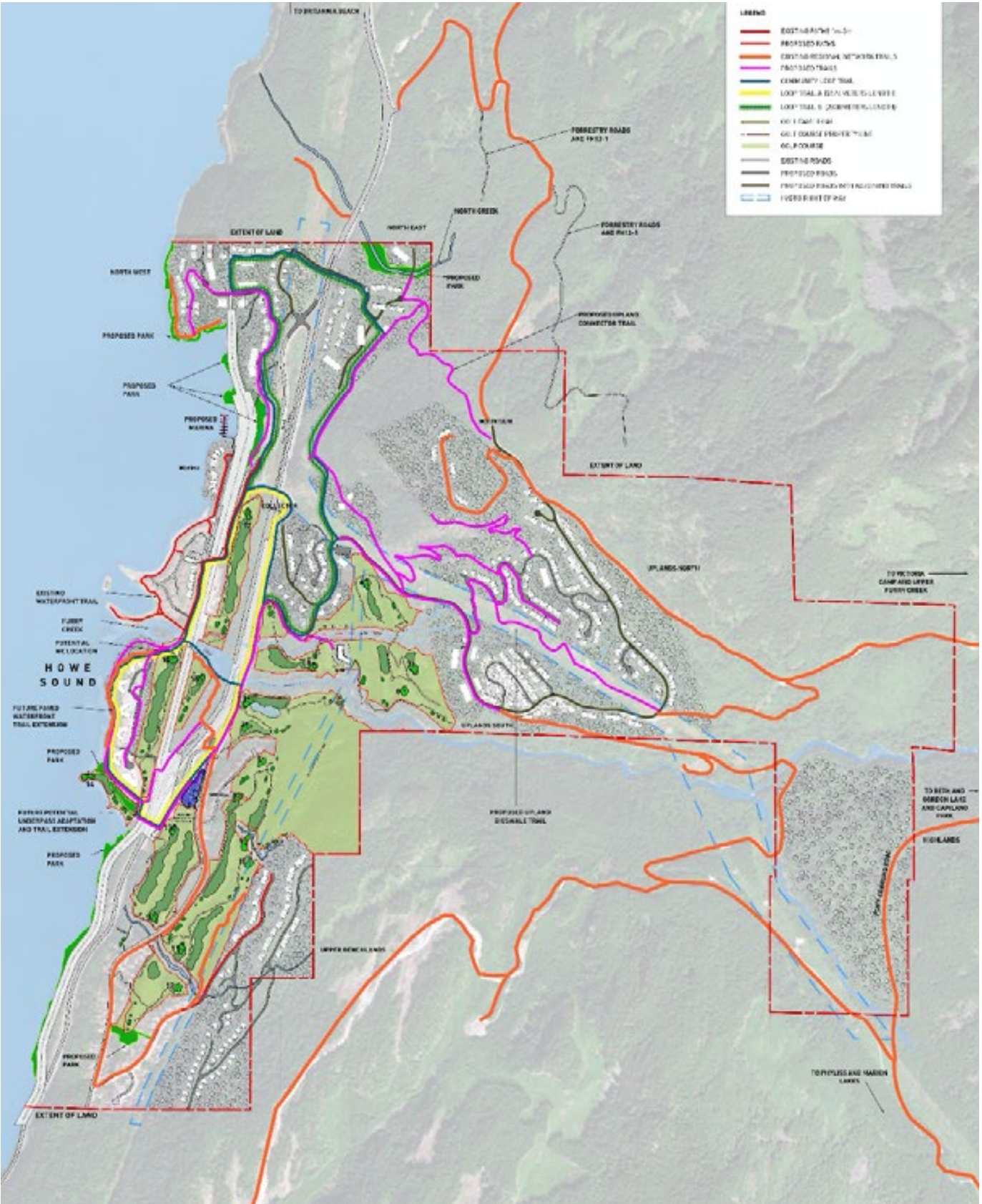
Small forest pocket parks will be provided around the site and include play features along with informal seating. In some instances, there will be clearings and small open areas as well as viewing and lookout points.



The community will include an expanded trail system, similar to that incorporated within the SFU UniverCity development (left) offering safe routes for pedestrians and cyclists, as well as lookout points around the community.



Some of the existing facilities at Furry Creek, such as those illustrated above, will be enhanced as the development progresses.



Open Space Diagram

9.0 HOUSING CHARACTER, ENERGY PERFORMANCE, LOCK-OFF SUITES, CONSTRUCTION MATERIALS & AFFORDABLE HOUSING

9.1 A BROADER RANGE OF HOUSING CHOICES

To accommodate different markets and address environmental sustainability, a broader range of housing choices is proposed at Furry Creek. While there will continue to be single-family lots, the community will include duplex, triplex and four-plex units. There will also be townhouses and stacked townhouses, offering more affordable housing choices with direct entry from grade.

Apartment homes are proposed in low-rise wood frame apartments, and terraced mid-rise concrete buildings with larger outdoor spaces, like those being developed in West Vancouver. Two taller 15-storey buildings are also proposed within the northeast and northwest neighbourhoods on sites concealed from the highway.

9.2 LOCK-OFF SUITES AND ACCESSORY UNITS

To provide a broader choice of rental housing, it is proposed that a percentage of the ownership units include 'lock-off-suites'. This is an increasingly popular form of housing, initially developed at the UniverCity community at Simon Fraser University, offering 'suites within suites' in apartment and townhouse developments. In addition to providing more affordable rental housing within condominium buildings, they can serve as 'mortgage helpers' for households wanting to purchase a larger apartment for a growing family. It is proposed that up to 35% of the homes at Furry Creek be permitted to include this type of arrangement with a maximum unit size of 850 sq.ft. It is also proposed that a percentage of the single-family homes be permitted to have accessory units for rental purposes.

9.3 ENERGY PERFORMANCE

Furry Creek is being planned as a sustainable community. It is therefore proposed that all homes comply with the B.C. Government Energy Step Code 3. Over time, it is anticipated that additional energy criteria will be met.

9.4 CONSTRUCTION MATERIALS

While a zoning bylaw does not normally establish building materials, when this application was considered by the SLRD Board in December 2019, there was some discussion regarding the relative benefits of wood and concrete construction from a sustainability perspective. While concrete construction can offer higher levels of fire safety, concrete is usually a less sustainable material than wood. However, it is now possible to build with more sustainable types of concrete incorporating fly-ash and other materials. It is therefore proposed that both wood and concrete buildings be included at Furry Creek, but when concrete construction is employed, more sustainable types of concrete will be used.

Fire Smart Features

In order to minimize the risk of wildfires, non-combustible materials will be used on roofs and exterior walls. This is further detailed in the design guidelines.



The Peak at Mulgrave in West Vancouver is illustrative of the character of housing being proposed for Lot 2 and other portions of the site.



9.5 HOUSING CHARACTER: TOWNHOUSES, LOW AND MID-RISE APARTMENTS



A set of Design Guidelines, like those prepared as part of the Cove Comprehensive Development Zoning, have been included with the complete rezoning application. They include design criteria related to exterior materials, roof shapes, grade level treatment, retaining walls, etc. The above projects are illustrative of the type of development that would be suitable at Furry Creek. They include duplex homes, townhouses, low and mid-rise apartments.

9.6 PROVISION OF ‘AFFORDABLE HOUSING’

When Furry Creek was first planned and approved, there was no demonstrated need or requirement for affordable housing. This is no longer true. Furthermore, the SLRD has recently developed policies requiring inclusion of ‘affordable housing’ choices within larger new developments. In accordance with these policies, it has been proposed that the total number of units permitted on the lands be increased so that up to 15% of the approximately 800 remaining units (approximately 120 units) be available as ‘affordable units.

These would include ‘workforce rental housing’ for those working at the golf course, cafes and restaurants, and resort facilities. This would include smaller self-contained units, and shared living accommodation. It could also include a co-housing living development, catering to families with and without children.

The precise location and size of these developments will be determined in conjunction with SLRD staff at a later date, but it is proposed that some affordable housing be included within the initial development of Uplands neighbourhoods. Agreement has been reached with staff on the timing of the remainder of the affordable housing, relative to the construction of market housing. Preliminary arrangements have also been reached with the Sea-to-Sky Community Services Society to assist with the management of affordable housing.

9.7 A RANGE OF BUILDING HEIGHTS

To accommodate different markets and building types, a schedule to the zoning bylaw has been prepared setting out the maximum building heights proposed for different locations around the property. In order to allow SLRD staff and Board further opportunities to consider building heights, each building will be the subject of a separate Development Permit application at which time detailed site planning and view analyses will be submitted to ensure buildings fit with their surroundings. It is proposed there be some flexibility in the siting of buildings of various heights, to minimize disruption to environmentally sensitive and natural features and minimize the need for significant site alteration.

Van Struth Consulting Group, a firm experienced in municipal economic impact analyses, was retained by FPFCD to assess the fiscal impacts of the proposed development at Furry Creek for the SLRD and existing residents. Their study has concluded that the fire safety measures and other infrastructure works will not require any significant increases in property taxes for existing residents. Furthermore, there should not be any negative impacts for the SLRD based on the current taxation policies and funding arrangements.

The study further estimates that total property assessments and taxes are expected to increase fourfold over the development period.

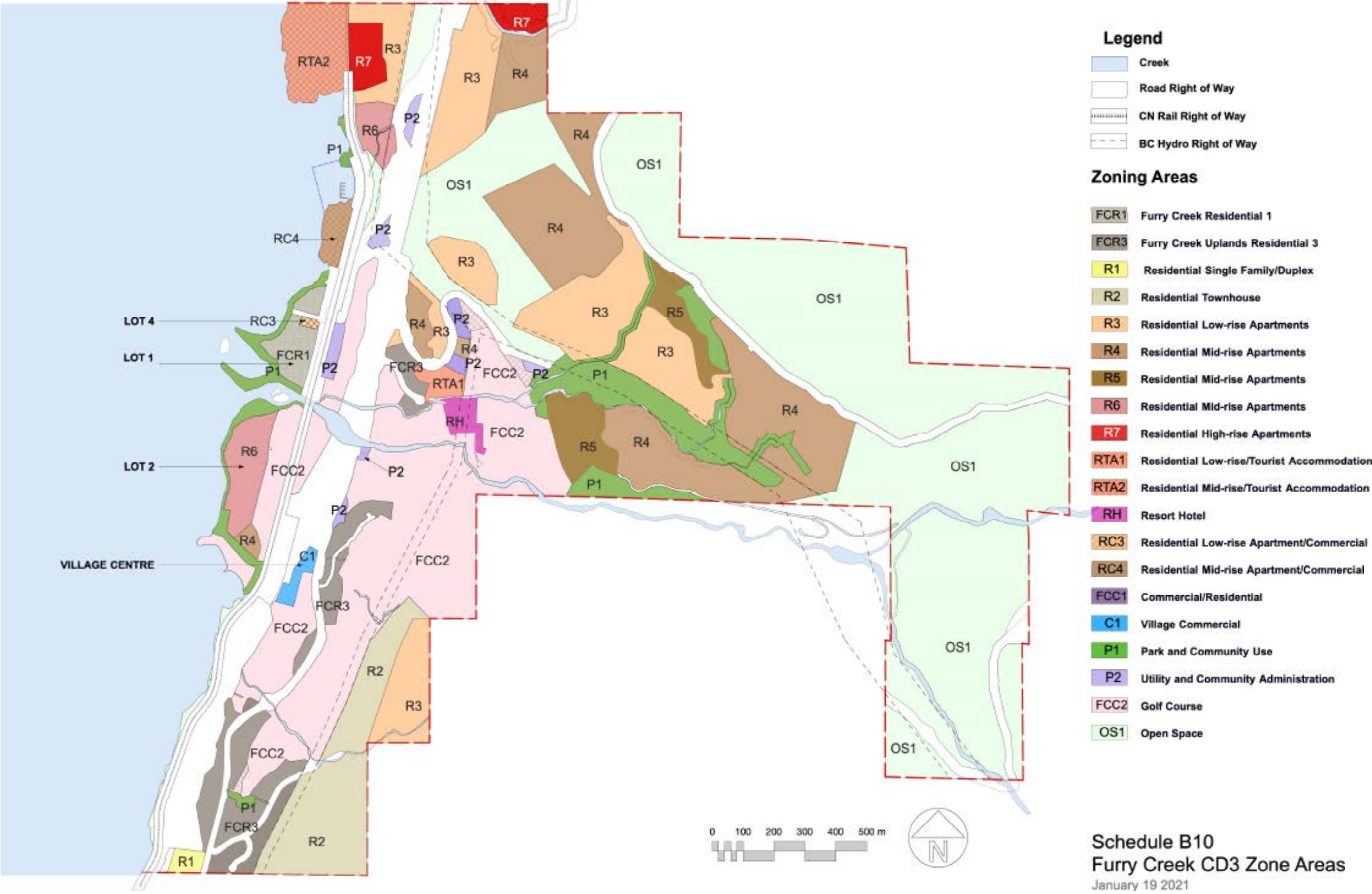


Examples of more affordable housing choices at SFU’s community.



In most instances, the height of new buildings will relate to the height of adjacent trees.

9.8 BUILDING HEIGHTS



10.0 COMPATIBILITY WITH SLRD
REGIONAL GROWTH STRATEGY (RGS) &
OFFICIAL COMMUNITY PLAN (OCP)

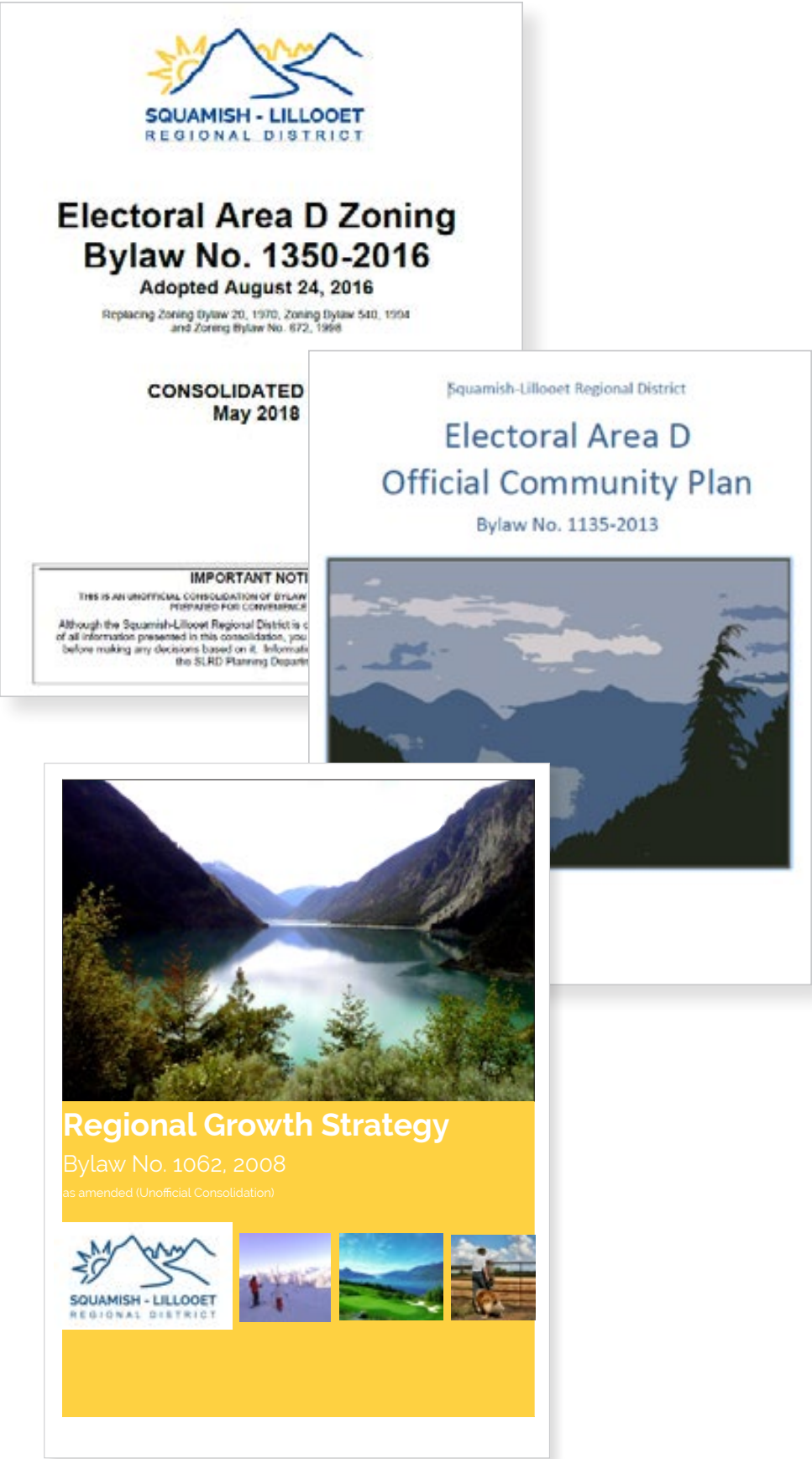
10.1 COMPATIBILITY WITH RGS

The proposed community at Furry Creek has been reviewed within the context of the RGS and will be developed in accordance with the 9 Regional Goals and 11 Smart Growth Principles as set out below:

1. **Direct urban development towards existing communities (avoiding urban and rural sprawl).**
Furry Creek has already been established as an existing community, thus avoiding sprawl.
2. **Build compact, complete, mixed-use neighbourhoods.**
With its centrally located Village Centre and Community Centre, and variety of resort and recreational facilities, Furry Creek is being planned as a compact, complete community.
3. **Create walkable communities**
Considerable attention has been given to transforming Furry Creek from an auto-dominated community into a more pedestrian-focused community. The Village Centre has been relocated and a well-designed network of trails and paths will connect it to the neighbourhoods. A variety of paths and sidewalk layouts has also been designed connecting the neighbourhoods and proposed bus stops and other amenities
4. **Promote a variety of low impact transportation options.**
The community is being designed to facilitate cycling and pedestrian movement. Neighbourhood electric vehicles and future autonomous electric shuttles are expected to connect residents to the village centre and much-needed public transit.
5. **Advocate a range of affordable housing options.**
A key aspect of this rezoning is to broaden the range of housing choices and options, including both market and non-market ownership, cooperative and rental tenure.
6. **Foster distinct, attractive, economically sustainable communities with a strong sense of place.**
The creation of a strong ‘sense of place’ has been a high priority for the planning of the Furry Creek Community. This can be achieved in part through the design guidelines that have been prepared, along with the selection of tenants for the Village Centre.
7. **Protect and promote responsible stewardship of green spaces and sensitive areas.**
Since its inception, Furry Creek has demonstrated a sensitive response to its setting and environment. This will continue in accordance with a comprehensive environmental analysis prepared by Cascade Environmental and employment of best practices.

8. **Ensure the integrity of a productive agricultural and forestry land base.**
As forested portions of the site are redeveloped, best-practices will be applied to the logging of these sites.
9. **Endorse energy efficient infrastructure.**
Discussions are currently underway with FortisBC and others to explore how District Energy or other energy efficient systems can be incorporated into portions of the community. New homes will also be designed to meet the latest, applicable energy standards.
10. **Ensure early and ongoing public involvement that respects community values and visions.**
Since purchasing this property, Fine Peace has organized numerous meetings with the Oliver’s Landing Strata Council, the Furry Creek Community Association, and individual community residents to seek input into the future community design. It has also worked closely with those promoting improved trails and open space throughout the community. As a result of this public involvement, modifications and improvements have been made to the earlier plans including relocation of the commercial village centre and expanding the range of housing choices and resort facilities to be offered.
11. **Cultivate a culture of cooperation, coordination and collaboration between local governments, provincial agencies, federal agencies, and First Nations.**
As part of the planning process to date, meetings and discussions have been held with MOTI and other government agencies. While we have not formally met with the Squamish Nation, meetings will be arranged as directed by SLRD to explore opportunities for collaboration.

The proposals set out in this report have been reviewed to ascertain their compatibility with three key SLRD Planning documents, the Regional Growth Strategy, The Official Community Plan, and the Zoning bylaw. As noted in this section, there is a high degree of compatibility with these documents.



10.2 COMPATIBILITY WITH ELECTORAL D OFFICIAL COMMUNITY PLAN

The following additional information relates to other criteria set out in the RGS

For existing SLRD master planned communities, further growth is not supported beyond what is currently contemplated in SLRD Official Community Plans (OCPs) and what is specified in the SLRD Regional Growth Strategy (RGS). Zoning and OCP amendments that propose to increase density or area of existing SLRD master planned communities are not supported.

The objective for these areas is to encourage compact, clustered residential and local commercial, mixed use developments with distinct edges and full community water and sewer services.

This rezoning application does not seek any increase in the density or number of units, other than the inclusion of up to 120 'affordable housing' units. Furthermore, there will be no increase the overall site area of the community. While consideration may be given to the potential acquisition of limited adjacent Crown Lands to improve the design of the road system, it is contemplated that a corresponding area of land from within Furry Creek may be returned to the Crown as part of the exchange.

As noted in section 1.4 of this report, the Furry Creek Community is referenced in the OCP. The following is a more detailed analysis of conformance with Section 5 of the OCP (page 15) as it relates specifically to Furry Creek.

Objective

Continue to recognize the Planned Community designation and encourage adequate provision of community facilities and public open space as development proceeds. The proposed rezoning will enhance the provision of community facilities and public open space within the community, as development proceeds.

Policies

5.0.1 Consider establishing zoning regulation of the Uplands area of Furry Creek consistent with the existing

development agreement to ensure public consultation occurs in conjunction with any revisions to the development agreement. This rezoning application has benefited from public consultation and when approved, will result in new zoning regulations for the Uplands area consistent with the existing development agreement.

5.0.2 Encourage coordination with Britannia Beach regarding potential accommodation of community facilities that will serve both communities, including elementary school, indoor recreation facilities, ambulance station, police station and local commercial services. Although the Covenant registered on title requires the future construction of a Fire Hall at Furry Creek, all of the other community facilities are being planned with particular regard to what is proposed at Britannia Beach and other Sea-to-Sky communities.

5.0.3 Encourage provision of as much public access to the waterfront as possible. The revised concept plans for Lot 2 will result in enhanced public access to the waterfront. In addition, other new developments near the waterfront, including the proposed marina, will result in enhanced waterfront access and experiences.

5.0.4 Encourage provision of a trail system throughout the community (e.g., along but outside creek setbacks), linking commercial areas, residential areas, and parks and open space. Encourage provision of trail head facilities (e.g. road access, small parking lot, signage) where possible and appropriate. Considerable attention has been given to the inclusion of an extensive trail system throughout the community. This will be further developed as each new neighbourhood is planned.

5.0.5 Encourage the provision of public transit infrastructure including bus shelters and space for park and ride and car sharing. The provision of public transit to serve the new community at Furry Creek is very important to the landowner. Consultations with BC Transit have been positive to date.

Goals

The SLRD and its members will strive to achieve the following nine goals. These broad statements provide the strategic directions that will be used to address growth management challenges over the next 20 years.

GOAL 1 Focus Development into Compact, Complete, Sustainable Communities

GOAL 2 Improve Transportation Linkages and Options

GOAL 3 Support a Range of Quality Affordable Housing

GOAL 4 Achieve a Sustainable Economy

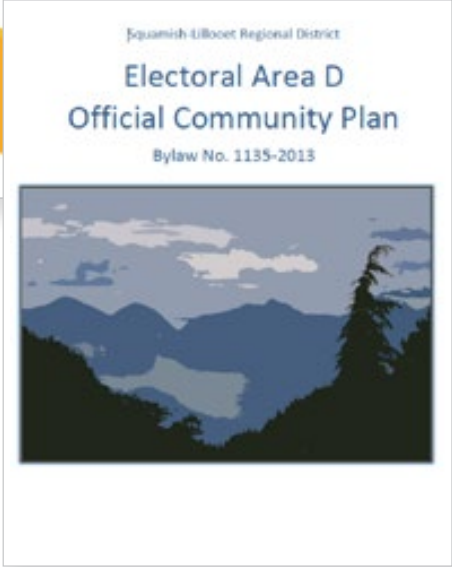
GOAL 5 Protect Natural Eco-system Functioning

GOAL 6 Encourage the Sustainable Use of Parks and Natural Areas

GOAL 7 Create Healthy and Safe Communities

GOAL 8 Enhance Relations with Aboriginal Communities

GOAL 9 Improve Collaboration among Jurisdictions



11.0 ECONOMIC IMPACT ANALYSIS

Van Struth Consulting Group, a firm experienced in municipal economic impact analyses, was retained by FPFCD to assess the fiscal impacts of the proposed development at Furry Creek for the SLRD and existing residents. While their study is still ongoing, it has estimated the current and future property value assessments and projected tax revenues, anticipated capital and operating expenditures by the developer and SLRD, and required Capital Reserve contributions.

Until projected capital and operating costs associated with fire safety have been determined, and a cost-sharing agreement with FPFCD is finalized, it is premature to make any definitive statement on the net fiscal impacts of the community development for the SLRD and the impact on property taxes for current Furry Creek residents.

However, the study estimates that total property assessments and taxes are expected to increase fourfold over the development period, and provided there are contributions from FPFCD towards the capital costs of the fire safety measures, there is not likely going to be a requirement for significant increases in property taxes for existing residents.

Furthermore, there should not be any negative impacts for the SLRD based on the current taxation policies and funding arrangements.

12.0 NOISE IMPACT ANALYSIS

The two major sources of noise in the community are from the highway and railway. The rail corridor has always been a feature of the community planning and it should be noted that train traffic remains at the same 2 to 3 trains a day that existed at the initial planning stages. FPFCD is committed to working with CN Rail, the SLRD and local residents to explore what measures might be put in place resulting in whistle cessation.

In terms of highway noise, consideration has been given to construction of noise barriers along portions of the highway and this will be analyzed further. However, a more appropriate solution may well be to begin a program of tree planting along the highway right-of-way, and to design and construct those buildings near the highway in a manner which minimizes noise intrusion.



Members of the Britannia Beach Volunteer Fire Department pose for this 2012 photo. Fire Safety measures have been carefully costed to ensure there is no negative impact on existing residents or the SLRD.

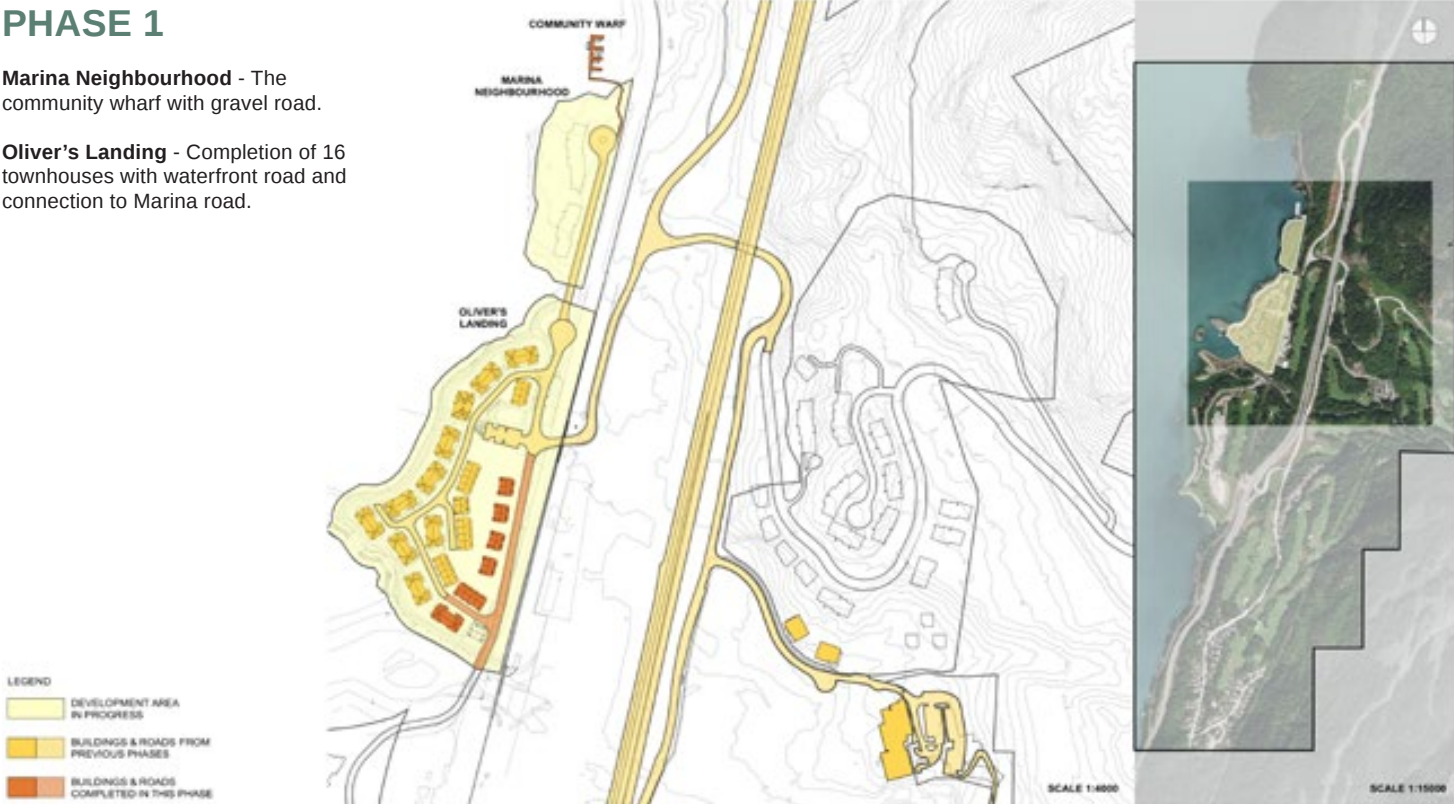


13.0 DEVELOPMENT PHASING DIAGRAMS

PHASE 1

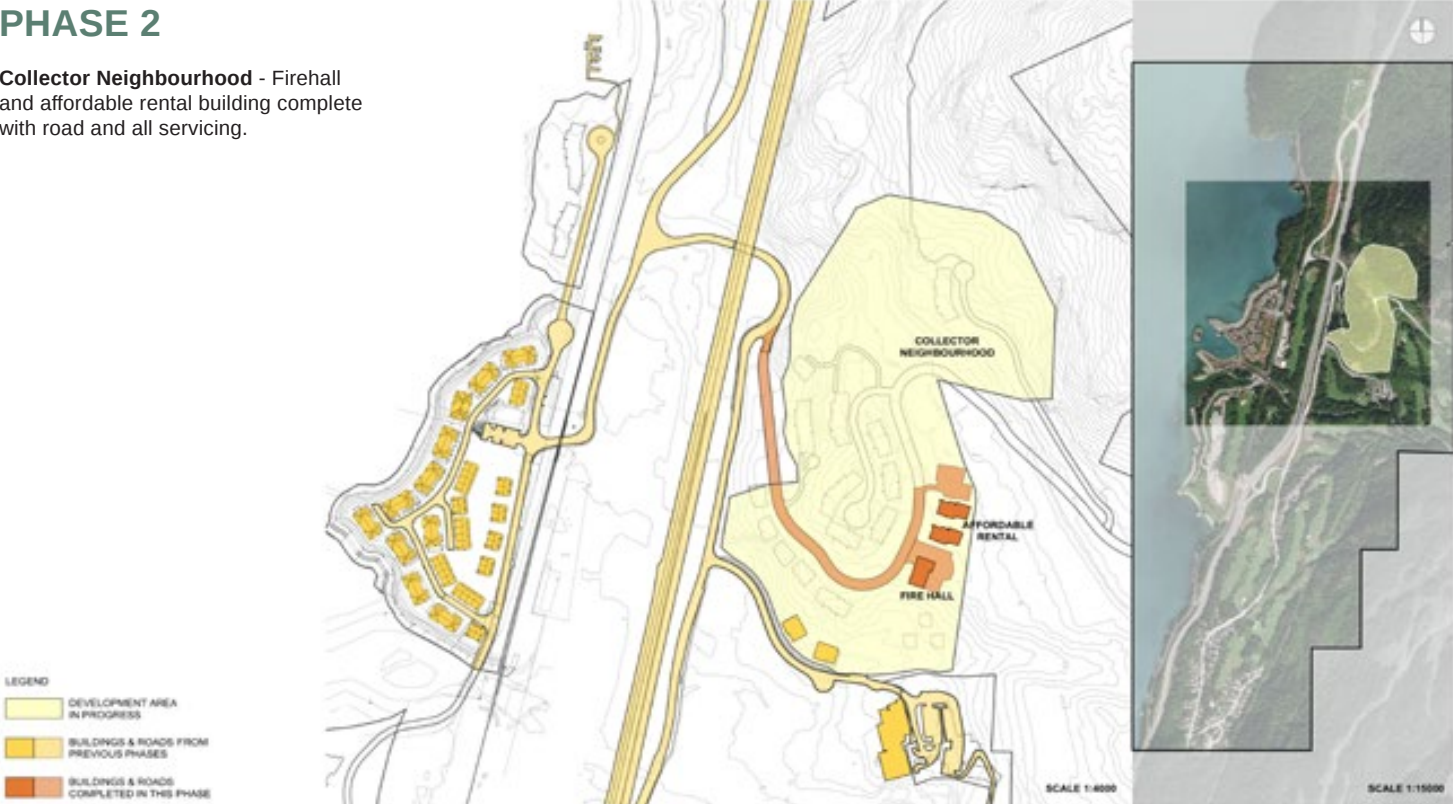
Marina Neighbourhood - The community wharf with gravel road.

Oliver's Landing - Completion of 16 townhouses with waterfront road and connection to Marina road.



PHASE 2

Collector Neighbourhood - Firehall and affordable rental building complete with road and all servicing.



PHASE 3

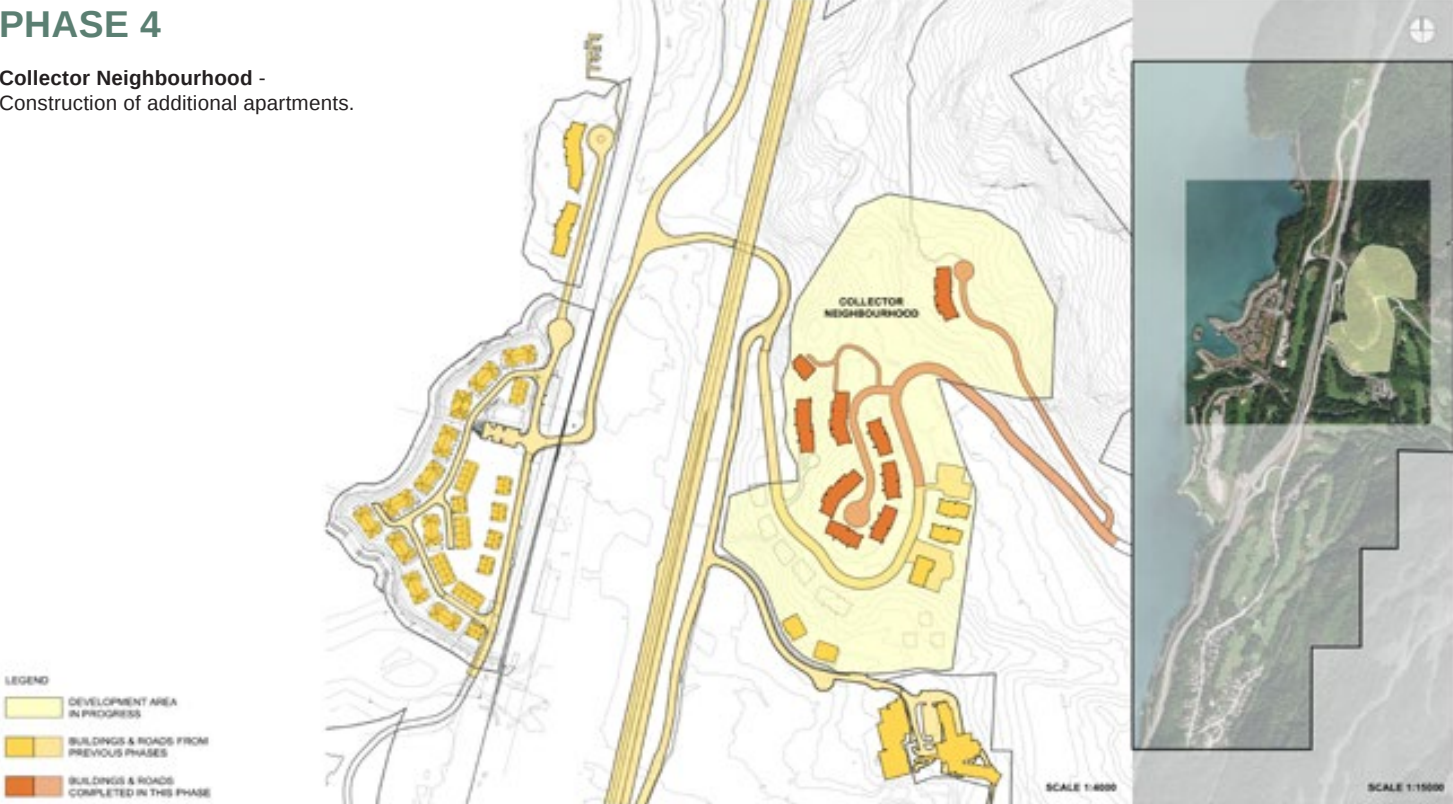
Resort Hotel - At golf clubhouse.

Marina Neighbourhood - Waterfront apartments.



PHASE 4

Collector Neighbourhood - Construction of additional apartments.



PHASE 5

Village Commercial - Includes Community Centre.



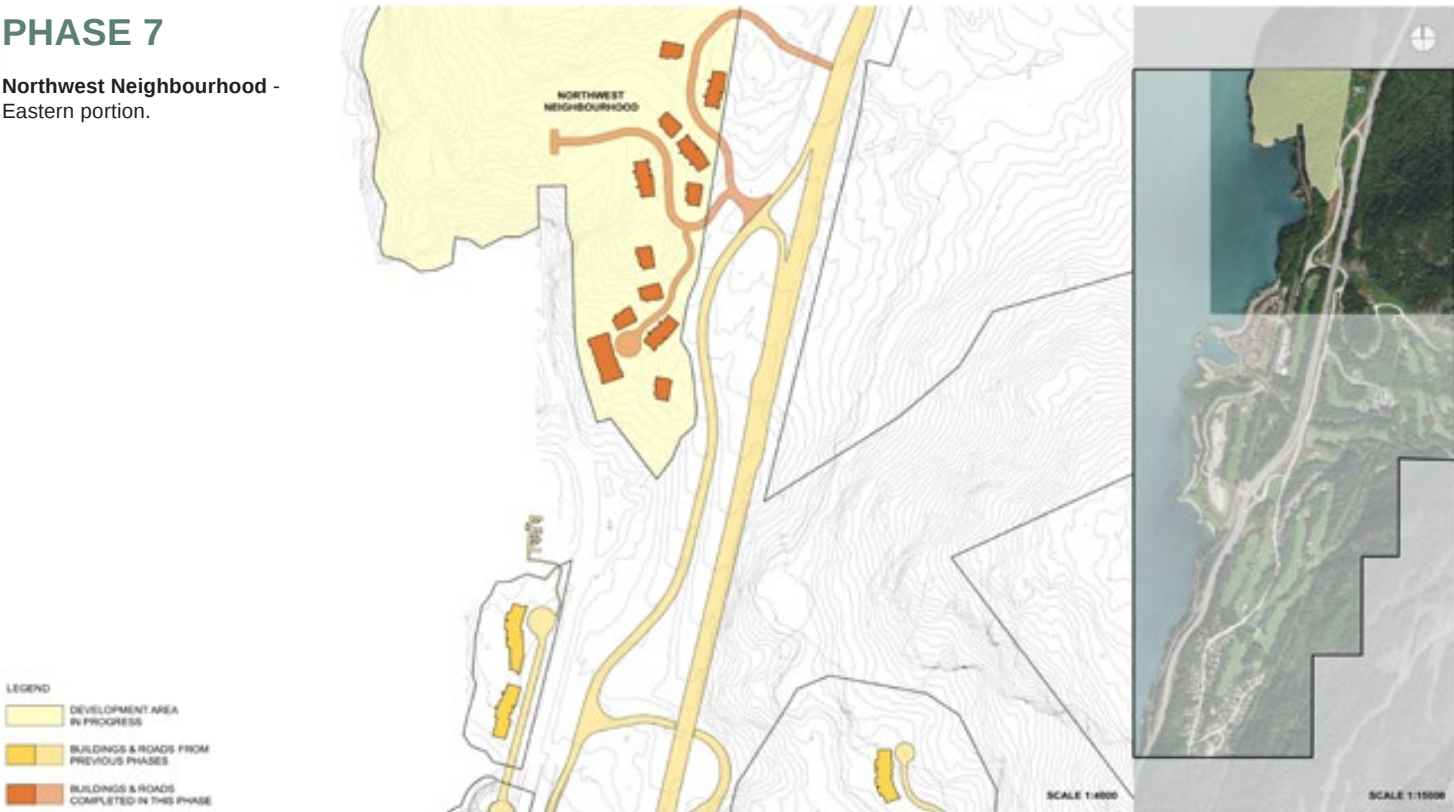
PHASE 6

Lot 2 Waterfront - Waterfront apartments including bridge, road, dyke adjustments, trails and park.



PHASE 7

Northwest Neighbourhood - Eastern portion.



BALANCE OF DEVELOPMENT

ORDER TO BE DETERMINED

- Northwest Neighbourhood - Western portion
- Northeast Neighbourhood - Including bridge
- Uplands South Neighbourhood
- Uplands North Neighbourhood
- Upper Benchlands Neighbourhood
- Mountain Neighbourhood



14.0 SUMMARY

This application for a Comprehensive Development Zoning has been prepared by FPFCD and its consultant team with ongoing input from Furry Creek residents, many of whom have lived in the community since its founding. When approved, it will reduce the number of single-family lots and permit a greater variety of housing choices within the community, including the addition of affordable housing. It will also confirm new locations for the neighbourhood commercial village, resort/hotel facilities and proposed marina, and establish an improved trails and public open space network and enhanced community facilities and amenities.

The proposed zoning has been prepared in conformance with the SLRD's Regional Growth Strategy and Official Community Plan for Electoral Area D. The provision of the new village centre with its new neighbourhood commercial services will help reduce vehicular traffic along the highway.

The new resort and spa facilities will enhance the Sea-to-Sky Corridor's growing reputation as one of the most attractive, healthy, outdoor-oriented regions in the province.

New residents at Furry Creek will contribute to the economic health of the region by supporting the businesses planned for nearby Britannia Beach and Squamish. They will also help support the demand for new and improved public transit along the Sea-to-Sky Corridor. However, if this is not in place when the first residents are ready to move into the CD3 zoned lands, FPFCD will fund a private shuttle service linking to Squamish and Lions Bay.

While development of Furry Creek could proceed under the current PLAs, Zoning Bylaws, and Development Covenants, FPFCD and its consultant team believe that the proposed Comprehensive Development zoning will result in a more sustainable community, with a broader range of housing choices and public amenities.

While some community residents have expressed concerns regarding the proposed building heights along the waterfront, most community residents who have participated in the planning process over the past three years, strongly support the increased housing choices, the proposed commercial village location, as well as the resort and spa facilities, and improved transit.

In summary, the new zoning will allow the realization of the original vision for Furry Creek, namely a beautiful, complete recreational-oriented residential community that contributes significantly to the amenities and attractiveness of the entire Sea-to-Sky Corridor.





COMPATIBILITY WITH THE REGIONAL GROWTH STRATEGY (RGS)

The proposed community at Furry Creek has been reviewed within the context of the RGS and will be developed in accordance with the 9 Regional Goals set out in the RGS along with Smart Growth Principles as set out below:

- 1. Direct urban development towards existing communities (avoiding urban and rural sprawl). Furry Creek has already been established as an existing community, thus avoiding sprawl.
- 2. Build compact, complete, mixed-use neighbourhoods; While an application may be made to the provincial government to exchange small portions of land to improve the design of roads, there will be no expansion of the boundaries of the Furry Creek community.
- 3. Create walkable communities 4. Promote a variety of low impact transportation options; while this is a large property with significant elevational changes, careful attention has been given to the location of the commercial village centre and neighbourhood design to promote walking, cycling and other low-impact transportation options. Both neighbourhood electric vehicles and autonomous electric shuttles are proposed in the future to connect residents to the village centre and public transit. The developer is interested in exploring how it can financially contribute to improved public transit. However, if public transit is not in place when the first new residents move in, the developer is committed to the operation of a private shuttle system connecting to Squamish and Lions Bay.
- 4. Advocate a range of affordable housing options; When Furry Creek was first planned, the housing choices were limited to single-family and townhouse forms. However, this zoning amendment will result in a much broader range of housing choices including the addition of stacked townhouses and various apartment forms in ownership, and rental tenure. Lock-off rental suites and accessory suites and dwellings are also now being proposed.
- 5. Foster distinct, attractive, economically sustainable communities with a strong sense of place; This is a high priority for the community at Furry Creek. The design guidelines will help establish the design criteria

promoting a distinct sense of place appropriate for its Sea-to-Sky setting.

- 6. Protect and promote responsible stewardship of green spaces and sensitive areas; In the development to date, Furry Creek has demonstrated significant respect for the environment. This will continue as streamside regulations will be respected and environmentally sensitive areas avoided.
- 7. Ensure the integrity of a productive agricultural and forestry land base; as any forested portions of the site are developed, best-practices will be applied to the logging of these sites. In addition, various locations have been identified for community gardens.
- 8. Endorse energy efficient infrastructure; as set out elsewhere in this document, particular attention has been given to the design of energy efficient infrastructure. Initially, all new homes will also be designed to meet energy standards as set out in BC Energy Step Code 3, on the understanding that the standard will be revised over time in accordance with SLRD requirements.
- 9. Ensure early and ongoing public involvement that respects community values and visions; since Fine Peace purchased this property, numerous meetings have taken place with the Oliver's Landing Strata Council, the Furry Creek Community Association, and individual community residents to seek input into the future community design. As a result of these discussions, changes to the plans have been made including relocation of the commercial village centre, reduction in building heights, and expanding the type of resort facilities to be offered.
- 10. Cultivate a culture of cooperation, coordination and collaboration between local governments, provincial agencies, federal agencies, and First Nations. As part of the planning process to date, meetings and workshops have been held with the various government agencies who will be involved in the approval process, as well as the Howe Sound Community Forum, and Fraser Basin Council.