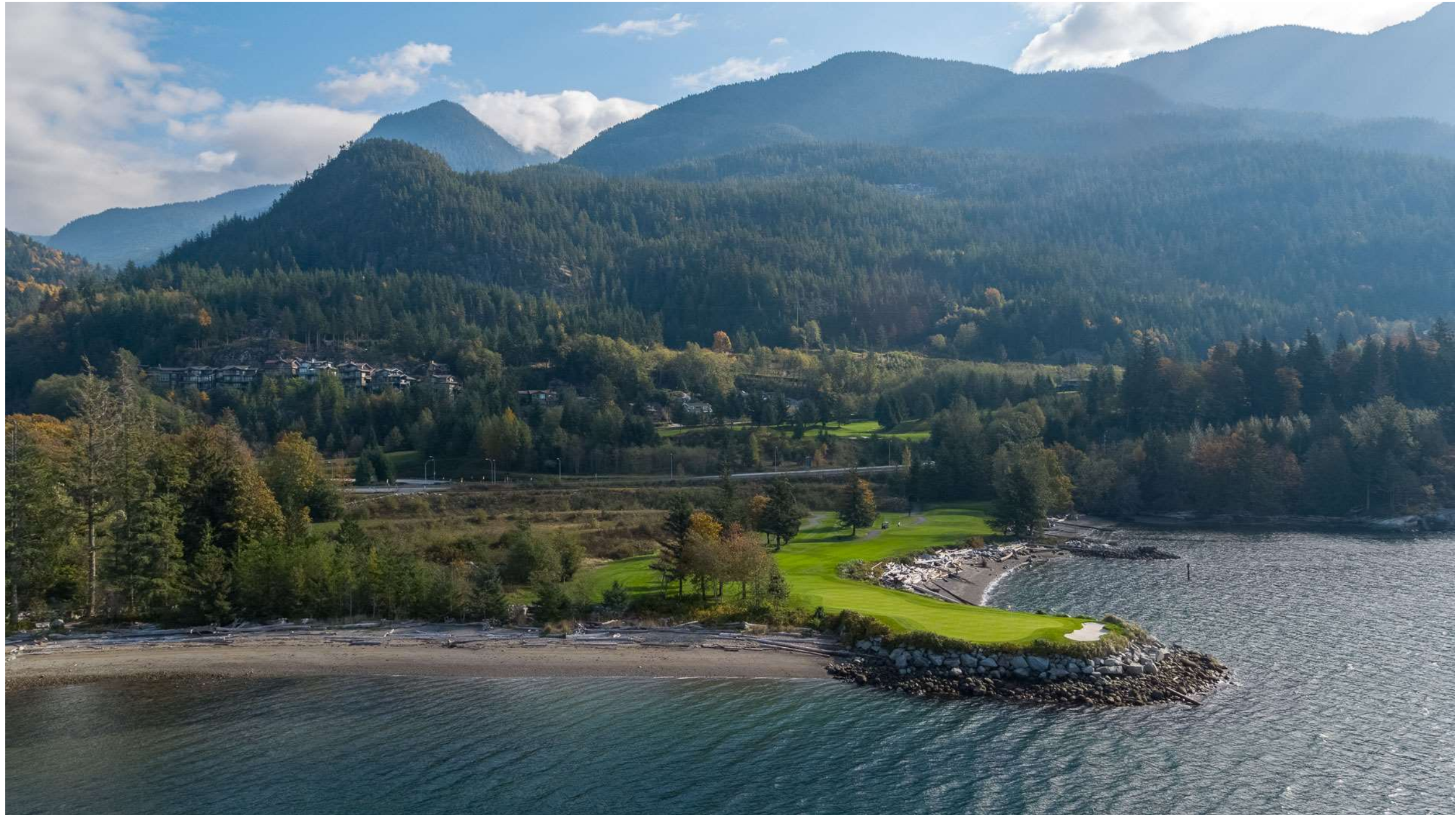




FURRY CREEK: A COMPLETE RECREATIONAL/RESIDENTIAL COMMUNITY

An application for a Comprehensive Development Zoning

Submitted to the Squamish Lillooet Regional District

by Fine Peace Furry Creek Developments Ltd.

March 2019

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Aerial view looking northwest of recently upgraded clubhouse and surrounding lands



Aerial view looking northwest over golf course and existing developments

PROJECT TEAM

<i>Developer:</i>	<i>Fine Peace Furry Creek Developments Ltd.</i>
<i>Development Manager</i>	<i>Michael Geller & Associates Limited</i>
<i>Civil Engineer</i>	<i>CREUS Engineering Ltd.</i>
<i>Architect:</i>	<i>NSDA Architects</i>
<i>Landscape Architect:</i>	<i>PWL Partnership Landscape Architects Inc.</i>
<i>Environmental:</i>	<i>Cascade Environmental Resource Group Ltd.</i>
<i>Geotechnical:</i>	<i>Thurber Engineering Ltd.</i>
<i>Survey</i>	<i>Bennett Land Surveying Ltd.</i>
<i>Traffic & Transportation</i>	<i>Bunt & Associates Engineering Ltd.</i>
<i>Environmental Marine :</i>	<i>PGL Environmental Consultants</i>
<i>Fire Protection:</i>	<i>MJ Blair Consulting Services</i>
<i>Hydrogeology:</i>	<i>Western Water Associates Ltd.</i>
<i>Flood Control Engineers</i>	<i>Parsons Corporation (formerly Delcan)</i>
<i>Electrical:</i>	<i>Primary Engineering and Construction Corp</i>
<i>Terrestrial Mapping:</i>	<i>Terra Remote Sensing Inc.</i>
<i>Economic Impact/Market analysis</i>	<i>Altus Group Limited</i>

March 18, 2019

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

Dear Ms. Needham,

Re: Furry Creek Preliminary Rezoning Application

Fine Peace Furry Creek Developments Ltd, (FPFCD) the new owner of the Furry Creek lands, is pleased to submit this application for a Comprehensive Development Zoning for the Waterfront and Uplands properties at Furry Creek.

In making this application, we would note that the development potential of these properties was established by Preliminary Layout Approvals initially granted in 1991 and 1993 by the Ministry of Transportation and Highways. Two Covenants (The Uplands Covenant and the Oceanside Covenant) that were registered on title in 1993 at the time of the subdivision of the waterfront lands, set out further obligations with respect to site servicing and the provision of community amenities. In addition, portions of the property were zoned by the SLRD in 2016. The PLAs and Covenants provide for up to 920 single and multi-family residential units, a golf course and clubhouse, neighbourhood commercial space, resort or hotel facilities, a marina, community facilities, and trails and public open spaces. Much of this is also set out in the Official Community Plan.

However, we are now seeking a Comprehensive Development Zoning for all the lands to permit greater clarity in the vision of housing choices offered within the community, and greater certainty with respect to the design and location of the neighbourhood commercial village, resort/hotel facilities, marina, and other community amenities. This zoning will also define new affordable housing requirements and an improved public open space and trail network.

This application has been prepared by FPFCD and a consultant team which has many decades’ experience in the planning and development of Furry Creek, and other successful new communities. The plans have also benefitted from ongoing input from Furry Creek residents, many of whom have lived in the community since its founding.

In submitting this application, we would like to thank SLRD staff for your ongoing advice since our first meeting in 2017, and the Furry Creek Community Association for its time and effort, and thoughtful suggestions during the planning process.

It is our hope that a positive and timely approval of this application will allow the realization of the original vision for Furry Creek, namely a complete recreational-oriented residential community that will contribute significantly to the amenities and attractiveness of the entire Sea-to-Sky Corridor.

Yours sincerely,

On behalf of Fine Peace Furry Creek Developments Ltd.



Michael Geller Architect AIBC, FCIP, RPP, MLAI
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 for a complete, recreational/residential community. Today, the golf course and clubhouse have been completed, along with 56 condominium residences along the waterfront within the Oliver’s Landing development. 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 and clubhouse, and meetings have taken place between FPFCD, the new owner and local residents, resulting in a renewed optimism in the community.



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

1.0 INTRODUCTION

Planning for the Furry Creek community began in 1990 following the purchase of the property by Tanabe Corporation of Japan (subsequently renamed Tanac Land Development Corporation). While at one time the property was considered as a possible location for industrial uses, Tanac's vision was for a complete, environmentally sensitive, recreation-oriented residential community. A planning team led by Michael Geller & Associates was assembled and a broad array of planning and engineering studies were carried out.

Since the lands were located in an unincorporated area, an application was submitted to the Ministry of Transportation and Highways, and in 1991 Preliminary Layout Approval (PLA) was granted for a complete community comprising a golf course, up to 920 residential units, a resort or hotel, marina, commercial and community facilities. In 1992 work proceeded on the golf course and roads serving the first residential neighbourhoods. However, since the site was somewhat isolated from Metro Vancouver with relatively poor highway access, especially when compared with today, residential development did not progress as hoped.

After considerable investment in the golf course, clubhouse, site services including a waste water treatment plant, water system and roads, in 1999 Tanac sold the Waterfront Lands to United Properties which commenced the multi-phased 250-unit Oliver's Landing condominium development. Following completion of the first 56 homes, United Properties got into financial difficulty on another project and the balance of their lands were purchased by The Burrard Group/GolfBC which had previously acquired the golf course. Parklane Homes subsequently acquired the Uplands, and successfully developed two dozen new homes.



The first hole at Furry Creek. Over the years the course has been reconfigured and improved.

In 2017 FPFCD, the Canadian subsidiary of an international company active in the development of golf course and resort-oriented residential communities, purchased the holdings of Burrard Group. In 2018, it acquired the Tanac Lands from Parklane Homes. FPFCD is determined to realize the original vision of a complete recreational/residential community at Furry Creek, with a variety of housing choices, neighbourhood village retail space, resort facilities, a residents'-only marina, community facilities and an extensive open space and trail network.

This report describes the site's history, earlier plans and approvals, and new planning and engineering studies undertaken over the past 18 months. The architectural and planning designs have been prepared by NSDA Architects, led by Derek Neale, the original architect for Oliver's Landing. The engineering studies have been prepared or managed by Kevin Healy of CREUS Engineering, who also has decades of experience at Furry Creek, initially with Tanac and subsequently with private consulting engineering firms. Both are extremely knowledgeable about the challenges and opportunities afforded by this very special property.

While the proposals set out in this rezoning application may appear ambitious, FPFCD and its consultants have a proven track record in the planning and development of successful communities. Notwithstanding the past financial difficulties at Furry Creek, we are confident that given the highway improvements and changing market conditions, these development proposals are realistic and can be phased over time for the benefit of the SLRD, existing community residents, and the entire Sea-to-Sky Corridor.



Derek Neale of NSDA Architects presents earlier concept plans at a 2-day design workshop with community residents.



Originally designed by Brian Hemingway and completed in 1993, the Furry Creek clubhouse is regarded to be one of the best contemporary examples of Pacific Northwest architecture in Canada.

2.0 HISTORICAL OVERVIEW OF FURRY CREEK DEVELOPMENT

1990 Michael Geller & Associates, on behalf of Tanac Land Development Corp. submits a PLA application for a complete recreational/ residential community with a golf course, up to 920 residential units, a resort or hotel, marina and chandlery, community amenities and ancillary services.

1991 The first PLA is issued by Ministry of Transportation and Highways. Tanac proceeds with planning and development of the golf course, sewage treatment plant, domestic water and public road system.

1992 Tanac removes a dam on Furry Creek that had been condemned by Ministry of Environment to protect future residential areas, highway and railway.

1993 Furry Creek Golf Course and clubhouse opens and first phase of residential lots offered for sale

1995 Additional lots offered for sale in uplands

1996 Planning for the waterfront lands begins and Tanac seeks developer partner or purchaser

1997 Completion of Furry Creek interchange including Highway underpass. Next phase of residential lots offered for sale

1999 Waterfront Lands are subdivided into Lot 1 (Marina Area), Lot 2 (south of Creek), Lot 3 (to be part of Director's Lands) and Lot 4 (proposed commercial area). Waterfront Covenant signed and Lots 1, 2 and 4 sold to United Properties and golf course to Burrard Group.

2000 United Properties proceeds with first 56 units at Oliver's Landing

2001 United Properties seeks Court Order Protection due to problems with US projects. Tanac seeks Court Order Protection. Furry Creek Power applies for a license for diversion of water

2002 Burrard Group purchases remainder of Waterfront Lands. Furry Creek Power gets license.

2003 Parklane Homes acquires Tanac and its assets/liabilities

2004-2007 Parklane installs production well P2 and in following years proceeds with development of homes in Ocean Crest and Stonegate Drive neighbourhoods. Parklane applies for Water License on behalf of SLRD.

2008-2017 Relatively little activity. Burrard continues to operate golf course and explores possibility of redeveloping portions of the golf course into new residential development. Some plans prepared for Lot 2 but no applications submitted.

2016 SLRD zones the golf course and existing neighbourhoods.

2017 Fine Peace acquires the interests of Burrard Group and begins planning for completion of Lot 1, and future development on Lots 2 and 4 as well as the resort hotel adjacent to the clubhouse. Presentations made to community residents, SLRD staff and Board. Plans also prepared for improvements to the clubhouse.

2018 Fine Peace organizes a community design workshop and continues with planning for Lots 1,2 and 4. The first phase clubhouse improvements are completed. In summer, the company acquires the Uplands from Parklane Homes and initiates studies to assess development potential and viability of different neighbourhoods. Further discussions take place with community residents and SLRD officials. Fine Peace funds improvements to existing trails. Further plans are prepared (as set out in this application) and presented to the entire community at a year-end holiday celebration.



As part of the marketing program, a Discovery Centre was built in 1998. The 'lighthouse' design was intended to attract motorists driving along the highway.



Some of the initial houses built by Tanac and Parklane. While not the British Properties, many of the 71 completed homes are very attractive and appealing



Aerial view of the first 56 townhouses built as Oliver's Landing. Designed by NSDA Architects, they were developed by United Properties.



Aerial view of clubhouse with its relocated pro shop and new entry canopy



View across the water at the first phase of the Oliver's Landing development on Lot 1



A view looking east at some of the early single-family homes built overlooking the golf course and Howe Sound



The Clubhouse, with its new covered porte-cochere entry

3.0 PROPERTY DESCRIPTION & PREVIOUS USES

The subject property comprises approximately 419 ha (1,036 acres) to the north and south of Furry Creek along Howe Sound. Approximately 57 ha (140) acres lie to the west of the highway with 3350 m 11,000 ft. of ocean frontage. The property has had a history related to resource extraction and for many years was owned by Copper Beach Estates which conducted mining activities in the area. While the whole site was logged extensively, logging was concentrated mainly east of the highway, with a small sawmill and log sorting operation adjacent to Howe Sound. The primary use of the property south of Furry Creek was gravel extraction. Over the years, there were numerous proposals for this and surrounding properties including a petrochemical operation, a pulp and paper mill and a small residential subdivision. However, in 1990 following an extensive site analysis, Tanac Development Canada Corp. purchased the site for a recreational/residential resort community. Plans were prepared by a consulting team headed by Michael Geller & Associates Limited for a golf course, designed by renowned golf course architect Robert Muir Graves, and a marina, resort or hotel, and up to 920 residential units in single family and multi-family form. The plans also included a community centre, other community facilities and a variety of public open spaces, including parks, trails, and new waterfront access.

4.0 OPPORTUNITIES AND CONSTRAINTS

The planning of the property has been influenced by a number of significant opportunities and constraints, including a number of creeks and other environmental features, geotechnical and topographical conditions, floodproofing requirements, the impact of B.C. Hydro rights-of-way, the CN Railway, and highway. While each of these is described in more detail in this report, the following is a brief summary of the findings from the various studies that were carried out prior to the initial PLA approval and over subsequent years.

4.1 Environmental Assessments

Complete biophysical inventory and shoreline habitat classification plans have been prepared for the property. Terrestrial and aquatic ecology studies were carried out to examine biological diversity, impacts on flora and fauna, habitat size, complexity, fragmentation or isolation, change to suitability or capability, restoration creation or enhancement, related to each component of the development. A complete inventory was compiled consisting of climate, surface water drainage, water quality, vegetation, fish (both fresh water fish and habitats and marine/estuarine fish and habitats) and wildlife. These assessment and classification plans have guided the planning and identified recommendations for environmental mitigation. In many instances, areas of the property are being avoided due to their unique habitat values and desired setbacks along the creeks.

Several studies were prepared during the early design stages of the development. Furry Creek, South Creek and Middle Creek were studied in some detail at that time. These creeks were deeded to the Crown and riparian and flood covenants were established in most of the areas where the creeks might impact development zones. North Creek was studied and preliminary setbacks were established which have been incorporated into the planning process. These will be replaced with the detailed RAR and associated creek dedications and covenants at the time of subdivision. There are currently marine and terrestrial environmental studies underway which will be submitted when completed since they are subject to seasonal study. The plans are being continually updated based on feedback from the environmental consultants.



Members of the consulting team have spent considerable time exploring the property



A complete biophysical inventory and shoreline habitat classification plans have been prepared

4.2 Geotechnical Assessments

A 1983 study was undertaken by Thurber Engineering, a firm with considerable experience with this property and the Sea-to-Sky Corridor and around Howe Sound for the Ministry of Transportation and Highways. 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

In 1990 a subsequent Overview Geotechnical Assessment was carried out by Thurber Engineering,. It focused on how any geotechnical hazards could affect the development and concluded that the property was one of the most stable areas along Howe Sound. These findings were used to improve 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 rockfall and debris flows were noted and avoided.

Subsequent studies have analyzed geologic process, terrain stability and safety, and cut and fill analysis. A separate hazardous conditions study examined mud flow, debris torrents, erosion, land slip, rock falls, subsidence, and avalanche danger. A subsequent geotechnical overview was carried out by Thurber engineering for the entire property. A detailed debris torrent review was prepared for Furry Creek as part of the waterfront development and concluded the area was not at risk. Nonetheless, the final foreshore protection design accommodated a potential debris flow event.

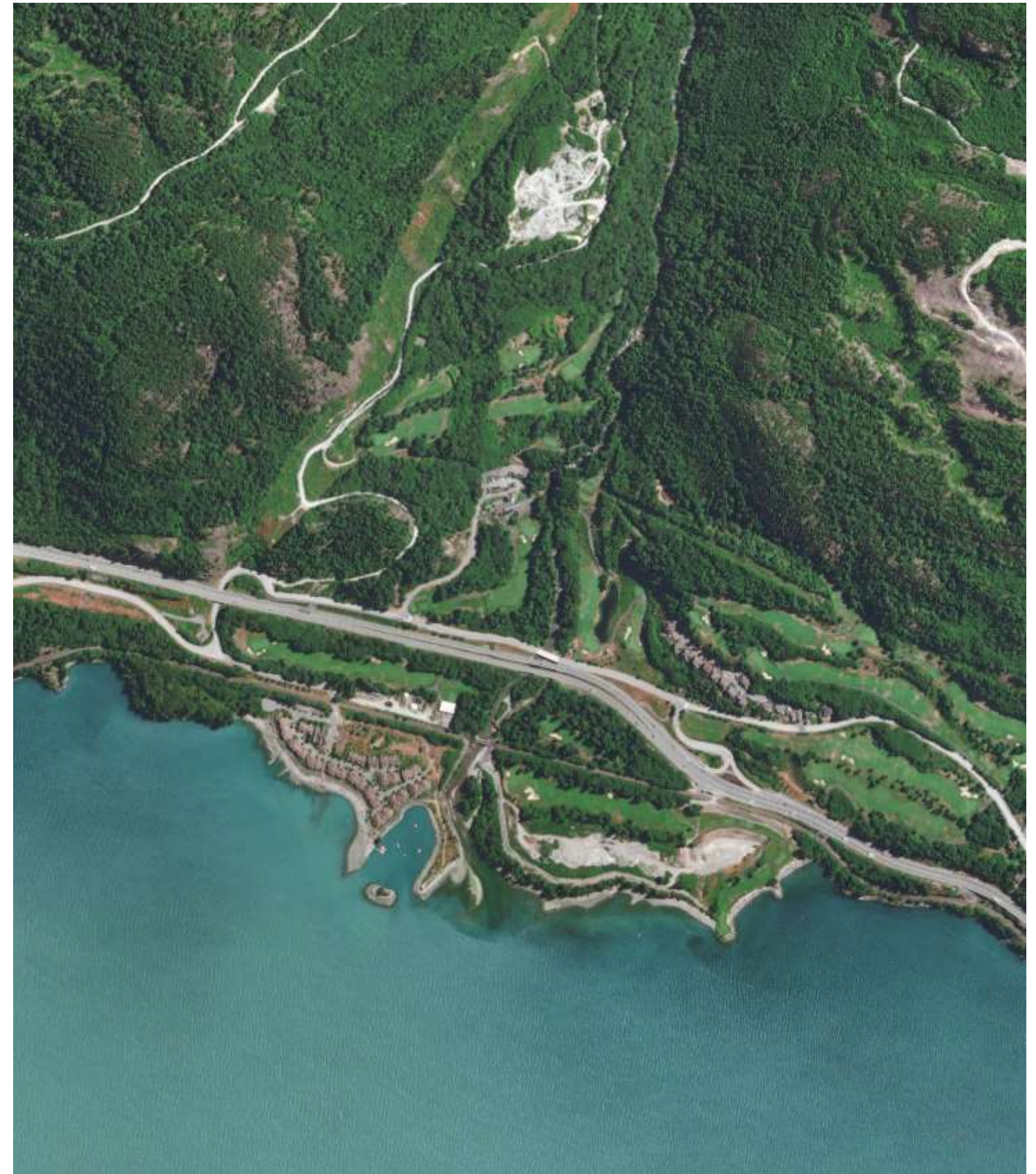
A more detailed study has been undertaken for the waterfront lands to address subsidence treatment and necessary treatments to build on the Furry Creek Fan. . It is understood that a geotechnical sign off indicating that the lands are acceptable for their intended use will be required for each future subdivision. Thurber Engineering is currently undertaking updated site reviews and desktop test top studies to bring the overall preliminary geotechnical assessment up to current standards. Preliminary feedback has been incorporated into the current design. The final report is expected shortly, however no new issues have arisen to date. The existing reports are assembled in the Appendix.

4.3 Topography

The Howe Sound area is defined by a fjord like setting and sloping terrain. As established in the Geotechnical Assessments there are areas of steep slopes, but any areas of concern are generally situated on bedrock and the steeper areas are outside of the proposed development zones. The necessary construction protocols to develop the lands are consistent with development requirements for hillside developments as concluded in those reports.

The first phases of development included some of the steeper areas of the site with the majority of Ocean Crest, south end of Furry Creek Drive and Salal Court situated on lands greater than 40% slope. These are now developed with homes in the Ocean Crest and Furry Creek Drive areas and have proven to be an attractive contribution to the community that fits into the natural setting of the land.

The development of these lands involved terracing the lots and buildings to fit the hillside. Building sites were carefully created to tie into the topography rather than being set on a fixed perpendicular roadside lot geometry. Building design and construction was controlled by a Building Scheme registered on title. The design guidelines included direction on how to fit the homes into the hillside and these requirements will be carried over to the new neighbourhoods. These guidelines are included in Appendix

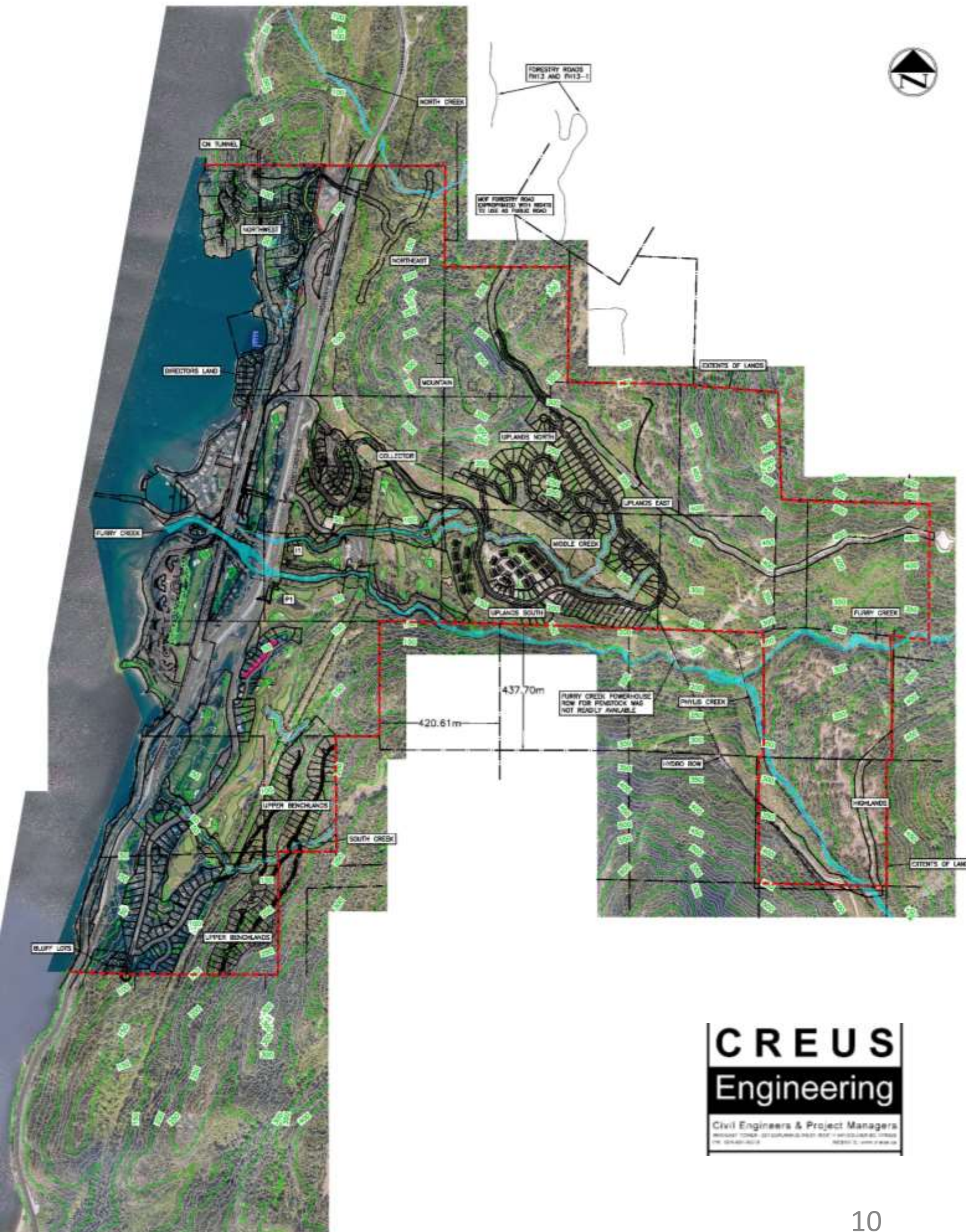


The steeply sloping site offers both challenges and opportunities for new development and recreational amenities

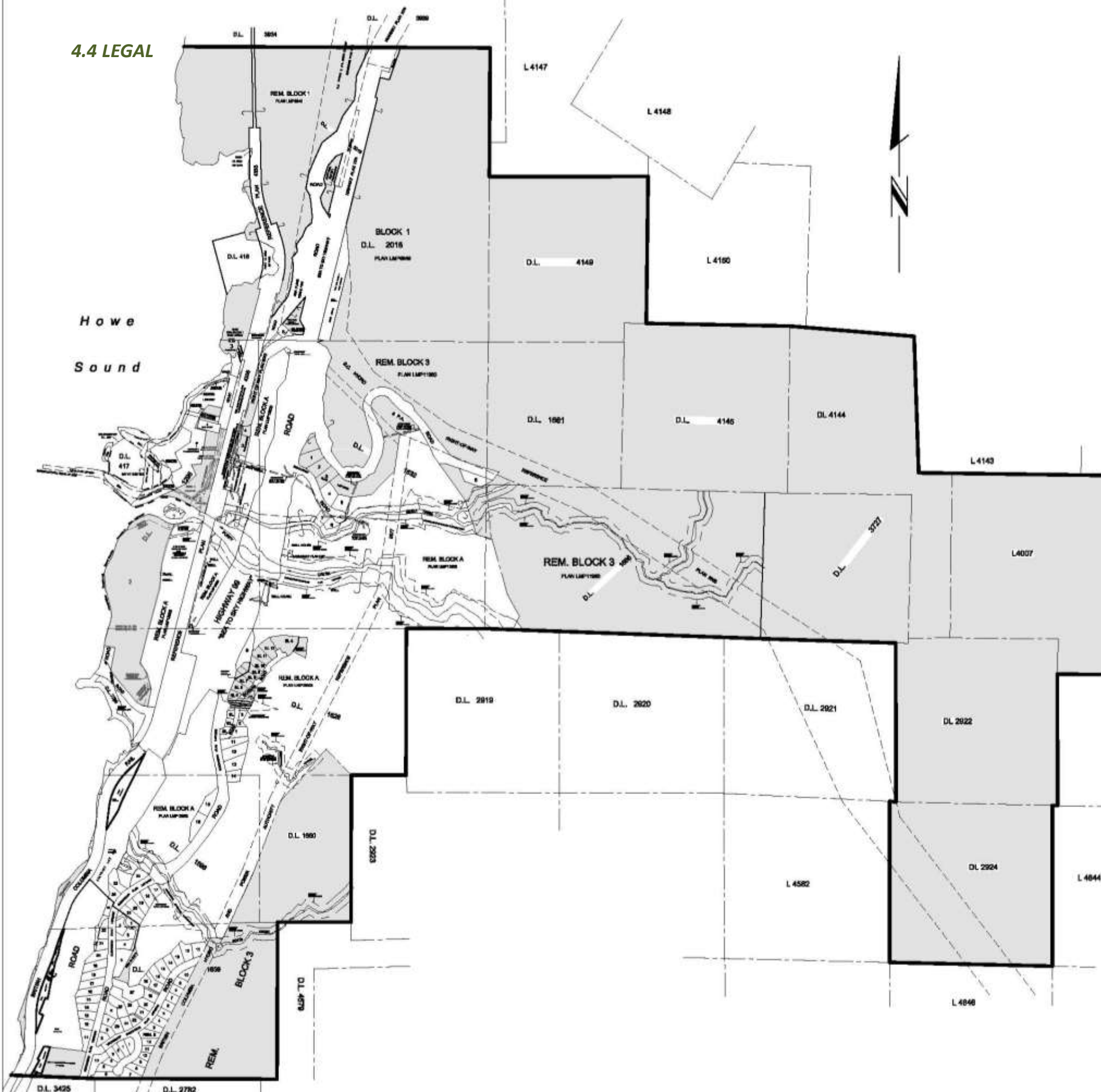
4.3 Topography



This aerial photograph shows a coastal region with a prominent red dashed line. The line starts near the top left, follows a path through a forested area, and then turns to follow a road or railway line that runs parallel to the coast. The terrain is rugged and hilly, with dense green vegetation. The coastline is visible on the left side of the image, showing a mix of dark and light blue water. The red dashed line appears to delineate a specific area of interest, possibly a project boundary or a specific topographic feature.



4.4 LEGAL



BLS-PID and Area R1-Summary

1 of 1

Date Printed:

Item NO.	PID Number	Legal Description	Description	BC Assessment Data (Acre)
1	015-902-129	DL 1661, Gr 1 NWD Except: Portion in Plan LMP16073 and LMP30229.	Mountain	39.2
2	018-720-676	L 3 BK 3 DL 1296 PL LMP16073	Propane Lot	0.45
3	024-569-569	L 3 BK 3 DL 1296 GP 1 NWD PL LMP42785	South End of Marina Neighbourhood	0.45
4	018-612-547	Lot 1 Block 3 DL 1632 Plan LMP13803	Country Club Residential Lot	0.55
5	018-612-563	Lot 3 Block 3 DL 1632 Plan LMP13803	Country Club Residential Lot	0.45
6	018-720-684	L 4 BK 3 DL 1296 PL LMP16073	Industrial Lot North of Propane	0.168
7	015-862-526	DL 2922 GP 1 NWD EXC FIRSTLY PT IN DL 3727 SECONDLY PT ON PL LMP30228	Mid Highlands	51.52
8	015-862-585	DL 4149 GP 1 NWD EXC PT IN PL LMP30229, Mountain	Mountain North	48.25
9	018-612-555	L 2 BK 3 DL 1632 PL LMP13803	Country Club Residential Lot	0.45
10	015-862-577	Remainder DL4145	Uplands North	51.24
11	015-862-569	DL 4144 GP 1 NWD EXC PTN IN PL LMP30229	North Highlands	51.06
12	018-380-417	Rem BK 3 EXC FIRSTLY PT SUBDIVIDED BY PL LMP13803 SECONDLY PT SUBDIVIDED BY PL LMP16073 THIRDLY PT SUBDIVIDED BY PL LMP24805 FOURTHLY PT SUBDIVIDED BY PL LMP35040 FIFTHLY PT DED RD ON PL LMP36546 SIXTHLY PT SUBDIVIDED BY PL LMP42785 SEVENTHLY PT SUBDIVID	Upper Benchlands, Collector, Uplands South	449.7
13	015-862-542	DL 3727 GP 1 NWD EXC PT IN PL LMP30229	Uplands South and Highlands	37.06
14	015-862-551	DL 4007 Gr 1 NWD, Except: Part in Plan LMP30229	Highlands	49.04
15	015-862-534	DL 2924 GP 1 NWD EXC PT IN PL LMP30227	South Highlands	44.32
16	017-990-980	BK 1 EXC FIRSTLY PT SUBDIVIDED BY PL LMP16073 SECONDLY PT DED RD ON PL LMP36546 THIRDLY PT DED RD ON PL BCP26194 DL 2018 GP 1 NWD PL LMP6846	Marina North end, Northwest and Northeast	139.37
	Note	BC Assessment Areas are approximate		963.308

COMPOSITE PLAN OF TANAC LANDS WITHIN LOCAL SERVICE AREA FURRY CREEK, B.C.	
 BENNETT & ASSOCIATES B.C. LAND SURVEYORS #201 - 275 FELL AVENUE NORTH VANCOUVER, B.C. V7P 3R5 PH. 604-980-4866 FX. 604-980-5856 www.bennettsurveyors.com	 Scale 1:12500 0 50 100 250 500 ALL DISTANCES ARE IN METRES
JOB DIRECTORY: INV2005\12912-Tanac Furry Creek PROJECT: 1\12913-16 Composite Update(Dwg) DRAWING FILE: SK12912-09.Dwg	

4.5 Archeological assessment

In 1990, as part of the original PLA application, Quirolo and Ham undertook a comprehensive overview and field reconnaissance of 275 hectares (both coastal and inland) centred on Furry Creek. As reported in that study and a subsequent 1997 study by Millenia Research “Overview Assessment of the Squamish Forest District” submitted to the Ministry of Forests and the Archeological Branch of the Ministry of Small Business, Tourism and Culture, the Furry Creek study area has been disturbed by Highway 99A (the Sea to Sky Highway), power transmission lines, a quarry site, and shoreline erosion from recreational boating and ferry traffic (Quirolo and Ham 1990: 10). Quirolo and Ham concluded that the site types expected along the coastline include shell middens, lithic scatters, and isolated finds. Those steeper areas (between the highway and railway) were given a medium potential rating since they border the high potential areas. Lithic scatters and isolated finds might also be found in the medium potential area but were not recorded by Quirolo and Ham (1990). The remainder of the study area was given a low potential rating because, despite an extensive shovel testing program and the inspection of exposures, no sites were found. Nevertheless, the presence of a previously recorded pictograph site and recorded Squamish place names suggest that the area was extensively used by the Squamish. The direction given at the time was to not direct additional attention to the pictograph and historical mooring rings in the area were cut away.

4.6 Floodproofing

The possible inundation of the site from not only Furry Creek but also Howe Sound was assessed when the initial approvals were sought. A number of flood protection measures were identified. They include designated setbacks from the top of bank for both creeks and the shoreline combined with dyking and established Flood Construction Levels for the habitable dwellings. The design for the Furry Creek flood protection was approved by the Ministry of Environment. The first phase was built by United Properties and turned over to SLRD. The Waterfront Phase was built by Burrard Group and approved by MOE. There remains some work along the fairway 15 overflow flood route that will be carried out per the approved design.

As we look to the future, rising sea levels have the potential to have impacts on the Furry Creek community. The potential for an increased Flood Construction Level will be further reviewed and incorporated into the building design for the remaining Oliver’s Landing and Waterfront Lot 2 buildings. On the remaining lands, the developable land is either significantly above the foreshore water levels or above relatively deeply incised creeks such that developable areas are not at risk of flooding and will not require further dyking or flood protection. This will be confirmed for each subdivision.

4.7 BC Hydro Rights-of-Way

Several B.C.Hydro power line rights-of-way traverse the property. The major right-of-way is a combined wooden pole and high tension line with steel box girder towers. A second line diverts from the major right-of-way in a southerly direction. The second right-of-way which extends through the benchlands is capable of undergrounding or relocation and the development plans assume that one or the other will occur. Discussions are currently underway with B.C.Hydro as to their preferred approach.

4.8 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 Olivers Landing development. There is a second crossing south of Furry Creek in the vicinity of the 15th tees boxes. This is fenced off but still used by pedestrians accessing from the highway. The emergency access from the future waterfront development on Lot 2 will use this crossing. It is hoped that further development of the pedestrian trail system will reduce the reliance on this crossing.

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. There is a desire to work with the community and the SLRD on establishing a whistle cessation policy with CN on the crossing.



Several B.C.Hydro power line rights-of-way traverse the property.



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

4.9 Access, public & private roads

Public Roads: Access to the Furry Creek community is provided from the Sea-to-Sky highway by a split-grade interchange which was sized to accommodate the golf course and clubhouse, approximately 920 housing units, up to a 300 room resort hotel (as set out in the PLA application), an 80-berth marina and ancillary facilities.

Since the community is within the SLRD, public roads are owned and maintained by MOTI. The roads constructed within the first 3 phases are all public roads. These include Furry Creek Drive (parallel to and east of the highway), Country Club Road accessing the clubhouse, and Stonegate Drive at the east end of the Benchlands. Sea View Drive was dedicated as a public road from Furry Creek Drive to the reservoir location. Howe Sound Drive provides southbound access off the highway and turns into Waterfront Drive where it crosses the rail line to access Oliver's Landing.

Based on discussions to date with MOTI, the expectation is that future roads will be designed and publicly dedicated where they serve multiple strata communities or provide access to lands beyond. Given the topography, the road accessing the reservoir was designed and approved at a 12% grade. It is anticipated that further variances will be required 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 Oliver's Landing. Beach Drive is a strata road as is Ocean Crest Drive to the east of Furry Creek Drive at the entrance. All future strata roads will comply with TAC and SLRD guidelines for road design. These will include new roads on Lots 1 and 2. Waterfront Drive may be a publicly dedicated road. However, if it and the new Furry Creek Bridge are privately owned, there will be a Statutory ROW in favour of the SLRD to provide public access over the road and bridge to access the seawall

trail, flood protection berm, and trails along the berm both north and south of the creek. There will also be a need for an emergency access from Lot 2 to provide egress for residents in the event of a Furry Creek bridge washout.

Golf Course: It should be noted that 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 MOTI also 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. It is proposed that this be used as a park amenity as set out in an earlier SLRD letter of support dated September 5, 2006. MOTI indicated it would support this use while the land remains dedicated as unopened road. A public parking area was created on the public portion of Beach drive that is parallel to the rail.

Assessment by Bunt Associates: Bunt Associates was retained to evaluate the existing and planned road system in terms of accommodating the traffic that will result from the various uses now being proposed, including up to 120 units of additional affordable housing. Their report is included in the appendices and 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 indicated no need for laning or traffic control modifications to the exiting intersections and ramps.” To better accommodate alternate modes of transportation, Bunt recommends planning for bus pullouts along Highway 99 and within the local road network”. This has been considered in the new site planning.

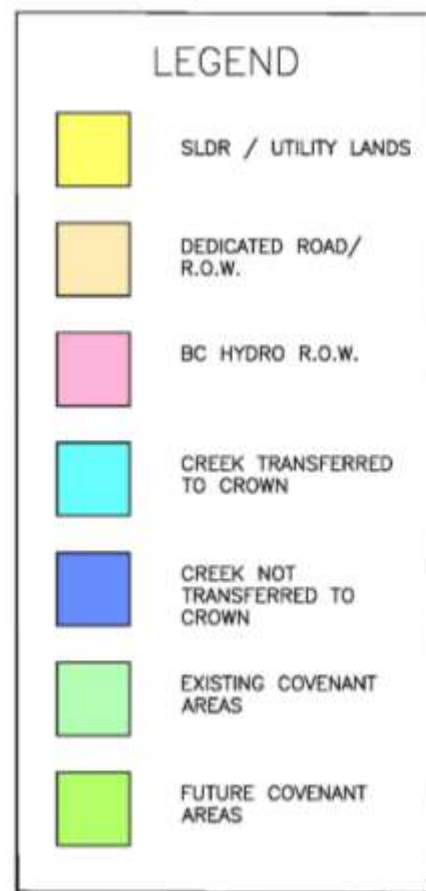


In 1997, the Furry Creek interchange was completed providing improved access to the community from north and south

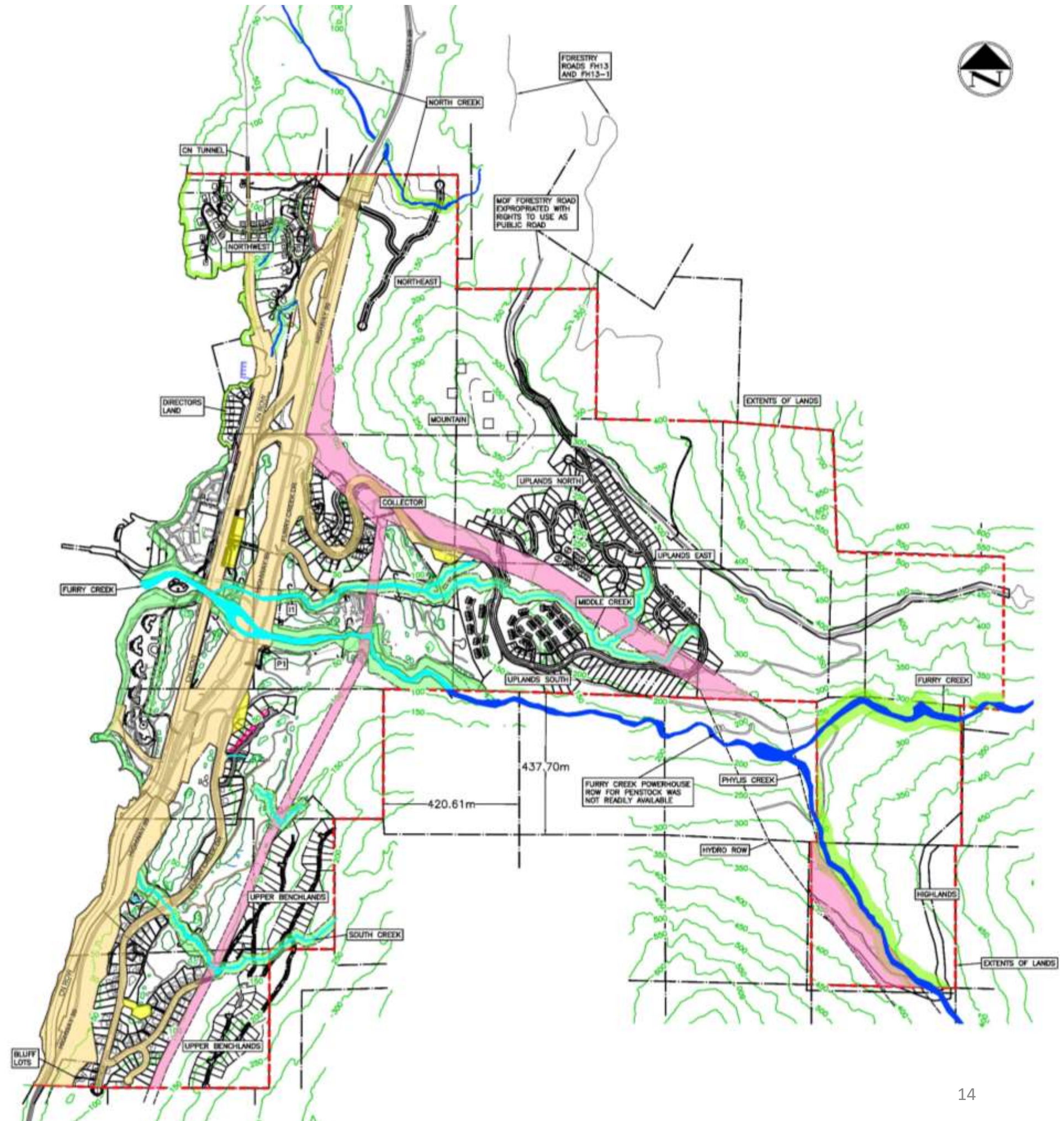


. Roads serving individual neighbourhoods will likely be designed as strata roads, as was the case for Oliver's Landing

4.10 Rights-of-Way



Planning for the site has been influenced by a number of rights-of-way owned by MOTI, BC Hydro, and CN Rail, as well as dedicated roads, future dedicated roads, existing and future covenant areas.



4.11 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 to meet both domestic and fire protection needs, as per Fire Underwriters requirements. This water infrastructure is owned by the SLRD. The SLRD funds the operation under a Local Area Bylaw which is detailed as Furry Creek Water Rates and Regulations Bylaw No. 1431-2016. The current water supply is from a well on Lot 8 within the first phase subdivision to the east of Furry Creek Drive and south of Furry Creek. The system will be expanded as required by the various regulatory agencies prior to approval of each subdivision to meet neighbourhood requirements. The existing well is adequate for the existing homes plus another 60 units, at which time a backup system will be required.

Western Water Associates and Thurber Engineering are currently studying the aquifer to determine the location for a future well that should provide the volumes necessary to serve another 200 units and the required level of redundancy. An abandoned Irrigation well will also be upgraded to act as a back up well, as per the original intention.

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. This is adequate for full build out. The intake is in place. The required treatment rate will be determined later in the development depending on the available groundwater sources. Associated Engineering has prepared a concept design for a treatment plant to be placed on Lot 8 This surface source could provide all the water needs for the community; however further groundwater sources will be investigated as the project develops.

A Golf course irrigation well was constructed on the far side of the Creek known as I1, and rated at 225 USGPM. The intent at the time of the initial subdivision was that the Irrigation well could be converted into a backup or dual production well for domestic water. The Golf Course irrigation is now sourced via a surface Water License #104289, off of Furry Creek held by the golf course.

Fine Peace is currently investigating other groundwater options and expects to have a second production well rated by this summer.

4.12 Waste Water Treatment Plant and Sanitary Sewers

With the proposed density of development, the rocky nature of the site, and a desire for an environmentally responsible and sensitive development, a self-contained Waste Water Treatment Plant (WWTP) was installed by the developer and handed over to the SLRD. It operates under a permit included in the Appendix. It has been designed to expand as the community grows to accommodate the proposed number of housing units, the clubhouse and 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. The current plant is sized to accommodate up to 520 residential units and the golf course. The Lot provided for the sewage treatment facility is sized to accommodate a future expansion to accommodate the full development.



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



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

4.13 Stormwater Management

The current stormwater management objectives are to maintain stormwater flow from the lands at pre-development levels and store volumes with a low flow release system and encourage infiltration such that the flow leaving development sites is similar to predevelopment conditions and maintains normalized flow into the creeks and drainage courses. This has been accomplished by a combination of rain gardens, some 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 predevelopment flow and drainage.

There is a permitted stormwater outlet into the marina to serve the north side of Furry Creek and a 900 mm outlet into Howe Sound adjacent to the 14th Hole tee box. Within the uplands area there were initial concerns brought forward by DFO regarding discharge of stormwater into Middle Creek. However this creek has now been enhanced such that it is fish bearing. It is therefore beneficial to maintain the stormwater feeding the Middle Creek system. It was agreed with DFO at the time to provide bio treatment wetlands within the Hydro right-of-way to treat the stormwater prior to discharging back to Middle Creek. This will reduce the reliance on piping, maintain flow in Middle Creek and enhance the community use of the hydro right of way by providing ground cover planting and trails in the area.

4.14 Fire protection

Furry Creek is served by the Britannia Beach VFD. Under the direction of Fire Chief David Rittberg, 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. There are currently discussions underway with Lions Bay and District of Squamish to provide Mutual Aid in the event of emergency need.

The existing SLRD owned water system is designed to meet FUS requirements for pressure, flow, volume, hydrant spacing and emergency service vehicle access. New phases of the community will continue to meet these requirements. The Britannia volunteer FD is however trained and equipped to pump and shuttle

water for interface needs if required. The department is also trained to draft from any surface water sources, including the ocean, if necessary.

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.

Furry Creek has a sprinkler bylaw 879 – 2003 mandating fire sprinklers in all buildings including all existing buildings on site. Existing fire safety reports and bylaws are included in the appendix.

As part of this application, a third-party expert report is being prepared by Jack Blair and Doug Dymond who previously prepared a fire safety report for the SLRD in 2013. Their preliminary findings indicate that a Mutual Aid Agreement with the District of Squamish will likely be feasible for a call to Furry Creek specifically to address a fire in a taller building. Both the CAO and Fire Chief of Lions Bay have also indicated support in principle for a Mutual Aid Agreement with the SLRD and Britannia Beach FD.

Discussions have also taken place with the Sicamous Fire department as to their operating guidelines for tall building response as they have a 7 storey building and are a very small department with just 1 paid member. The Sechelt FD is quite a small department and it has a 6 storey building within its jurisdiction. The Parksville FD has to deal with a 10 storey concrete building and the Big White Fire Department has a 9 storey older building within its jurisdiction. Discussions will also take place with Harrison Hot Springs and other volunteer fire departments that must attend to taller buildings.

A number of additional fire safety design features will be set out in the report and will be considered to help address possible fires in taller buildings. They 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.



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



Members of the Britannia Beach Volunteer Fire Department pose for this 2012 photo.

4.15 Other Utilities and Services

There is a **BC Hydro Substation** to the west of the highway north of the underpass which services the property. The initial commitment and work to date has included underground servicing to all lots. This will be continued for the remainder of the community development.

A series of **Utility lots** was created for ancillary services. They included lots 1, 2,3 of DL1296 Grp 1, NWD Plan LMP 16073. These are the lands immediately east of the railway right-of-way, north of Furry Creek and west of Hole 15 between the public road and the golf course. They have panhandles to public road accessing Lots 1 and 2 of the Oceanside Lands along with reciprocal access and easement agreements. They provide access to the golf course maintenance building and facilities, WWTP, Telus facility and propane tanks

Telus has a fibre switch on Lot 2. The initial commitment and work to date has included underground servicing to all lots. This will be continued for the remainder of the community development.

A **propane tank farm** has been constructed on Lot 3 to the east of the railway adjacent to the waste water treatment plant. There is an agreement in place with the Oliver’s Landing strata regarding operation of the plant

Solid Waste collection is managed by the SLRD under Bylaw #530. A recycling station has been established adjacent to the Hydro Substation.

Streetlighting is not required by MOTI as part of public roads. However, in future, intersections may warrant illumination. MOTI prefers to leave the lighting as a community amenity and only manages the highway cobra lighting. SLRD manages public lighting elsewhere through a local service area bylaw BL657. The areas within the strata development are maintained by the strata.

Canada Post delivers mail via a series of Super boxes.

4.14 Community amenities

The Furry Creek community offers both private and public community amenities. The Golf Course and Clubhouse are a major private amenity enjoyed by the community. There are public trails along the seawall within Oliver’s Landing and these will extend into the future development south of the creek and elsewhere through the community. This is discussed in greater detail in Section 12. There is a small public parking area to the north-east of the entrance to Oliver’s Landing. This public parking is provided on a MOTI ROW for visitors to the waterfront, and not for Oliver’s Landing visitors as many assume. There is an existing lot designated as future park in the Stonegate neighbourhood and a community lot was identified for lot 9 in the first subdivision.

The Furry Creek Community Association (FCCA) represents the interests of all the residents. It has been able to obtain funding for trail works such as the Stonegate Community Trail and the trail connecting to Furry Creek from an underpass trail under the highway. It plays an active role in fostering a sense of community within Furry Creek.

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

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.



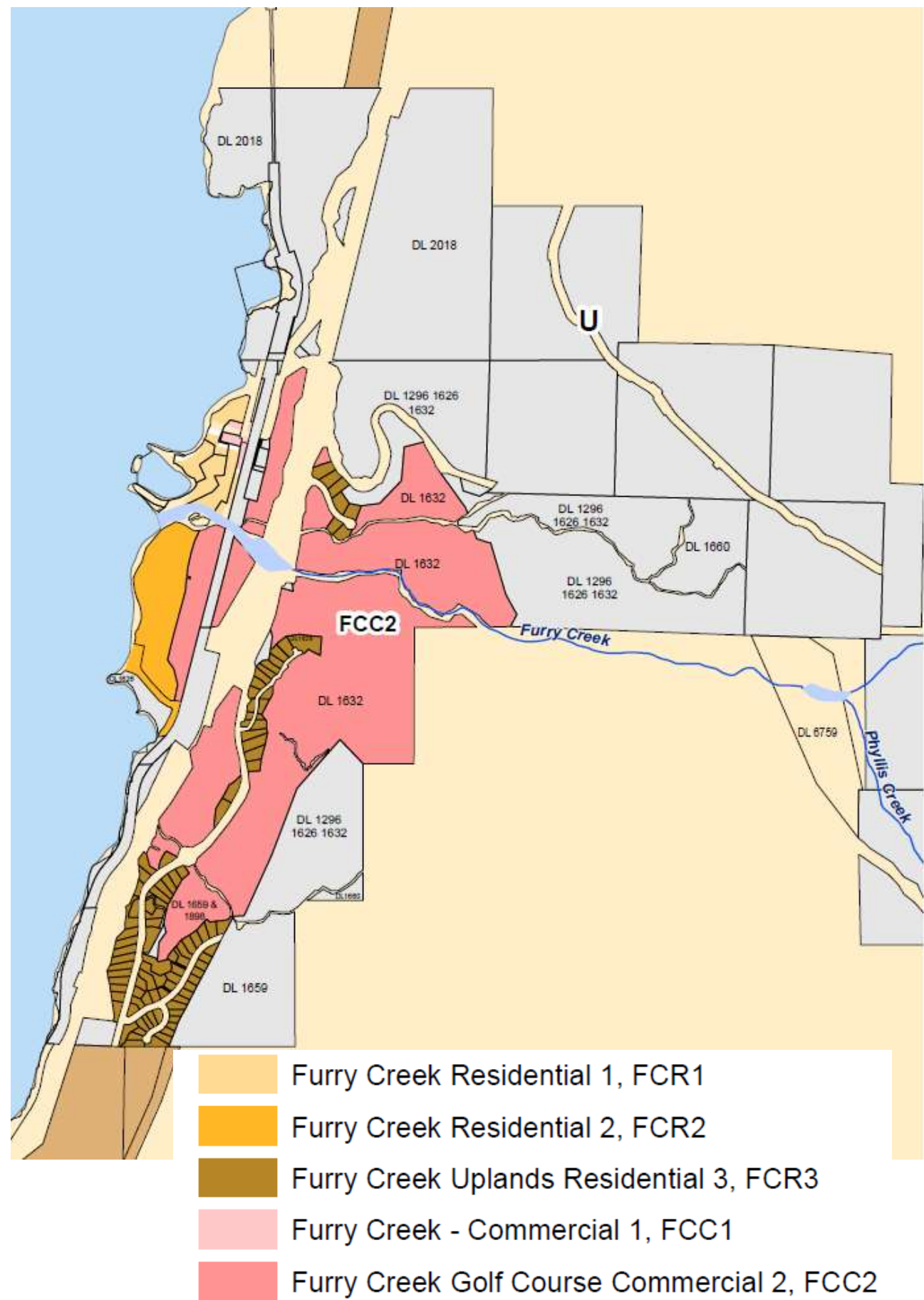
. There are public trails along the seawall within Oliver’s Landing and these will extend into the future development



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

5.0 CURRENT DEVELOPMENT RIGHTS

5.1 ZONING



SECTION 10.1 – FCR1 – FURRY CREEK MARINA RESIDENTIAL 1 ZONE

Intent

10.1.1 The intent of this zone is to provide for high quality residential housing north of Furry Creek that takes advantage of the waterfront setting as well as open space and mountain views.

Permitted Uses

10.1.2 In the FCR1 Zone the use of land, buildings and structures is restricted to:

- single family dwelling
- duplex
- townhouse
- Furry Creek community use
- home office
- accessory buildings and uses

Regulations

10.1.3 On a parcel located in the FCR1 Zone, no use, building or structure shall be established, constructed, located or altered, and no plan of subdivision approved which contravenes the regulations set out in the table below in which Column I sets out the matter to be regulated and Column II sets out the regulations.

COLUMN I Matter to be Regulated	COLUMN II Regulations
.1 Maximum density of dwelling units	32 dwelling units per ha
.2 Minimum setback • from Main Street • from the Marina Basin • In all other locations, for all parcel lines	0 m 1.5 m 3 m
.3 Maximum height of • duplex or single family dwelling • townhouse • Furry Creek community use • accessory building	12 m 12 m 12 m 5 m
.4 Minimum separation distance between buildings	3 m
.5 Maximum parcel coverage	40 %

Parking & Loading

10.1.4 Motor vehicle and bicycle parking and loading shall comply with the requirements of Section 5 of this Bylaw.

The Furry Creek zones are set out in Sections 10 and 11 of the Electoral Area D Zoning Bylaw No. 1350-2016 Adopted August 24, 2016. Presently there are 5 different zones applicable to the Furry Creek Lands. Other portions of the site are unzoned. FCR1 applies to the existing Oliver's Landing development and permits a maximum height of 12 m. There are also setback controls and a maximum density of 32 dwelling units per ha. Lot 2 which is south of the Creek is zoned FCR2. It also has a maximum density of 32

dwelling units per ha. The maximum height is 12m except that within 20 m of the high water mark of Howe Sound or Furry Creek it is reduced to 9 m. The FCR3 zone applies to some existing single family subdivision and sets minimum parcel size and maximum house sizes. FCC1 applies only to Lot 4. It allows for a Floor Space Ratio of 3.0 and a maximum height of 15 m. The intent of the FCC2 zone is to accommodate the Furry Creek golf course development within the zone boundaries.

5.2 CURRENT DEVELOPMENT RIGHTS: PRELIMINARY LAYOUT APPROVALS

37201110



Province of
British Columbia

Ministry of
Transportation
and Highways

MEMORANDUM

7818 - 6th Street, Burnaby, B.C. V3N 4N8 Development Approvals 660-8236

COPY

11-21-78-2490

RJL ✓

DDC ✓

HWC ✓

FL

April 30, 1991

Tanac Development Canada Corporation
c/o Michael Geller & Associates Ltd.,
Suite 270, The Station,
601 West Cordova Street
Vancouver, B.C.
V6B 1G1

RECEIVED

MAY 02 1991

Attn: Mr. Kabel Atwall

Dear Sir:

Re: A Proposal to Develop a New Recreational/
Residential Development at Furry Creek

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 your report to me dated December 1990. (Note there have been minor changes to this layout as reflected in your most recently revised plan dated April 30, 1991 Project No. APL0029 and there will be further changes once the highway alignment has been finalized and once more details are known regarding specific phases of the development. We have made note of this on attached print dated April 30, 1991.) In the interim you should use the Highway Plan I gave you on April 26, 1991 and plan on amending the development proposed to accommodate this alignment plus right-of-way necessary for same.

The legal description for the properties included in this approval include the following lands:

- D.L. 1296 & 1632 except Reference Plan 4335.
- D.L. 2018 except Reference Plan 4335 and 6684.
- D.L. 1626, 1659 & 1898 except Reference Plan 4335.
- D.L. 1660.
- D.L. 2922.
- D.L. 3727.
- D.L. 4007.
- D.L. 4144.
- D.L. 4145 except Portions in D.L. 1661 & 1666.
- D.L. 4149.
- D.L. 1661 & 1666.
- D.L. 2994.

There have been a number of PLAs issued for the property. The first was dated April 30, 1991 and a subsequent approval was dated April 30, 1993. There may have been a third update at the time

of the Waterfront Lands subdivision at some time between 1998 and 2000. However the documents all set out the scope of the development 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.

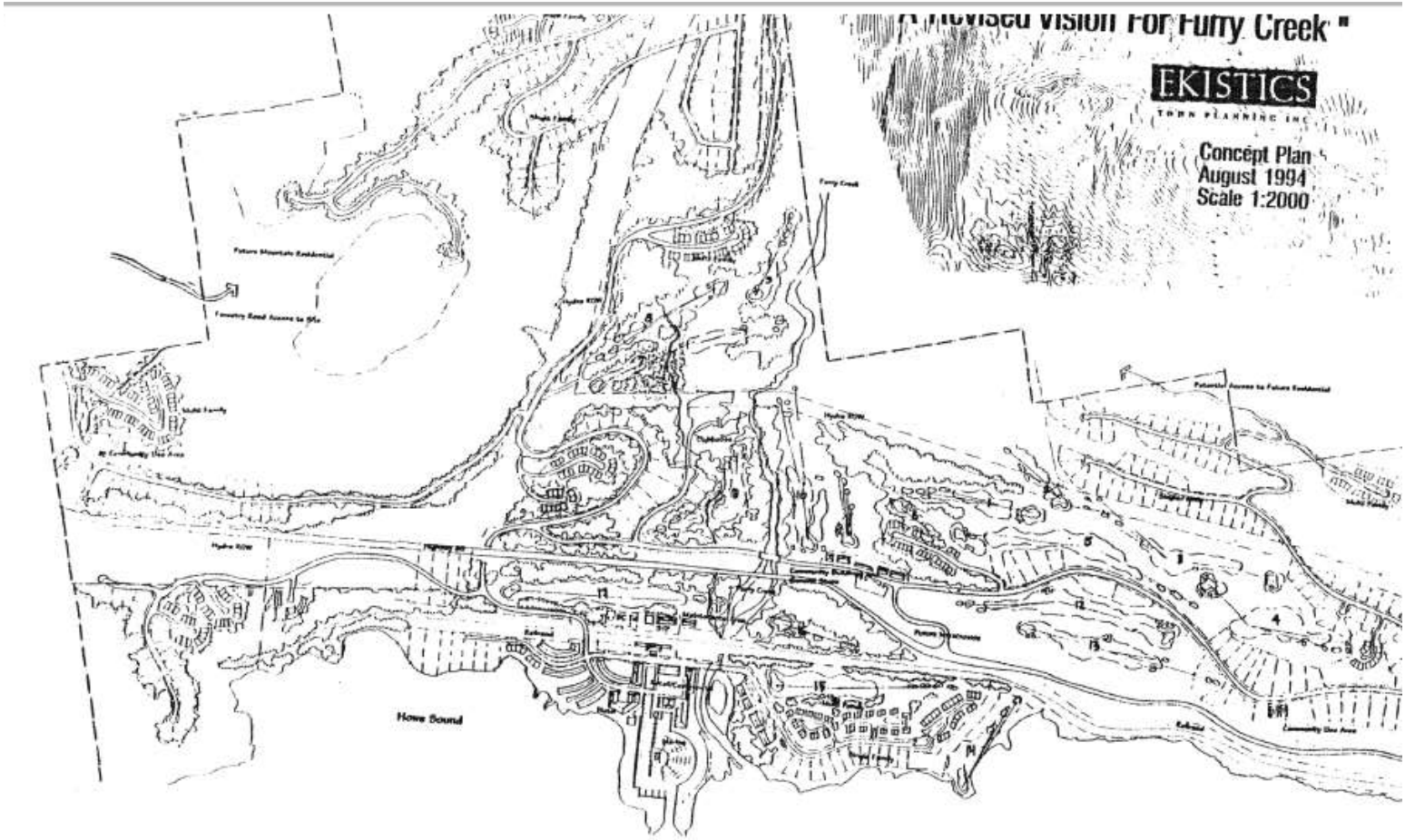
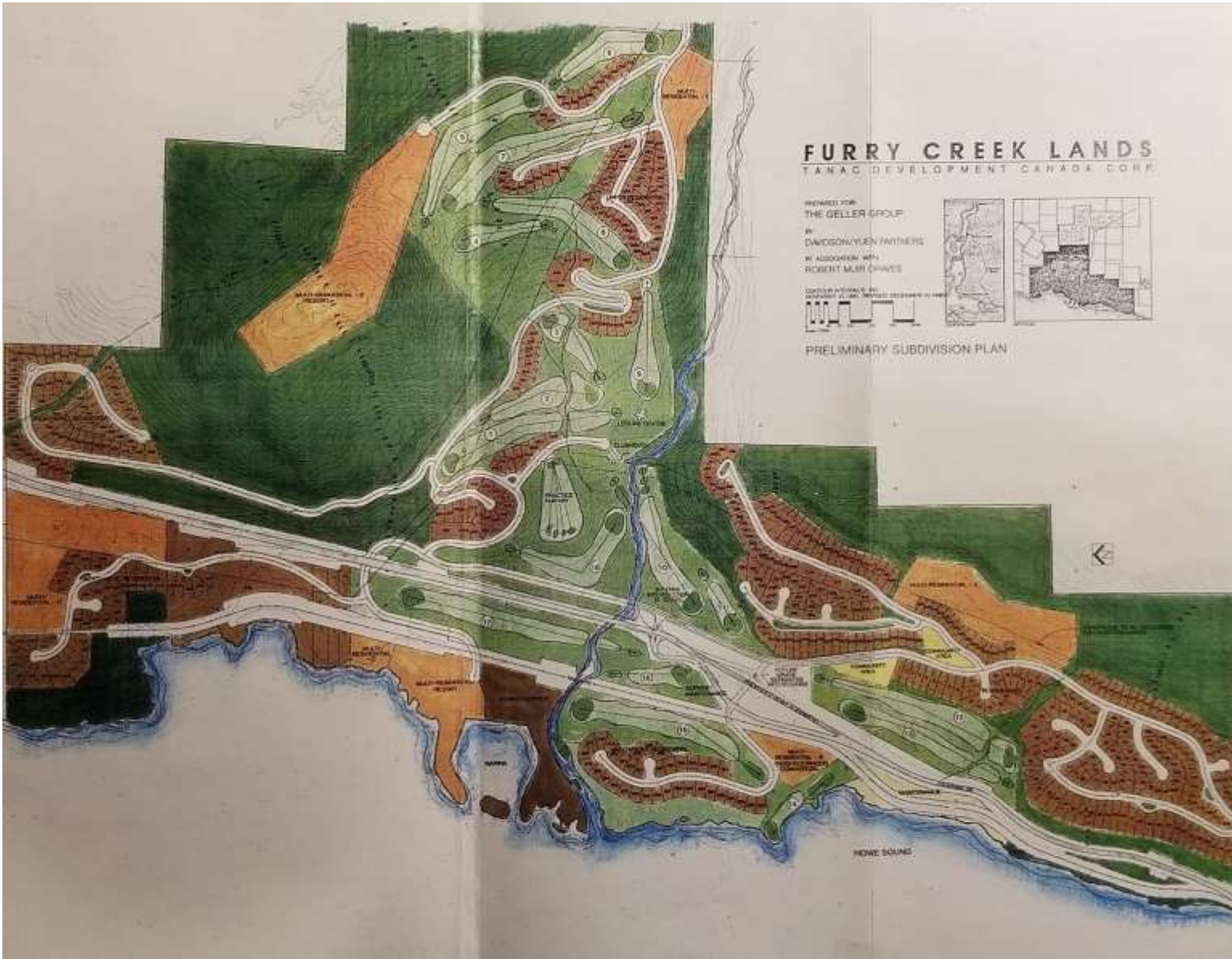
It should be noted that in the initial submission two sites were identified for the resort and hotel. The first was a 9-acre area located adjacent to the marine between the railway right-of-way and Howe Sound. The second was a site at the top of the existing knoll, east of the Highway. In total, it

was proposed that there be a maximum of three hundred rooms on the site, along with tennis courts, restaurants, and a swimming pool. The exact size of the marina was not determined either, but in the report it stated it would not be less than 80 berths and include a chandlery shop and store.



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

5.2 Site Plans accompanying early Preliminary Layout Approvals



These are just two of the plans that accompanied the early Preliminary Layout Approval (PLA) applications. A number of significant improvements have been made, both within the Waterfront Lands and the Uplands. Further improvements are now being proposed to reflect the need for broader housing choices, to accommodate an

improved neighbourhood village retail area and community ‘heart’ and the resort facilities. These plans also further enhance the trails and public open space system.

5.3 CURRENT DEVELOPMENT RIGHTS: COVENANTS: WATERFRONT (OCEANSIDE) AND UPLANDS

Status: Registered Doc # BN193643 RCVD: 1999-07-21 RQST: 2015-02-13 10:31:00

99 JUL 21 15 07 BN193643

LAND TITLE ACT
FORM C
(Section 233)
Province of British Columbia
GENERAL INSTRUMENT - PART 1 (This area for Land Title Office use) Page 1 of 52 pages

1. APPLICATION: (Name, address, phone number and signature of applicant, applicant's solicitor or agent)
FRANCES HINTON, McCarthy Tétrault
1300 - 777 Dunsmuir Street
Vancouver, B.C. V7Y 1K2
Phone: 643-7100 Client No.: 010452
WLI CLIENT #11507

2. PARCEL IDENTIFIER(S) AND LEGAL DESCRIPTION(S) OF LAND: (PID) (LEGAL DESCRIPTION)
NO PID NUMBER Lot 1, Block 3, District Lot 1296 Group 1 NWD Plan LMP 42785
NO PID NUMBER Lot 2, Block 3, District Lots 1296 and 1626 Group 1 NWD Plan LMP 42785
NO PID NUMBER Lot 4, Block 3, District Lot 1296 Group 1 NWD Plan LMP 42785

3. NATURE OF INTEREST: (DESCRIPTION) DOCUMENT REFERENCE (PAGE AND PARAGRAPH) PERSON ENTITLED TO INTEREST
Section 219 Covenant (Oceanside Development) Entire Instrument 02 99/07/21 14:56:43 01 NW 157641 \$35.00

TERMS: Part 2 of this instrument consists of (select one only):
(1) Filed Standard Charge Terms ☐ D.F. Number:
(2) Express Charge Terms ☒ Annexed as Part 2
(3) Release ☐ There is no Part 2 of this instrument
A selection of (a) includes any additional or modified terms referred to in Item 7 or in a schedule annexed to this instrument. If (c) is selected, the charge described in Item 3 is released or discharged as a charge on the land described in Item 2.

5. TRANSFEROR(S):
TANAC DEVELOPMENT CANADA CORP. (Inc. No. 380501)

6. TRANSFEREE(S): (including postal address(es) and postal code(s)):
SQUAMISH-LILLOOET REGIONAL DISTRICT, 1350 Aster Street, Pemberton, B.C. V0N 2L0

Excerpt from the Waterfront Covenant

In this Development Covenant:

- (a) "Development" means the development on the Lands of a waterfront residential community as contemplated by Furry Creek Zoning By-law No. 672, 1998 (the "Zoning Bylaw"), including approximately 250 Residential Dwelling Units and a gross floor area of 15,000 square feet of commercial space;

Excerpt from the Uplands Covenant

- (ii) the Owner shall, within 30 days after the appointment of the Consultant, submit to the Planner a phasing plan for the development of the 920 residential dwelling units that are the subject of this Development Covenant (except for the Marina and Waterfront Lands), which phasing plan will indicate an approximate phasing of access roads and services throughout the Uplands;

uplands Development Covenant

REGISTERED LBN193645 U72871 2006-07-31-14.47.12.506629

99 JUL 21 15 07 BN193645

LAND TITLE ACT
FORM C
(Section 233)
Province of British Columbia
GENERAL INSTRUMENT - PART 1 (This area for Land Title Office use) Page 1 of 31 page(s)

1. APPLICATION: (Name, address, phone number and signature of applicant, applicant's solicitor or agent)
FRANCES HINTON, McCarthy Tétrault
1300 - 777 Dunsmuir Street, Vancouver, B.C. V7Y 1K2
Phone: 643-7100 Client No.: 010452
WLI CLIENT #11507

2. PARCEL IDENTIFIER(S) AND LEGAL DESCRIPTION(S) OF LAND: (PID) (LEGAL DESCRIPTION)
SEE SCHEDULE

3. NATURE OF INTEREST: (DESCRIPTION) DOCUMENT REFERENCE (PAGE AND PARAGRAPH) PERSON ENTITLED TO INTEREST
Section 219 Covenant Pages 4 to 26 31 Transferor 02 99/07/21 14:57:12 01 NW 157641 \$35.00

4. TERMS: Part 2 of this instrument consists of (select one only):
(a) Filed Standard Charge Terms ☐ D.F. Number:
(b) Express Charge Terms ☒ Annexed as Part 2
(c) Release ☐ There is no Part 2 of this instrument
A selection of (a) includes any additional or modified terms referred to in Item 7 or in a schedule annexed to this instrument. If (c) is selected, the charge described in Item 3 is released or discharged as a charge on the land described in Item 2.

5. TRANSFEROR(S):
TANAC DEVELOPMENT CANADA CORP. (Incorporation No. 380501)

6. TRANSFEREE(S): (including postal address(es) and postal code(s)):
SQUAMISH-LILLOOET REGIONAL DISTRICT, a municipal corporation pursuant to the laws of British Columbia and having an address of P.O. Box 219, Pemberton, B.C., V0N 2L0

7. ADDITIONAL or MODIFIED TERMS: NIL

8. EXECUTION(S):** This instrument creates, assigns, modifies, enlarges, discharges or governs the priority of the interest(s) described in Item 3 and the Transferor(s) and every other signatory agree to be bound by this instrument, and acknowledge(s) receipt of a true copy of the filed standard charge terms, if any.
USE BLACK INK ONLY

Execution Date
Y M D
99 6 25

Officer Signature(s)
LINDA G. PARKER
BARRISTER & SOLICITOR
1300 - 777 Dunsmuir St.
Vancouver, B.C. V7Y 1K2

Party(ies) Signature(s)
TANAC DEVELOPMENT CANADA CORP. by its authorized signatories
Print Name: MAKO SAUL

Page 19 of 31 page(s)

SCHEDULE "C"

Description, Size and Area, and Other Requirements for Fire Hall, Community Centre, Administrative Offices and Public Works Yard

- Fire Hall**
A fully completed and constructed non-combustible fire hall meeting all the requirements of the British Columbia Building Code, designed and finished to meet all reasonable standards to serve a residential community of 920 residential units, at a maximum cost of \$250,000, including equipment.
- Community Centre**
A fully constructed and finished floor area of 4,000 square feet, designed and built for purposes of community meetings and functions and public assembly use in compliance with the British Columbia Building Code, at a maximum cost of \$400,000.
- Administrative Offices**
A fully finished and constructed public office space with an area of 1000 square feet designed and capable of being used for Regional District administrative purposes related to the operation of all public services serving the Furry Creek community, in compliance with the British Columbia Building Code, at a maximum cost of \$100,000.
- Public Works Yard**
A site suitable for public works purposes to serve a community of 920 residential units, having a minimum area of 1.0 acre of flat useable land serviced and ready for use for public works yard purposes.

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

In the absence of zoning, in addition to the provisions as set out in the PLAs, two 219 Covenants were signed by Tanac Development Canada Corp. and the Squamish Lillooet Regional District and registered on title to guide the scope and phasing of development on the Waterfront (or Oceanside) and Uplands. In 2006, certain definitions and terms in the Uplands Covenant were modified by the parties.

The **Waterfront covenant** provides for 250 units; approximately 80 units in what is referred to as the Marina neighbourhood where Oliver's Landing has been developed, and approximately 170 units on Lot 2. The Covenant also references a gross floor area of 15,000 square feet of commercial space. As previously noted, this Covenant was subsequently augmented by the FCR1, FCR2 and FCC1 zoning for the lands.

The **Uplands Covenant** permits 670 residential units on the lands. In addition, it sets out the owners obligation with respect to the provision of a number of community amenities and ancillary facilities. These include a Fire Hall, a 4,000 sq.ft. Community Centre, 1000 sq.ft. of Administrative offices and a Public Works Yard to serve a community of 920 residential units having a minimum area of 1.0 acre of flat useable serviced land.

However, although the land upon which the first 71 units, has been zoned, no zoning has been put in place for the balance of the uplands.

As discussed with SLRD staff, it is proposed that the rights and obligations as set out in these Covenants be incorporated into the new Comprehensive Development Zoning Bylaw along with clarification as to maximum permitted building heights in each neighbourhood, and development controls related to the resort hotel, marina and the proposed relocated commercial area, using as a template the Porteau Cove Comprehensive Development 1 Zoning Bylaw.

It is proposed that Design Guidelines, similar to those prepared for Porteau Cove form part of the new zoning bylaw.

To ensure clarity, once the Zoning Bylaw for Furry Creek has been given final approval, along with the associated agreements, the existing 219 Covenants can be discharged and future development on the lands will be regulated like any other zoned lands in the District.

5.4 CURRENT DEVELOPMENT RIGHTS: OFFICIAL COMMUNITY PLAN (OCP)

The following is an excerpt from the Official Community Plan: “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.” The following are additional references to the community found in the plan

3.5 SERVICES AND INFRASTRUCTURE (COMMUNITY SERVICES)

Community Services in the plan area include:

☐ Furry Creek Water

Currently the community water system at Furry Creek has a capacity of roughly 270 units, and there are 152 active connections.

SOLID WASTE MANAGEMENT

The SLRD provides Solid Waste Management services that are guided by the Solid Waste Management Plan. Garbage and recycling is done by curbside pick-up in Furry Creek and Britannia Beach, and there is a transfer station at Furry Creek.

4.1.2 Industrial Development

There are very few industrial uses, beyond resource industrial, occurring in the plan area. There is a small industrial zone at Furry Creek that was established to accommodate an Independent Power Project, however, as a result of changes at the Provincial level, Independent Power Projects no longer require Local Government zoning.

4.2 COMMERCIAL DEVELOPMENT

The District of Squamish and Resort Municipality of Whistler are the primary commercial centres servicing Electoral Area D residents. Within Britannia Beach, Porteau Cove and Furry Creek, there are several lands designated for commercial uses. These designations include tourist commercial and tourist accommodation, as well as commercial and community commercial uses and should be further elaborated in the policies of the Howe Sound East Sub Area Plan.

To support sufficient commercial development within Planned Communities to meet the day to day needs of residents of those communities. Permitted uses on Commercial lands will be determined on a site specific basis, but could include restaurants, retail stores, tourist accommodation and lodging, offices, clinics, and other personal service businesses to serve local needs.

4.3 AFFORDABLE HOUSING

It is recognized that a diversity of housing forms and options contributes to a diverse and vibrant community. In many cases, higher density developments that are suited to incorporate affordable housing, as a component of the development are directed towards urban areas due to the availability of services such as sewer, water and public transportation. In those cases where high density

Developments are being considered in the plan area, steps should be taken to ensure that a diversity of housing is offered, including a variety of housing types, sizes and tenures.

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 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.

Electoral Area D
Official Community Plan

Bylaw No. 1135-2013



6.3 Development Approval Information Area The Development Approval Information Bylaw will also specify the matters for which additional on-site and off-site information will be required including but not limited to:

- Determination of the location and extent of sensitive ecosystems;
- ☐ Transportation study, including traffic patterns and flows;
 - ☐ Parking study;
 - ☐ Infrastructure analysis, including evaluation of local infrastructure capacity;
 - ☐ Public facilities evaluation, including inventory of facilities such as schools and parks, and future demand estimates;
 - ☐ Archaeological assessment or impact study;
 - ☐ Acoustic impact assessment;
 - ☐ Determination of the location of areas of geotechnical concern
 - ☐ Demonstration that proposed sewage and water servicing, whether they are proposed to be on-site or community systems, meet the requirements of the applicable government agency;
 - ☐ Consideration is given to wildfire interface hazards in the planning of residential clusters;
 - ☐ Demonstration of the need for additional residential parcels;
 - ☐ Market Analysis;
 - ☐ Sustainability information.

6.0 COMMUNITY DESIGN WORKSHOP

In January 2018, FPFCD organized a Community Design Workshop. 130 Oliver's Landing and Uplands residents participated over two days..

The purpose of the workshop was to obtain community feedback on preliminary concept plans for the completion of Lot 1, and residential development on Lot 2 and a mixed-use development on Lot 4. Concept plans for the proposed resort hotel and marina were also presented. At the time of the workshop, Fine Peace had only acquired the Waterfront Lands and the Golf Course.

The workshop was structured over two days. On Friday afternoon, participants were provided with an overview of the history of Furry Creek. Kim Needham gave a presentation on the Official Community Plan and an update on other major projects along the Sea-to-Sky Corridor. Unfortunately, a representative of BC Transit was unable to attend. However, BC Transit provided an update on the proposed transit improvements along the corridor.

This was followed by a presentation by Derek Neale on new housing, commercial area(s), resort hotel and possible marina expansion, public space network and other proposed amenities. Derek was followed by Kevin Healy of Creus Engineering who provided an overview of the various technical issues impacting development. These included sewer and water capacity, environmental considerations, floodproofing requirements, and geotechnical considerations.

The next morning, the residents were organized into different groups to discuss eight different topics: Housing choices, need for and type of commercial spaces, resort hotel, marina facilities public space network, golf course improvements, other amenities, transportation improvements, and other topics suggested by attendees.

Interestingly the two best attended workshops were on the public space and trail network and transportation.

Overall, the sessions were extremely valuable for Fine Peace and the design team. The following pages include extracts from the presentation materials and community response.

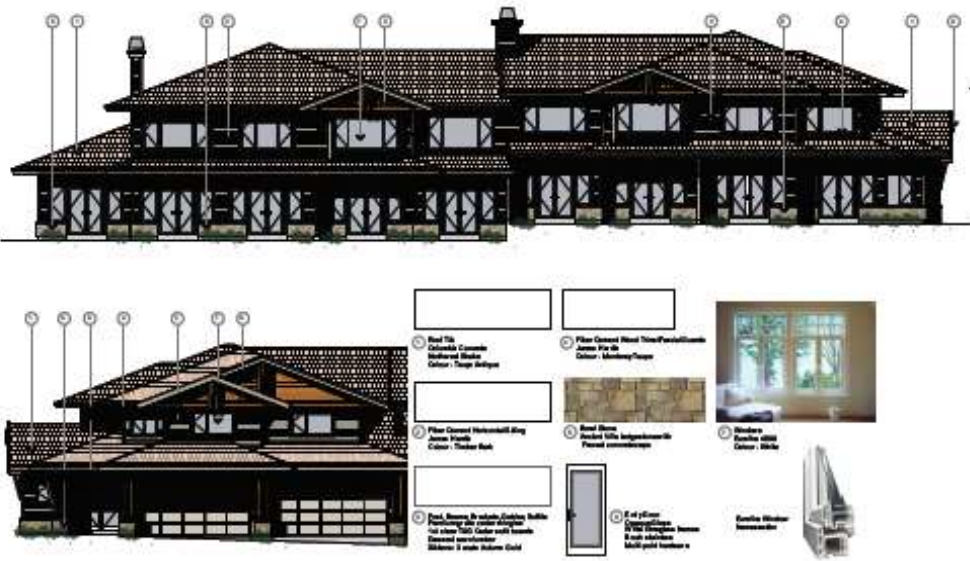


At the workshop, large maps were presented to help residents understand the relationship between the different parcels. Inset: Derek Neale of NSDA Architects reviews plans for the completion of Lot 1, development of Lot 2 and 4 with local residents. The concept plans for the resort and open space network were also shared with the community.

6.1 LOT 1 PLANS PRESENTED AT COMMUNITY DESIGN WORKSHOP



Oliver's Landing Site Plan



Building 17 Elevations



Typical Duplex



The plans proposed a reduced number of townhouses on Lot 1 in order to provide a more attractive appearance and improved views along Waterfront Drive which also serves Lot 2. Some concerns were expressed about safety aspects of the proposed water features, which have now been eliminated in the revised plans.

COMPLETION OF OLIVER'S LANDING Lot 1
Fine Peace



6.2 LOT 4 PLANS PRESENTED AT COMMUNITY DESIGN WORKSHOP



Mixed-Use Building - Lot 4 Oliver's Landing



COMPLETION OF OLIVER'S LANDING Lot 4
Fine Peace



The plans, based on the current zoning, included a General Store and café along with new live-work units at grade. Three levels of residential were proposed above. All parking is underground. This was the first time most residents had seen any plans for this property.

Concerns were expressed regarding the somewhat boxy appearance of the building, which did not seem to fit in with the adjacent townhouse designs, and potential disturbance for adjacent residents from commercial traffic, and overlooking from upper floor suites.

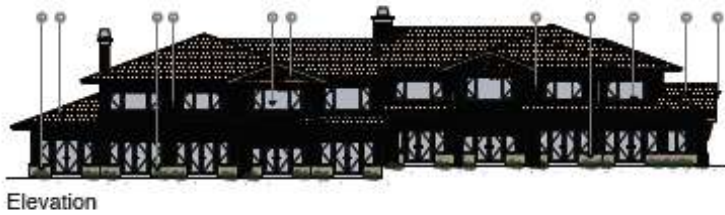
6.3 LOT 2 PLANS PRESENTED AT COMMUNITY DESIGN WORKSHOP



Option 1 - Apartment and Townhouse Development



Option 2 - Apartment Development



Elevation



Typical Duplex



FURRY CREEK Lot 2, Low to Mid-Rise Development

Fine Peace

Two different options were presented for the development of Lot 2. The first included a row of townhouses along the waterfront and apartments behind, both served by an internal road. The second option included only apartment buildings with two-level townhouse-style units at grade, above grade-level concealed parking. The second scheme was generally supported since it resulted in more green space and a much better floodproofing solution given the new floodproofing standards.

6.4 CONCEPT PLANS FOR RESORT HOTEL AND SPA PRESENTED AT COMMUNITY DESIGN WORKSHOP



Preliminary concept sketches and images were presented for a 80 to 100-unit multi-level resort hotel and spa immediately east of the clubhouse. These images from other projects were included for illustrative purposes only. There was a very high level of support for the resort facilities, noting these had always been promised as part of the community. Residents thought it was important that the resort cater to different markets and be more than a very high-end luxury hotel. They also requested access to facilities on a pay-as-you-go basis.



Existing Golf Club and Proposed Hotel Site Plan



FURRY CREEK GOLF CLUB Adjoining Hotel & Spa Development
Fine Peace

6.5 PUBLIC and PRIVATE TRANSPORTATION OPTIONS PRESENTED AT COMMUNITY DESIGN WORKSHOP

The following information was provided in advance of the workshop by Matthew Boyd of BC Transit who unfortunately was unable attend



From **Matthew Boyd** MCIP, RPP Planning Manager **BC Transit**. “The [Sea to Sky Transit Corridor Study](https://bctransit.com/seatosky/home) was completed in late 2017 and was presented to all of the local partners for their information in the past few months. All of the documents can be found here: <https://bctransit.com/seatosky/home>

Now that the Study has been completed, the key next steps in the process are as follows:

- The participating local partners must select a governance model for making decisions on service levels, fares and cost-sharing.
- The locally selected governance structure must confirm the service levels, fares, and cost-sharing for the service.
- Funding for the service must be confirmed by the local partners and the Province.

“As part of the Study, Furry Creek was identified as a possible future new bus stop location for any new service between Squamish and Metro Vancouver.

Based on our analysis, any new stops at Furry Creek would require substantial highway infrastructure improvements, including possible new highway on and off ramps because the existing road network design provides no easy way to introduce a matching set of safe and efficient northbound and southbound stops.

Therefore, if as part of your workshop you are exploring future road network designs, we encourage you to take into consideration how transit might be safely accessed by the community in the future. We look forward to hearing how the discussions goes, and please let us know if you have any questions.”



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



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.

6.6 COMMUNITY RESPONSE TO PLANNING PROPOSALS

What we heard: housing

- Finish Lot 1 as soon as possible
- Concern about a boxy 4-storey mixed use building on Lot 4
- Good support for redesign of Lot 2 from townhouses to single-level apartment buildings with townhouse-style units at base
- Desire for broader housing choices, improved floodproofing and less paved surfaces
- Building heights on Lot 2 should generally relate to trees (up to 8 storeys)
- A taller ‘signature building’ overlooking 14th hole could be attractive

What we heard: resort, commercial, marina

- Strong support for a resort, especially if it could have broader appeal (not just exclusive spa)
- Residents should be allowed membership access to recreational facilities
- Strong support for neighbourhood commercial eg: general store and café. Another restaurant
- Retail need not be on Lot 4. Explore other locations that could serve the total community
- Very little support for fully-serviced marina in kayak club location

What we heard: transportation and public open space

- These were the 2 most popular workshop topics
- Need better interface between developers, strata, residents, Ministry of Transportation and Infrastructure and SLRD regarding provision and maintenance of streets and open spaces.
- Questions raised re: timing of community centre facility in Uplands
- Strong support for public transit serving community and Sea-to-Sky corridor
- Residents disagreed with BC Transit’s position that it would be difficult to locate bus stops within the community
- Desire for improved trails and open spaces. A comprehensive report, prepared by two local residents, was submitted to Fine Peace to guide future trail improvements.



Oliver’s Landing residents are keen to see the completion of Lot 1 as soon as possible



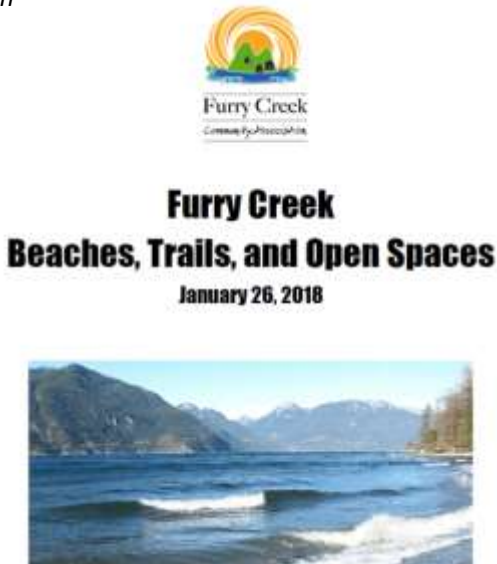
There were concerns about the form and retail space within the proposed mixed-use building on Lot 4 even though it conforms with the zoning



There was strong support for a neighbourhood general store although many thought it and other neighbourhood retail should be in a more central location



While some liked the idea of resident’s only moorage, there was general opposition to a new marina in the existing boat club area



Two local residents prepared a report on the need for improved trails and open space at Furry Creek, along with advice on how to accomplish this



Residents want public transit to Furry Creek and strongly disagree that it would be difficult to locate bus stops within the community

7.0 PROPOSED PLANS FOR NEW HOUSING, VILLAGE COMMERCIAL, RESORT FACILITIES, MARINA, CLUBHOUSE AND TRAILS AND PUBLIC OPEN SPACE NETWORK

The following sections of the report describe the revised plans which form the essence of this rezoning application.



These two new West Vancouver multi-family developments are seen as good precedents for some of the new housing at Furry Creek. Consideration is also being given to expanding the clubhouse to better serve existing residents and visitors.

Since the January planning workshop, revised plans have been prepared for Lots 1, 2 and 4. and the resort hotel facilities. In addition, Fine Peace acquired the Tanac Lands which has prompted a review of where best to locate the neighbourhood commercial space. While there is no request to increase the total

number of units beyond 920, unless the Squamish Lillooet Regional District would like to include an affordable housing component within the community, it is proposed that some of the 670 residential units that were initially approved for the Uplands be transferred to the Waterfront. In addition to

construction of a new resort hotel, further upgrades to the golf clubhouse are proposed as the community progresses. These could include expanded health club facilities which would be accessible to community residents and others visiting the community.



Rather than one large hotel adjacent to the clubhouse, it is now proposed that a variety of resort-oriented facilities be dispersed within the community, offering different types and standards of

accommodation. It is also proposed that there be some flexibility within the zoning to allow a transfer of land between the existing golf course and residential lands to create an improved village

centre or ‘community heart’ along with improvements to the golf course. This is described in further detail in Section 10.

7.1 PROPOSED PLANS FOR THE COMPLETION OF LOT 1



It is proposed that the remaining number of units on Lot 1 be reduced from 24 to 16 to improve the appearance along the street and allow an improved streetscape with more views from Waterfront Road into the central green space. As requested by the residents, the water feature has been eliminated.

7.2 PROPOSED PLANS FOR LOT 4 DEVELOPMENT

Lot 4 is currently zoned FCC1 allowing for a four storey mixed use building with commercial space at grade and residential above. Some Oliver’s Landing residents, especially those living adjacent to or near Lot 4, expressed concern regarding the somewhat ‘boxy’ four storey design presented at the workshop, and the disturbance they feared would result from the general store, cafe and other grade level retail. They were also concerned that their homes would feel overlooked from upper storey windows and balconies.

While the consultant team does not share all of these concerns, it is now proposed that the Lot 4 development be redesigned with a sloped roof and dormers to appear as a 3 ½ storey, rather than 4 storey structure to better fit in with the adjacent 2 storey townhouses. Upper floor windows and balconies will be designed to minimize overlooking into the rear yards of the existing townhouses.

The Lanesborough residential building (illustrated below), designed by NSDA Architects in Kerrisdale, is an example of a 3 ½ half storey residential development that could serve as a model for the new design.

It is also proposed that the general store previously proposed for the ground floor be relocated to a more central location to better serve the entire community. However, a minor zoning amendment should allow the ground floor to be converted to residential uses or limited commercial space, including a small neighbourhood café or neighbourhood office or live/work units similar to the grade level retail within the Expedition Station mixed-use development in Pemberton.

Alternatively, if the SLRD prefers, this lot could be incorporated into the overall CD zoning for the property.



The Lanesborough in Kerrisdale is a 3 ½ storey residential building designed by NSDA Architects to minimize any sense of overlooking into the rear yards of adjacent properties. It is considered a good design precedent for the Lot 4 building.



Expedition Station is a mixed use development with 17 condos above four small commercial units. The Westcoast-inspired homes offer private patio spaces and secure garages, and the top floor units have vaulted ceilings.

7.3 PROPOSED PLANS FOR LOT 2 DEVELOPMENT

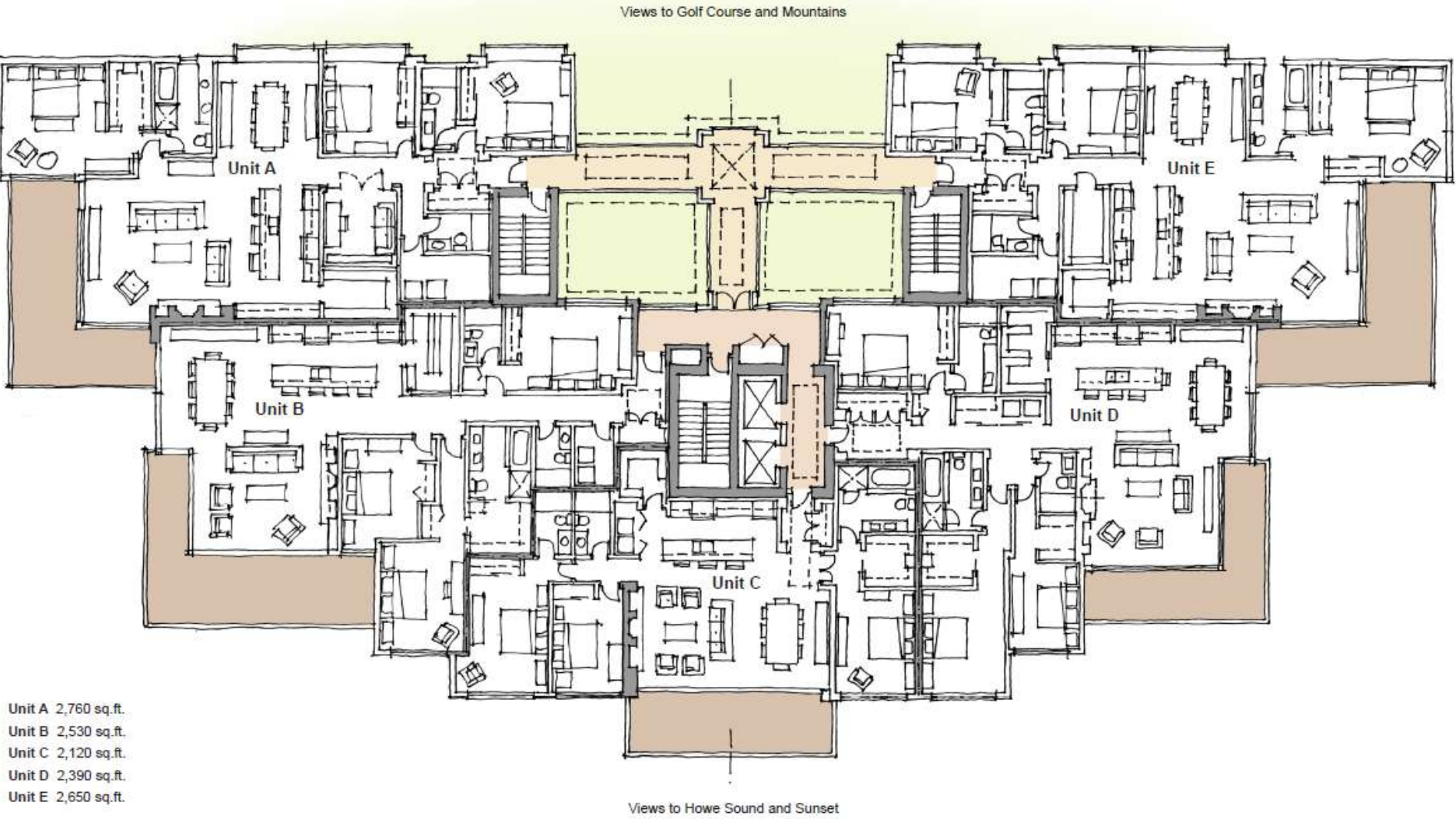


It is proposed that the townhouse-only scheme previously approved for Lot 2 be replaced with approximately 6 apartment buildings ranging in height from six to ten storeys. A taller 11-storey 'signature building' is proposed overlooking the 'signature 14th hole'. In order to achieve

the desired floodproofing elevation, the housing will be constructed above a grade level parking structure accessed from a new road along the eastern boundary of the property. The lower two floors of each building will be designed with townhouse-style units. The previous

townhouses averaged approximately 2200 sq.ft. in size. It is proposed that the apartments offer greater variety in size. The taller buildings will be of concrete construction to help address any fire safety concerns and be built to higher energy code requirements.

7.31 LOT 2 DEVELOPMENT: TYPICAL ILLUSTRATIVE UPPER FLOOR PLAN SHOWING LARGER RESIDENCES



It is proposed that the signature building overlooking the 14th hole be terraced with large outdoor decks, appealing to those moving from single-family homes



Above are examples of the type of units that could be included within the Lot 2 development. It is proposed that the final designs be prepared in accordance with Design Guidelines that would form part of this zoning, and approval subject to individual Development Permit Applications. The lower two floors of each building would be designed as 2 level townhouse units while upper floors would be predominantly single-level units. Careful consideration is being given to exiting and related Fire Safety provisions for these and other buildings above 4 storeys in height. Concrete construction is proposed with all suites and corridors fully sprinklered.

7.32 LOT 2 DEVELOPMENT: PERSPECTIVE ILLUSTRATIONS

An artist’s illustrations of the proposed Lot 2 waterfront development offering greater housing choices, improved floodproofing and enhanced public access to the waterfront



Looking south-east along Howe Sound



Looking west from Furry Creek Drive

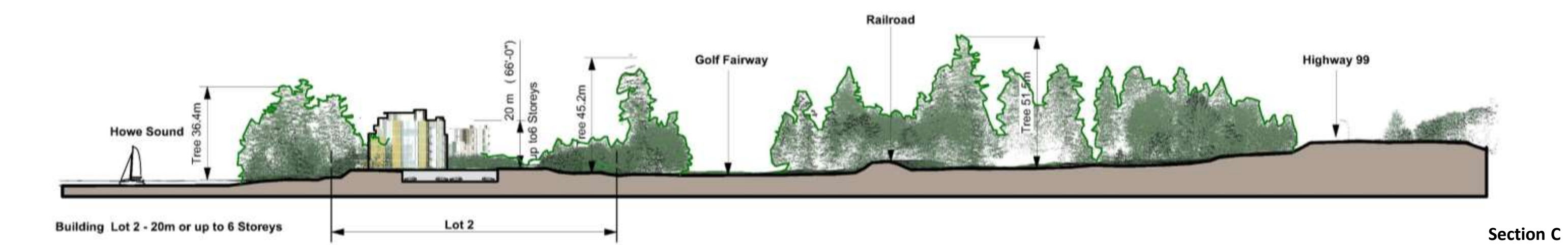
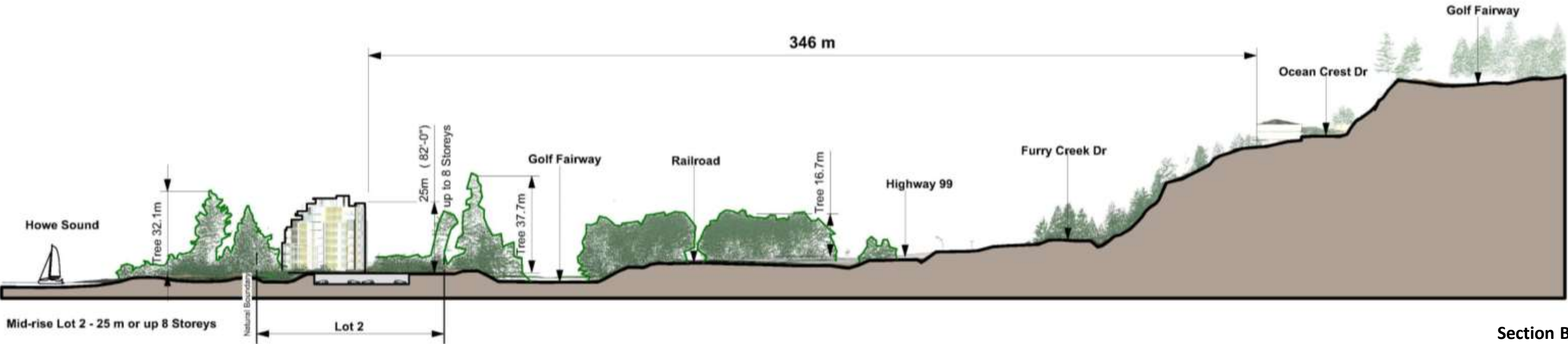
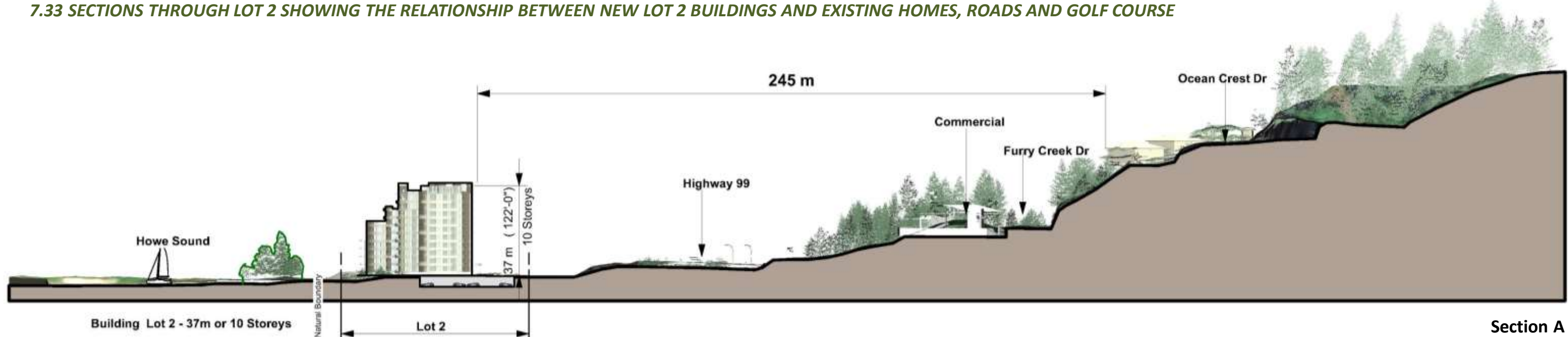


Looking north-east across the 14th hole



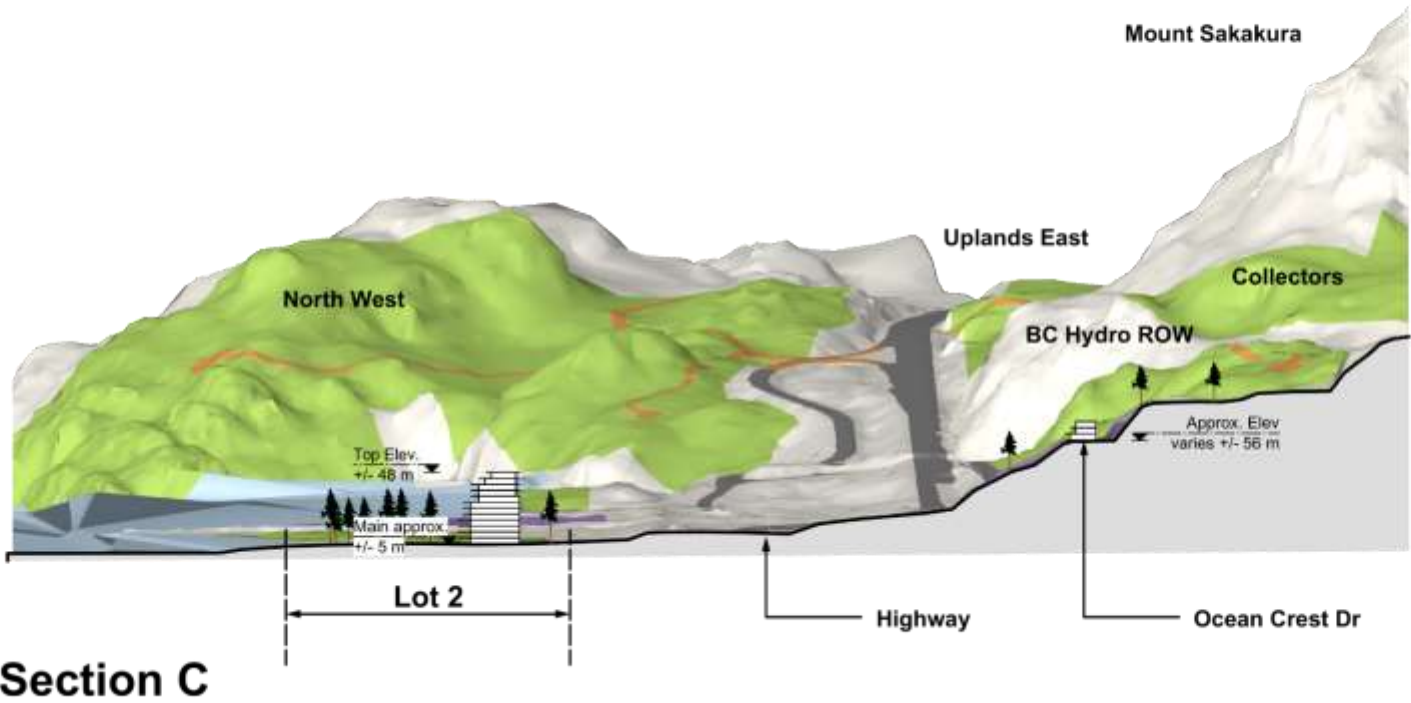
looking north at the large curved balconies on the signature buildings

7.33 SECTIONS THROUGH LOT 2 SHOWING THE RELATIONSHIP BETWEEN NEW LOT 2 BUILDINGS AND EXISTING HOMES, ROADS AND GOLF COURSE



NOTE: THESE SECTIONS ARE BASED ON A RECENT LIDAR SITE SURVEY OF THE GROUND AND VEGETATION AND THE HEIGHT OF TREES IS ACCURATE AS PER THIS SURVEY

7.34 LOT 2 DEVELOPMENT: VIEW ANALYSIS FROM EXISTING SINGLE-FAMILY PROPERTIES



View impacts of waterfront buildings for existing residents

The proposed Lot 2 Waterfront apartment buildings are approximately 250 to 350 meters from any existing residences. Detailed view analyses have been prepared to assess any potential view impacts resulting from these new waterfront buildings for these homes. As can be seen from the above site section and photo montage, the roof elevation of an 11 storey building would be at elevation 48 +/- meters while the living room elevation of the single-family houses is approximately 56 +/- meters. While the signature building overlooking the 14th hole would be visible, the view impact is very modest for existing residents. The remaining buildings are generally hidden by the existing trees.

7.35 LOT 2 DEVELOPMENT: PUBLIC VIEW ANALYSIS FROM POINTS ALONG THE HIGHWAY



A key consideration in any new development is its impact on private and public views. As can be deduced from the above 'birds eye' images, which are based on the recent Lidar survey, while the new 'signature building' overlooking the 14th hole will be visible for drivers heading north, it will be difficult for other drivers to see the remaining buildings proposed on Lot 2 from the highway.

8.0 THE UPLANDS: SITE PLAN ILLUSTRATING NEW NEIGHBOURHOODS AND HOUSING MIX



8.0 THE UPLANDS: NEW NEIGHBOURHOODS AND HOUSING MIX

Since the initial planning in 1990, the Uplands properties have been subject to numerous development scenarios. While these lands were initially planned for predominantly single-family lots, in recent years the scenarios have tended to include more multi-family parcels. This is the result of both changing market forces and also the geotechnical and environmental constraints and resulting estimated costs to service many of the development parcels. None of the undeveloped lands are currently zoned.

The following is an overview of the opportunities and constraints associated with each neighbourhood.

8.1 Northwest

The Northwest Neighbourhood is located at the north end of Furry Creek lands on the west side of the highway. The highway access, Howe Sound Drive runs along the eastern portion. The land rises from the waterfront to an elevation of approximately 160 meter resulting in the potential for magnificent views looking south down Howe Sound. The property is largely bedrock and well above the flood design level along the waterfront. It is bisected by the CN Rail right-of-way, a portion of which is in a tunnel. There is an existing letter on file from BC Rail providing feedback on development in the area.

The total area west of the Rail Tunnel is approximately 60,000 sq.m. The portion between the rail ROW and Howe Sound Drive is 104,765 sq.m. There are two isolated parcels of 8,500 sq.m. There is a significant BC Hydro ROW that impacts approximately 36,500 sq.m. of the lands. The land is partially serviced by mains that were installed in Howe Sound Drive. Since the upper portion is at a the service level of the existing reservoir, a booster station and new reservoir will be required. The area has some old growth forest and minor drainages. 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 public access to lands beyond to the north and also for the east west to give access to strata roads accessing the majority of the development.

The development proposal is for a mix of residential forms, including a possible tower at some time in the future. Alternatively, resort facilities could be built. A waterfront park is also proposed with trail access via a pedestrian bridge over the rail, if permitted by CN Rail.

8.2 Northeast

The Northeast lands are at the north end of the Furry Creek property on the east side and above the highway. The elevation rises from 85 meters at the highway to approximately 150 meters. The slopes are generally 20% to 40%. . The properties are orientated to the west and south west generally and will have extensive ocean views . The property is approximately 288,023 sq.m. with approximately 8,836 m2 within a BC Hydro ROW. Although detailed geotechnical investigations have not yet been carried out, the property appears to have till overlaying bedrock. The area has always been contemplated for future development.

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 land is not serviced. The development proposal is for a mix of ground-orientated townhouses and midrise apartments and possibly a tower at some time in the future. A future park is also proposed.



8.3 Marina Neighbourhood

The Marina Neighbourhood, formerly identified as the Directors Lands, is a site immediately north of Oliver's Landing between the railway and water. It is approximately 200 m long by 80 deep resulting in an area of approximately 14,375 sq.m. Its elevation ranges from Mean Sea Level (MSL) to 20 meters with a moderate grade generally below 20%. The developable portion is above the Flood Design Level but will be subject to a setback from Howe Sound. The site is 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 entity that no longer exists. This water lot has been identified as the preferred location for the new residents' only marina and FPFCDH is currently carrying out various environmental investigations to determine its feasibility.

The development proposal is for low rise apartments with underground parking for both the residences and residents-only marina.

8.4 Mountain Lands

The Mountain lands are to the west of the Uplands North community. 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 from the North Uplands at elevation 280 meters to the top of mountain at 370 meters. The development portion is somewhat limited and not currently serviced. The upper reaches of the lands will have outstanding views and potential for either large estate lots or a small multifamily development. A public viewpoint or lookout is also proposed.

8.5 Collector Lands

The Collector Road Lands are located on both sides of the proposed Collector Road to the east of the highway and just north of Clubhouse Drive. The land rises from the existing Furry Creek Drive intersection at elevation 35 meters to 95 meters. The properties are orientated towards both mountain and ocean views for the most part, but the views are not of the same caliber as some of the existing lots. The total area is 60,000 sq.m. However, approximately half is within a BC Hydro

Transmission ROW resulting in approximately 33,000 sq.m. of developable land. The property is largely bedrock. The collector road is a dedicated road and designed at 12% grade. It provides access to the SLRD owned reservoir on lot 6 and the water main will be within the road right-of-way. Water can be provided from the existing reservoir. The internal roadworks would likely be owned by the stratas.

A portion of the lands have been previously identified as a potential location for the future Works Yard. The related parking/equipment storage area would be within the BC Hydro ROW.

The development proposal is for a mix of housing forms and tenures including affordable housing.

8.6 Uplands North

The Uplands North lands are generally north of the existing BC Hydro ROW and above Uplands South. The lands can be accessed via an extension of the Collector Road to be built in an earlier phase. The land rises from the proposed Uplands South reservoir at 255 meters to approximately 280 meters with the reservoir above. The majority of the lands are bedrock and contain portions of the upper reaches of Middle Creek, a fish bearing stream. The main road would be a publicly dedicated road with internal roads largely strata owned. A new pump station and reservoir would be required. The developable portion lies within the NW corner of the Remainder of Block 3 as well as within DL3727 and DL 4145. (I think we should exclude all legal descriptions unless we attach a legal map.) The land is not currently serviced. The lands will generally have ocean views with some mountain views.

The development proposal is for predominantly single-family lots and low-rise multi-family dwellings.



8.7 Uplands South

The Uplands South area is generally above the existing reservoir both east and south of the BC Hydro ROW and will have magnificent views to the south and southwest. The lands will be accessed from an extension of the Collector Road via a new public road with a 12% grade, consistent with the lower Collector Road. The land rises from the existing reservoir to approximately 215 meters with the road extending to the future reservoir site at 255 meters. A large section of the site is a former gravel pit; however, bedrock is exposed in the higher reaches. The lands include portions of the upper reaches of Middle Creek, a fish bearing stream. The area is not currently serviced and will include a new reservoir and pump station. The development program includes two mid-rise apartment buildings overlooking the golf course and low-rise units in the existing gravel pit.

8.8 Upper Benchlands

The Upper Benchlands are at the southeast corner of the property, east of the BC Hydro ROW, and above the golf course and Stonegate Drive. The lands would have extensive views to the west and southwest with development areas stepped up the hillside. The area is very steep and comprised of bedrock. The lands have been included in various development scenarios since the project commenced. The elevation rises from 95 meters at the end of Stonegate Drive to the proposed

reservoir at 229 meters. The current road alignment includes 4 crossings of South Creek and would require two crossings of Crown Land for connectively. South Creek is not fish bearing and already has multiple crossings on it. The land is not currently serviced. The Stonegate development has a pump station that would be used to service a reservoir serving these lands.

8.9 Porteau Bluff The Porteau Bluff lands comprise three undeveloped lots located at the south end of Furry Creek Drive on the west side above the highway. They are at an elevation of approximately 100 meters, with a combination of gravelly till and bedrock. The property was excluded from the original Benchlands subdivision since at the time there was no consensus with MOTI regarding any potential geotechnical issues. This has since been resolved and the required lands have been dedicated to MOTI.

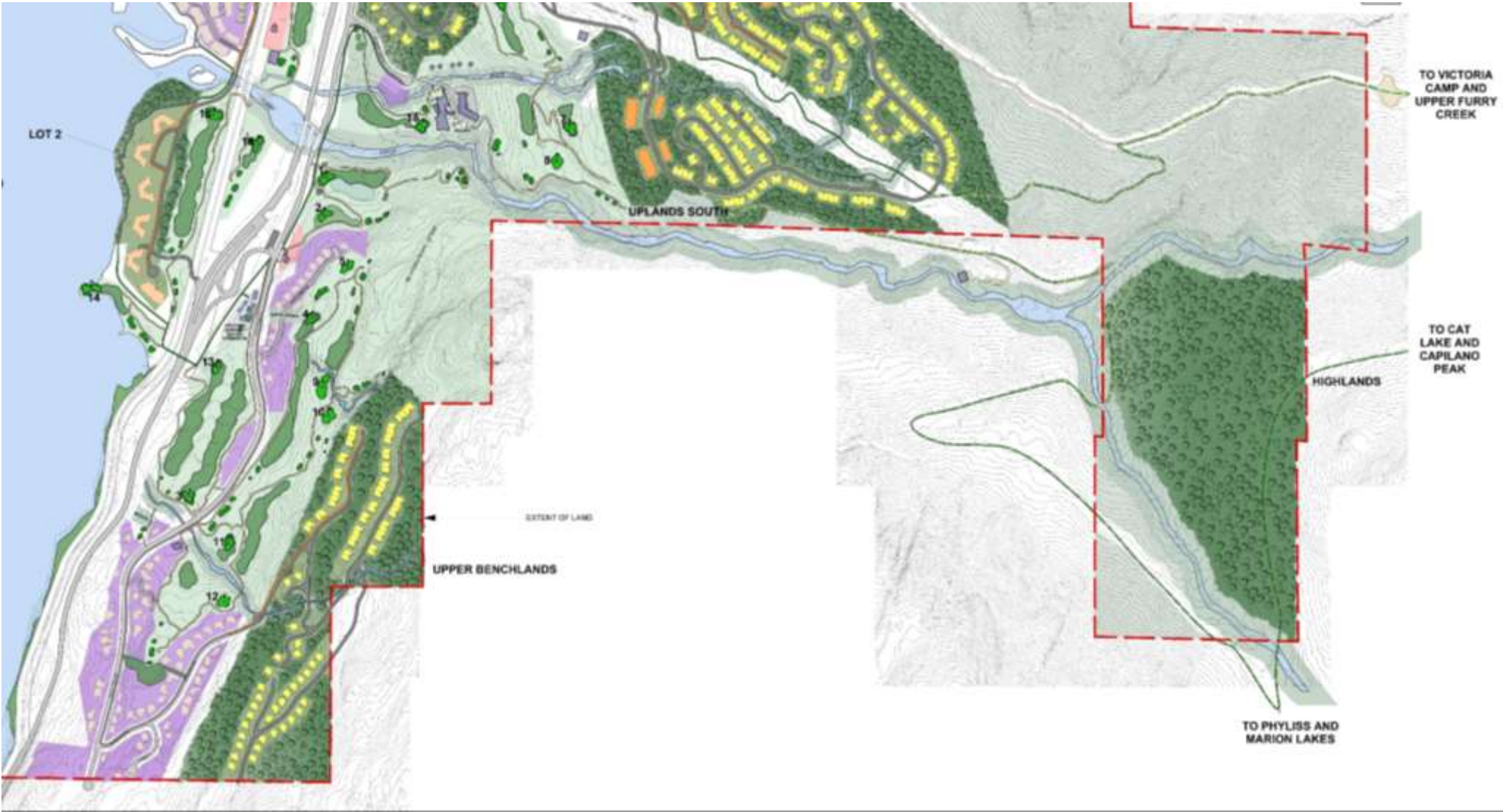
The property has an area of approximately 7,900 sq.m. subject to any additional ROW requirement from highways. The lands are proposed as three single-family lots consistent with the surrounding lands. They are serviced by an extension of the services along Furry Creek Drive. The road is already dedicated to the Crown Lands beyond. The lots will have extensive views of Howe Sound and will be zoned the same as the surrounding homes. A similar Building Scheme will apply to maintain neighbourhood consistency.

8.10 Highlands

The Highlands is a large area of hillside lands located between Phyllis 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. The area has significant potential and is the gateway to extensive recreational opportunities in the back country. There are plateaus within the area that would be very conducive to sensitive community creation.

The area is not serviced and has been the subject of studies over the years, However, no detailed review has been carried out. As such it is proposed that this area be identified as a Future Study Area and considered at a later date 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.

If it is developed for residential uses, it is suggested that a minimum of 30% of the area be zoned as Park and/or Public Open Space to preserve the natural setting of the area.



8.11 UPLANDS: DESIGN CHARACTER IMAGES OF TOWNHOUSES, LOW AND MID-RISE APARTMENTS



A set of Design Guidelines, similar to those prepared as part of the Porteau Cove Comprehensive Development Zoning, will be included with the complete rezoning application. They will include design criteria related to exterior materials, roof shapes, grade level treatment, retaining walls, etc.

The above projects in West Vancouver are considered illustrative of the type of development that would be suitable at Furry Creek. They include duplex homes, townhouses, low and mid-rise apartments.

8.12 THE UPLANDS: DESIGN IMAGES FOR LOW-RISE APARTMENTS WITH EXTERIOR CORRIDORS



The above illustrations include an existing building in West Vancouver as well as images for new low and mid-rise buildings at Furry Creek. In some cases, it may be appropriate to include apartment designs with exterior access corridors to suit the more natural, and less urban setting. The use of stone, wood and glass as prominent materials will further respect the location on Howe Sound, and not in downtown Vancouver.

9.0 RESORT HOTEL AND SPA FACILITIES



A variety of resort facilities

In response to comments and recommendations from the community that the resort facilities offer a variety of experiences for a broader range of markets, and any concerns that the proposed resort at Furry Creek could result in inappropriate competition with other Sea-to-Sky facilities, some revisions to the resort hotel are now being proposed. More specifically, rather than committing to one larger facility, it is proposed that resort facilities be permitted to be scattered throughout certain neighbourhoods. In addition to the proposed location adjacent to the clubhouse, these could include the residential development immediately to the north of the clubhouse, a waterfront location to be identified within the Northwest neighbourhood and/or the Marina neighbourhood.

While it is requested that some flexibility be allowed in the number of units within each location, it is proposed that the total number of hospitality units will not exceed 120 throughout the community. This is less than the maximum of 300 rooms set out in the original PLA application, but consistent with the original community approvals.

To ensure that the resort facilities are not seen as additional residential units, it is acknowledged that these units shall be designated as commercial units for the purposes of property assessment and taxation, and be in addition to the total number of residential units proposed for the property.



The Sonora Resort is just one of many British Columbia resorts offering a variety of accommodation.

9.1 RESORT HOTEL AND SPA FACILITY ADJACENT TO CLUBHOUSE



Resort and Spa Conceptual Images



Resort and Spa Proposed Site Plan



Resort and Spa Conceptual Images



The proposed resort and spa location is immediately east of the existing club house. The resort and spa will include indoor and outdoor swimming pools, spa facilities and other amenities.

Resort facilities have always been an essential component within the Furry Creek community. As previously noted, at the time of the original PLA, two locations were considered: either along the

waterfront or adjacent to the clubhouse. These illustrations are of a larger facility adjacent to the clubhouse. However, another approach may be to have a variety of resort facilities spread

throughout the community. This option is illustrated further in this report, along with other similar resort facilities in British Columbia.

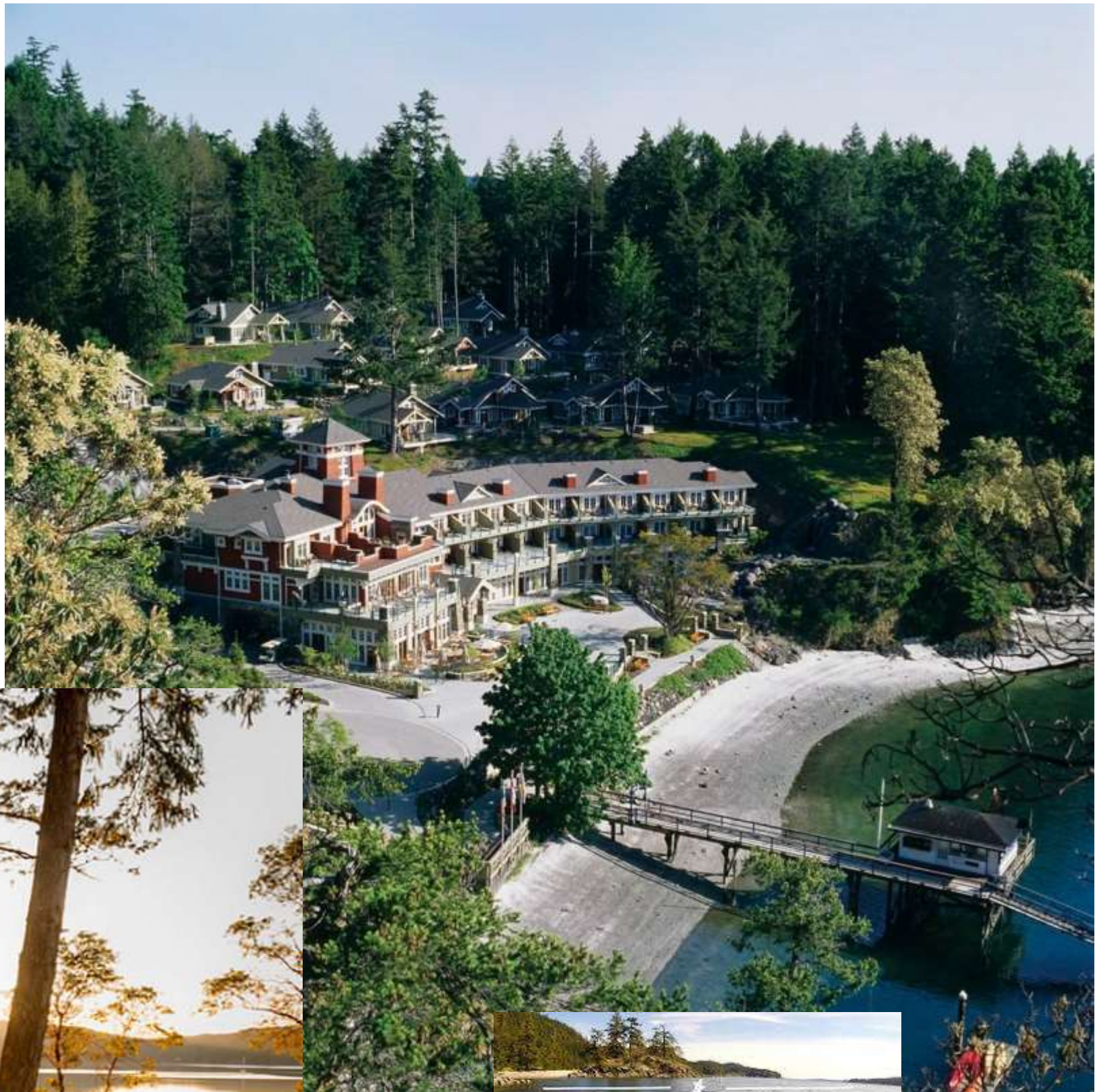
9.1 UPLANDS RESORT HOTEL AND SPA FACILITIES ADJACENT TO CLUBHOUSE



The resort facilities will likely include a main facility up to six storeys in height, connected to the clubhouse. The above drawings illustrate a building offering approximately 80 to 100 rooms and suites, along with a restaurant, indoor/outdoor pool, hot tubs, and health club/spa facility. These amenities would serve both visitors and residents of the community.

9.2 SCATTERED RESORT HOTEL AND SPA FACILITIES

As noted, an alternative approach is a mix of facilities throughout the community. This would permit facilities to be phased as the community grows, and allow a broader variety of accommodation, as suggested by the community residents.

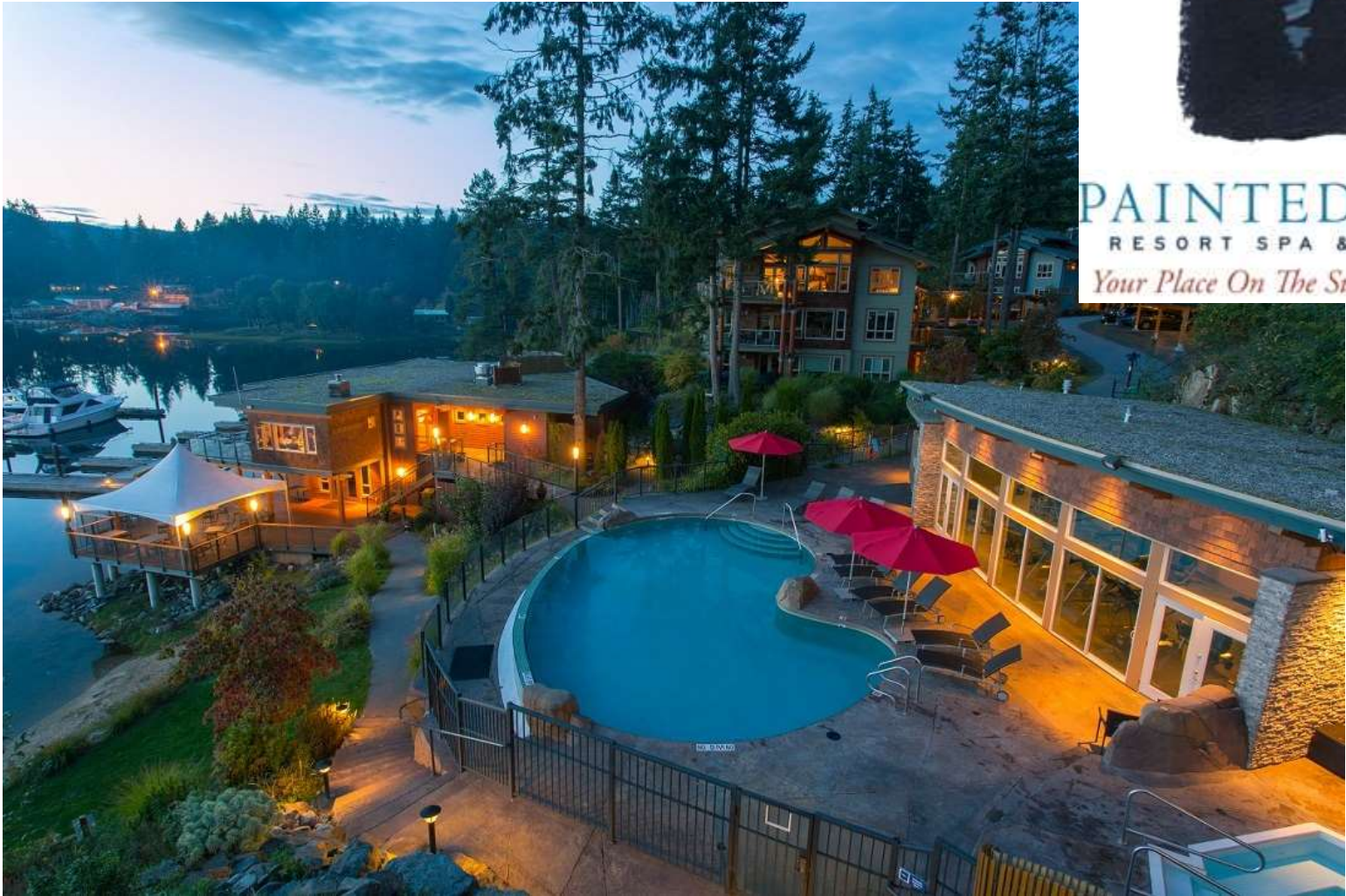


The Poet’s Cove resort on Pender Island is an example of a resort hotel facility offering a variety of accommodation types. The 46 units comprise a mix

of lodge rooms, cottages and larger villas. A similar approach is now being proposed for the resort facilities at Furry Creek. Locations include adjacent to

the clubhouse, on the waterfront, and elsewhere.

9.2 SCATTERED RESORT HOTEL AND SPA FACILITIES



The Painted Boat Resort features 30 spacious waterfront Villas ranging in size from 1,117 to 1,700 square feet. Each unit offers two separate bedrooms and bathrooms, with various layouts. Units range from 1100 to 1700 sq.ft.

9.3 POTENTIAL RESORT HOTEL AND SPA FACILITIES IN NORTHWEST NEIGHBOURHOOD



10.0 NEIGHBOURHOOD VILLAGE COMMERCIAL AND COMMUNITY CENTRE



A COMMUNITY HEART

It is proposed that the primary neighbourhood commercial area be relocated from Lot 4 to a new location that would be more accessible to the broader community. It might also be desirable to relocate the proposed community centre to an adjacent site combined with a short pedestrian street and public square that would become the 'heart' of the Furry Creek community.

Consideration has been given to locating the community centre on lands currently owned by the Ministry of Transportation and Infrastructure. (see above illustration). This has been discussed with MOTI who indicated support in principle. The commercial space, sited along the short pedestrian street, is proposed for an adjacent site which is currently a portion of the golf course. This is on the understanding that if approved, an equivalent area of land will be transferred from the residential lands to the golf course.

The earlier covenants allowed for 15,000 sq.ft. of commercial space for the community. Given the potential for neighbourhood commercial space on Lot 4 and within this new location, and the desire to create a more complete community with some neighbourhood live-work and office space as well, it would be desirable to review the total amount of retail space and office space that appropriate for the community.



In order to create the best possible site for the village centre, which will be the heart of the community, it is proposed that the 3rd hole of the golf course be shortened. Alternatively, an area near the 13th hole may be used. To further enhance this area as the heart of the community, MOTI will be asked to allow the community centre to be built on a portion of its lands.

A short, pedestrian oriented village street and public square is proposed linking the Community Centre and neighbourhood retail to create a new 'heart' for the community.



Original Proposal
The original PLA Application dated December 1990 included a marina facility with a minimum of 80 berths in the then log sorting basin. It included a chandlery shop and convenience store to serve the boaters and residents. In addition, a maintenance facility, dryland boat storage facility, and parking were proposed. The adjacent lands were subsequently developed as the Oliver's Landing development and a small boat basin was created instead.

New Marina Proposal
It is now proposed that a small, residents-only marina be developed in a new location to the north of the Marina neighbourhood which is just north of Oliver's Landing. This is the site of a historical log sort boom area with some of the original piles still in place. Studies are now underway in support of a formal application. These include an upland environmental assessment being carried out by Cascade Environmental, a bathymetric study by Terra Remote, Marine Environmental and Marine conceptual design by PGL, A hydrogeologist will be retained to undertake the wind and tide and seasonal assessments however the Northwest Neighbourhood landmass provides good protection for the proposed area.

While the proposal will no longer include dryland boat storage or a chandlery, all required parking will be provided within a new residential development proposed for the adjacent uplands. A boat launch would not be included in the proposal as there is an existing boat launch at the nearby Porteau Provincial Park.

12.0 PARKS, TRAILS AND OPEN SPACE SYSTEM

“Successful developments realize it is necessary to work with the local residents who have already made a significant and long-term commitment to their community.”

FPFCD is fortunate to have a number of residents living at Furry Creek who have demonstrated a longstanding commitment to the provision of trails and open spaces within the community. Last year, they prepared and submitted a detailed report that provides some historical perspective on recreational amenities at Furry Creek and identified the following community priorities:

- Improvement of 4 Open Space projects collectively associated with the “front door” to Furry Creek;
- Expansion of the current trail that provides public access to the Furry Creek beach area to form a loop trail that will also address access and safety concerns;
- Further planning and development of a more comprehensive trail network that will provide a major recreational amenity for both residents and visitors to the community
- Construction of a bridge to connect the proposed Lot 2 development on the south side of Furry Creek which includes consideration for pedestrian traffic and connections with current and proposed trails on either side of Furry Creek
- Management of the old growth trees that border the south beach to ensure they are closely monitored while also undertaking reforestation measures that will allow for natural replacement cycles of this environmentally significant vegetation
- Provision of a public picnic area and public washroom facility in the public access Right-of-Way on the north side of the 14th hole and immediately adjacent to the beach.

The report further notes that Furry Creek has some major challenges that must be taken into account for trail and walkway development. More specifically, the community is bisected by a major highway and railway and all of the safety hazards associated with them. The golf course and its cart trails are very tempting shortcuts for many wanting to access the public beach areas, especially when clearly marked trail alternatives are not available. Achieving the right balance between public walkways and residential areas can be contentious if careful consideration is not given to the placement and proximity of access routes.

Since receiving this report, FPFCDH has worked with the Furry Creek Community Association (FCCA) in the planning of a public trail and open space system that recognizes these priorities as well as other opportunities through the site. It has funded some improvements to increase the safety of existing trails and as part of this rezoning application invited PWL Landscape Architects to join the consulting team to further develop the plans for a comprehensive public trail and open space system.

The preliminary planning concept is illustrated on the following pages.



Furry Creek Beaches, Trails, and Open Spaces

January 26, 2018

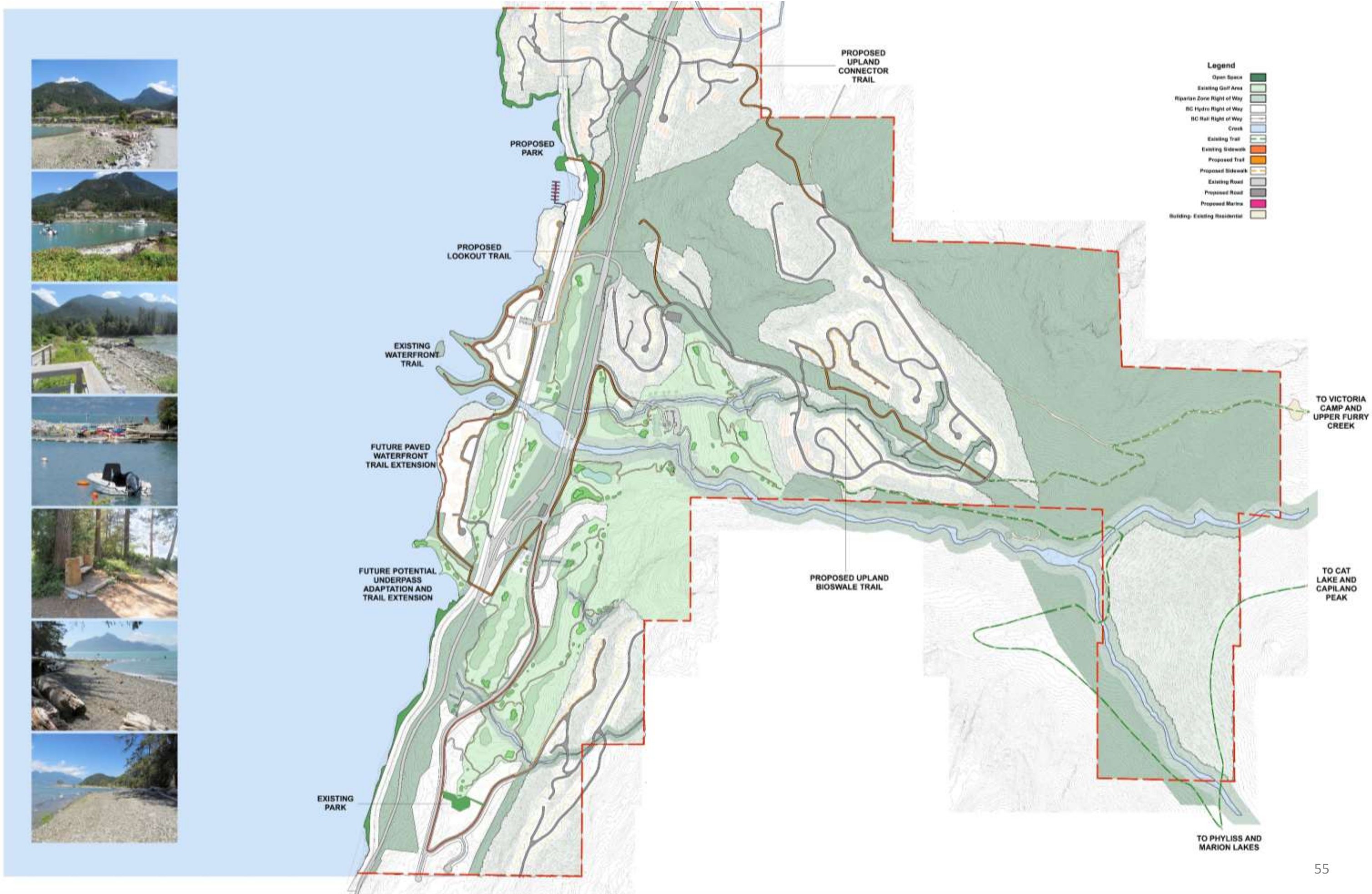


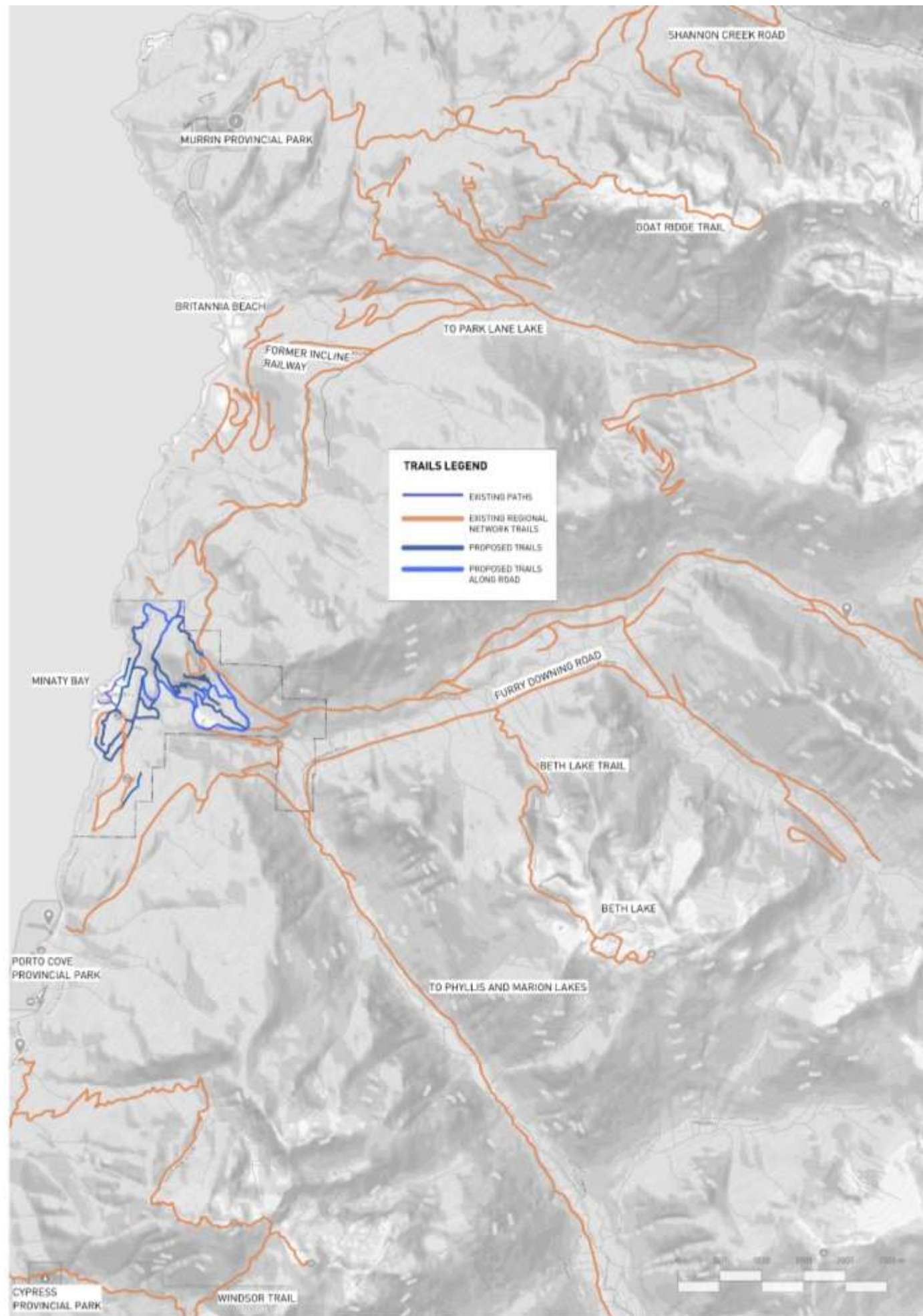


This report, prepared by two local residents on behalf of the Furry Creek Community Association, has helped inform the planning of the proposed beaches, trails and open space system which is proposed as part of this rezoning. Some improvements have been carried out (see below) to improve safety.



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





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.



12.3 Parks

There are a number of designated park areas that provide amenity space that vary from the trails and golf course. These park spaces will be predominantly natural in character and provide opportunities for the community to gather, picnic, and play. Play opportunities will be natural and informal in character and reinforce the west coast setting. Designated park spaces are proposed at the ocean's edge, adjacent to the marina, and in the uplands. These parks are modest in scale as their main function is to provide a neighbourhood gathering place for the residents, a place for children to play, an area to walk a dog, a place to connect with nature, and a place to rest along the trail system.

Park Character

The parks will vary in character and size, but predominantly respect the natural topography and terrain. The parks will take advantage of the amazing views that the Furry Creek offers. Park characters and description include:

Waterfront Parks

This park will include some lawn 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 will also be provided, and include play features such as logs and boulders. It will offer picnic areas and a beach BBQ, along with path and trail connections.

Forest Pocket Parks

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

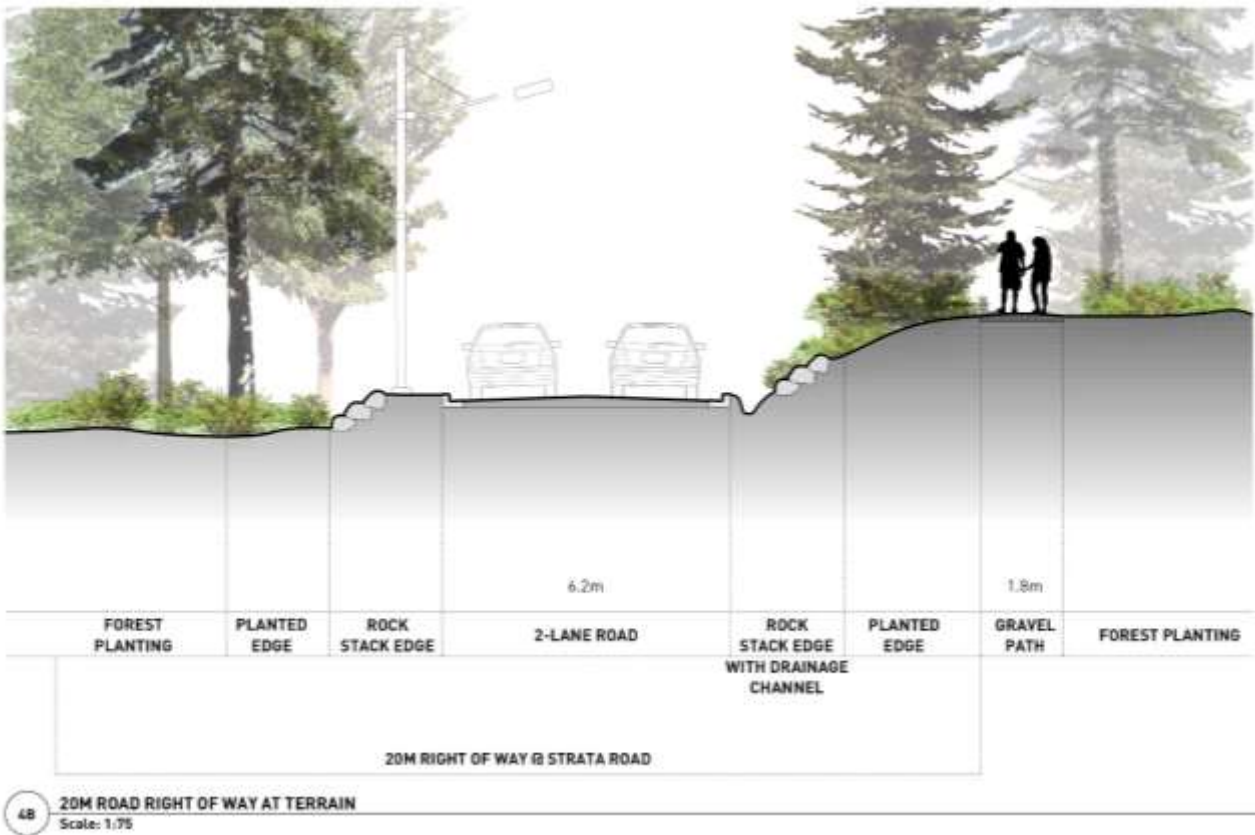
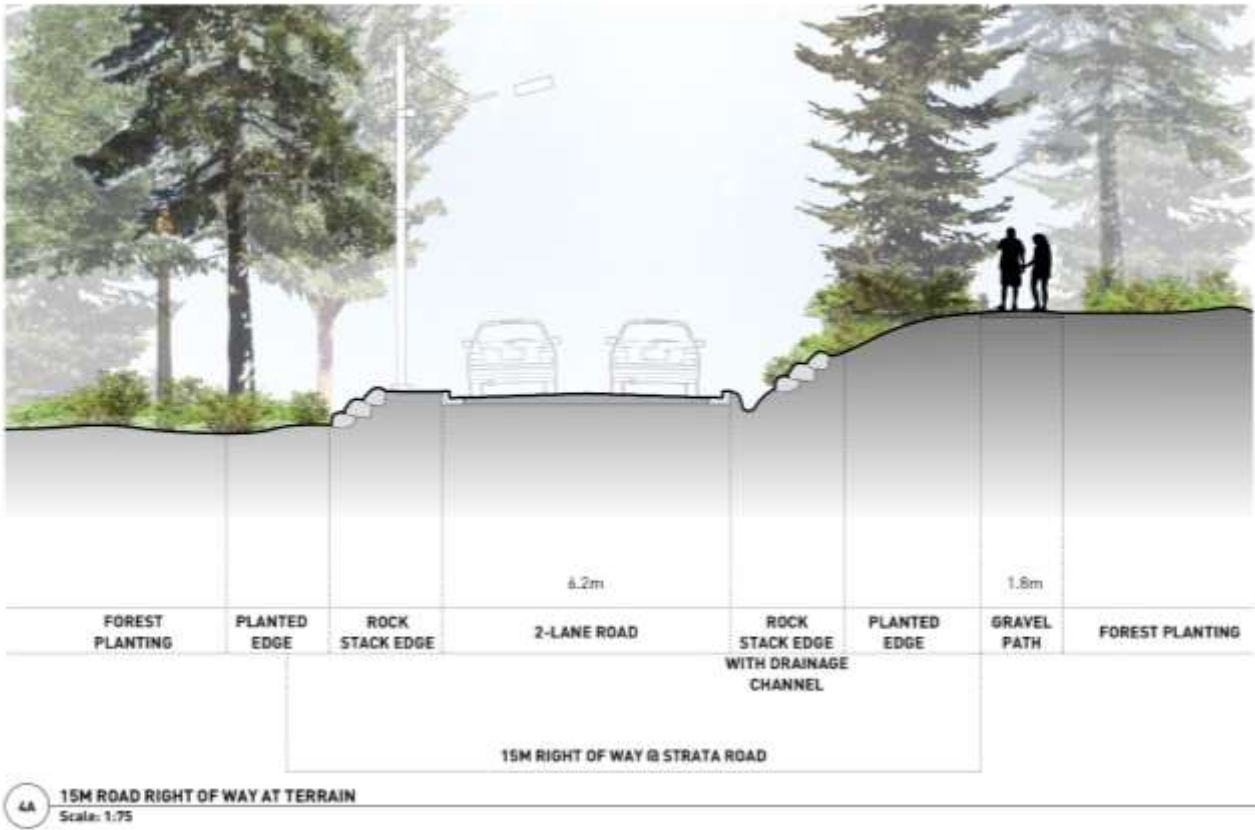
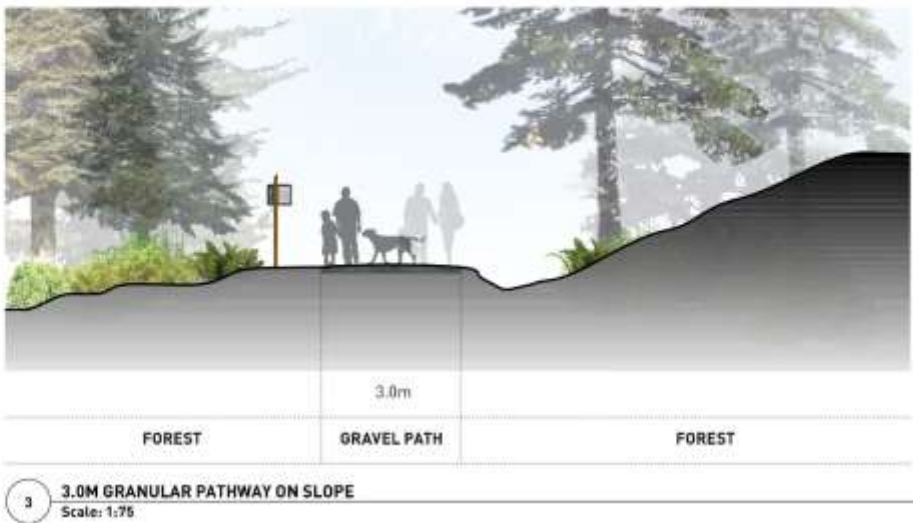
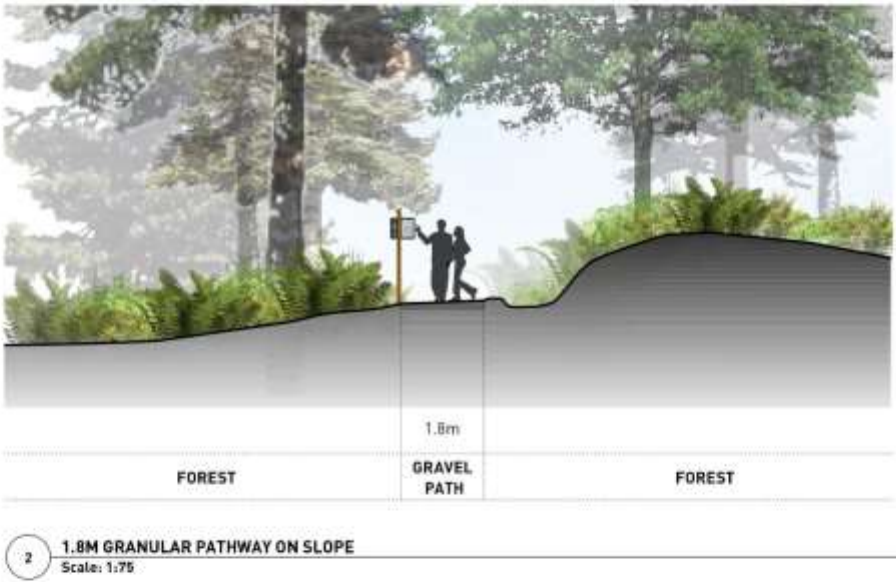


Some of the existing facilities at Furry Creek, such as those illustrated above, will be enhanced as the development progresses

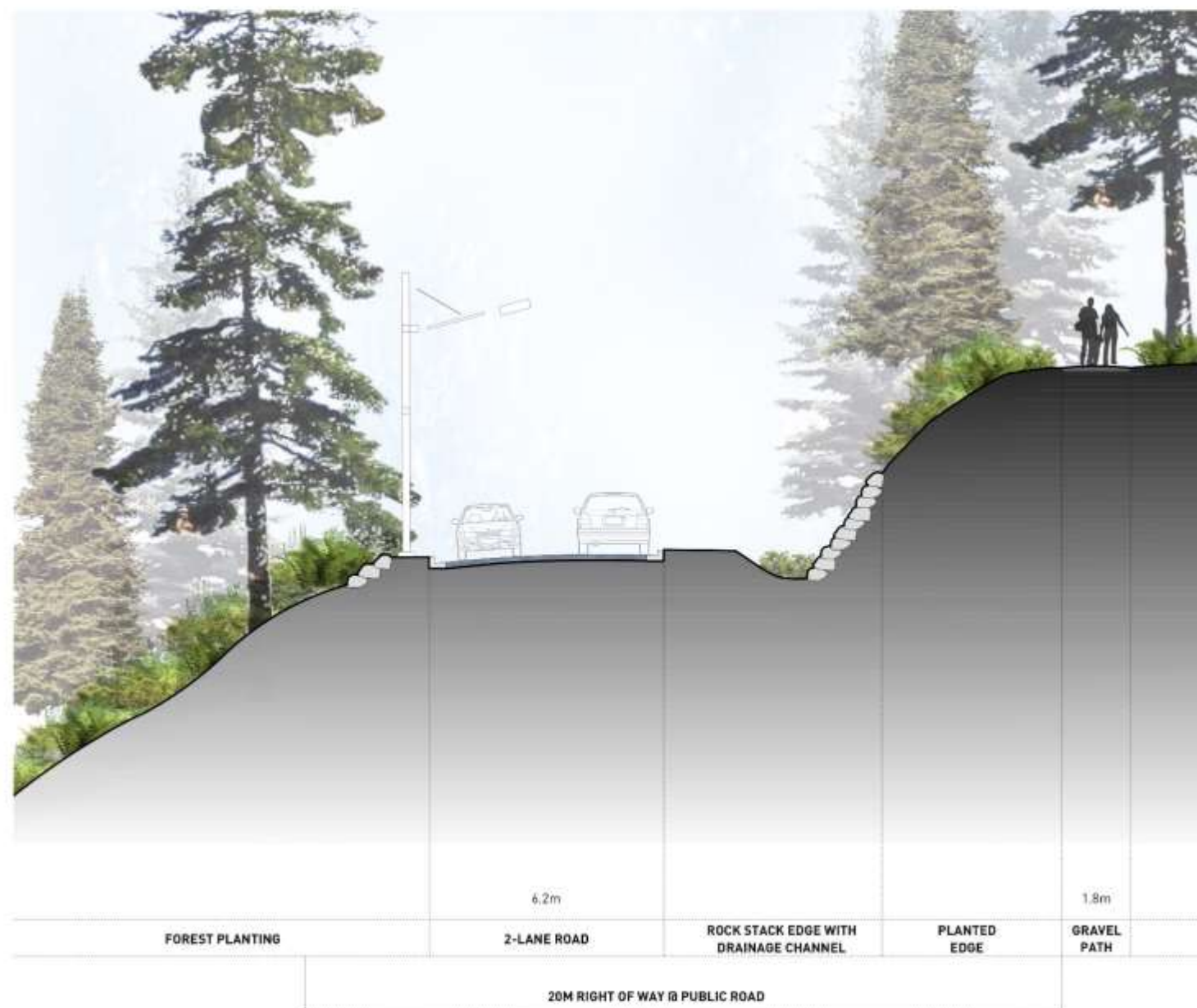


The community will include an expanded trail system, similar to that incorporated within the SFU UniverCity development (left) offering safe routes for pedestrians and cyclists, as well as lookout points around the community.

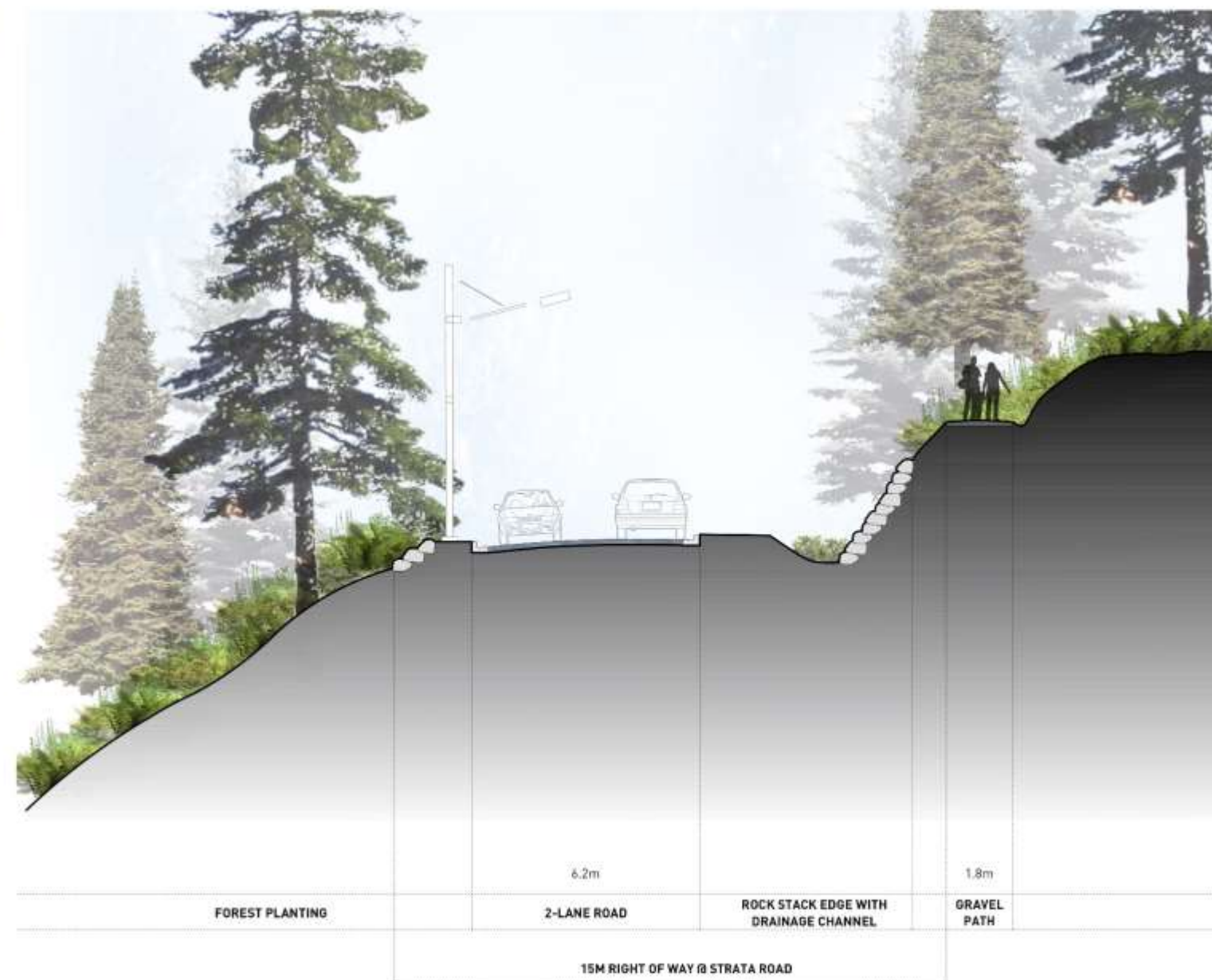
12.4 ROAD AND TRAIL SECTIONS



Roadway sections
A variety of roadway sections will be designed within the site, to respond to the topography, and whether it is a public or private road. As indicated in these sections, the objective is to minimize the footprint and impact of the road and trail system on the lands.



5A 15M ROAD RIGHT OF WAY AT STEEP TERRAIN
Scale: 1:75



5B 20M ROAD RIGHT OF WAY AT STEEP TERRAIN
Scale: 1:75

FURRY CREEK | ROADWAY SECTIONS

13.0 HOUSING MARKETS, BUILDING TYPES AND HEIGHTS

When the initial planning concepts were prepared for Furry Creek in 1990, the site was viewed as somewhat isolated and the client was keen to see the property become another British Properties. As a result, it was planned as a predominantly single-family community, with some townhouses. However, since the initial approvals, as a result of improvements to the highway and changing market conditions throughout the Lower Mainland, the Sea-to-Sky Corridor has experienced significant change, growth and development. Housing demand has changed dramatically, as evidenced by the amount and type of developments underway in Squamish, Pemberton, and even Horseshoe Bay.

13.1 A broader range of housing choices

As we look to the future, Furry Creek is seen as having excellent potential to become a complete, recreational/residential community catering to a variety of markets. These include those wanting to live in a beautiful, natural setting with magnificent views; those seeking more affordable housing choices while commuting regularly to Vancouver, Squamish or even Whistler; those wanting to downsize from the North Shore or elsewhere in Metro Vancouver and attracted to a more active, outdoor lifestyle; and those seeking second homes in the Lower Mainland in a recreational, resort-oriented environment.

To accommodate these different markets, it is proposed that a much broader range of housing choices be offered at Furry Creek. While this will continue to include single-family lots, it is expected that there will be a demand for both very large, and smaller houses, including duplex, triplex and four-plex units. There will also be a demand for townhouses and stacked-townhouses, offering a more affordable housing choice with direct entry from grade. While it is proposed that Oliver’s Landing be completed with units of a similar character and size to the existing homes, smaller townhouses are proposed elsewhere within the Uplands neighbourhoods.

The biggest programmatic change is the inclusion of a variety of apartment homes. It is proposed that these include units in more conventional four-storey low-rise woodframe apartments, but also concrete terraced units with larger outdoor spaces, similar to those being developed in West Vancouver. There is also a demand for well-designed mid-rise buildings and these are proposed on Lot 2 and in a couple of other locations throughout the site. While this building type is more expensive to build than the type of highrises being built throughout Metro, we do not believe highrise forms are appropriate for this location. However, we do think mid-rise buildings are appropriate on Lot 2, screened by the trees from the homes above, and those driving by on the highway. The one exception is a proposal for a taller signature building overlooking the signature 14th hole of the golf course. We also believe that at some time in the future, it might be appropriate to offer single level units in taller buildings within other Uplands neighbourhoods. In general, these homes will be screened by trees, similar to the Deer Ridge mid-rise buildings in West Vancouver.

13.2 Lock-off suites

This is a new form of housing which was initially developed at the UniverCity community at Simon Fraser University. It comprises a flexible form of ‘suites within suites’ within both apartment and townhouse developments. The advantage is that they can provide more affordable rental housing within condominium buildings. They also can serve as ‘mortgage helpers’ for households wanting to purchase a larger apartment for a growing family who may not need an extra bedroom until some time in the future. It is proposed that up to 35% of the homes at Furry Creek be permitted to include this type of arrangement.



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.



News / Vancouver

Council OKs 'mortgage helpers' in the sky

By: Jeff Hodson Metro Vancouver Published on Thu Jul 23 2009

Secondary suites within high-rise condominiums the size of a five-ton truck are coming to Vancouver.

In a move to increase the city's rental stock and home affordability, city council approved Tuesday night the development of secondary suites within suites.

Vancouver architect Michael Geller, who pioneered the idea in the UniverCity development at Simon Fraser University, said people should think of them as "basement suites" or "mortgage helpers" in the sky.

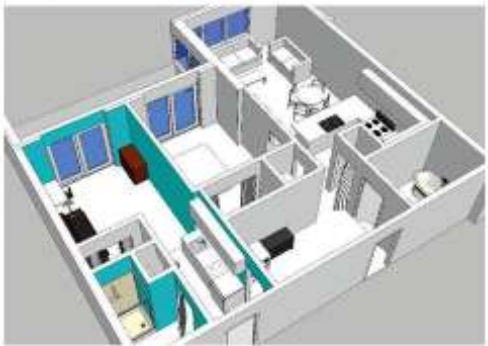
Just as basement suites allow people to purchase a larger house, Geller explained, secondary condo suites could enable homebuyers to purchase a three-bedroom over a two-bedroom condo.

It would also increase rental stock in Vancouver.

The suites have their own bathroom and kitchen area and can be as small as 280 square feet. Geller compared them to a hotel room with kitchenette.



The second or third bedroom of an apartment could be a 'lock-off' suite



Lock-off suites can provide more affordable rental housing and become 'mortgage-helpers' for buyers

13.3 PROVISION OF 'AFFORDABLE HOUSING'

In recent years, the demand for more affordable housing choices has increased significantly throughout the Lower Mainland. While there was never any demonstrated need or requirement for affordable housing at Furry Creek in the past, this has changed. Furthermore, the SLRD has developed new policies encouraging the inclusion of 'affordable housing' choices within new developments. It is therefore proposed that in accordance with these policies, the total number of units permitted on the lands be increased so that up to 15% of the approximately 800 remaining units still to be developed at Furry Creek (approximately 120 units) be made available for rent as 'workforce housing' for those working in the community, including those working at the golf course, cafes and restaurants, or proposed resort facilities. These units would include smaller self-contained units, as well as shared living accommodation such as four-bedroom apartments with communal living spaces.

A co-housing development *It is also proposed that consideration be given to a co-housing living development, catering to families with and without children. These homes could be developed as rental, cooperatives, or affordable strata ownership, similar to other co-housing projects now being developed around the Lower Mainland. The precise location and size of the various developments can be determined at a later date, but it is proposed that some of the affordable housing be included with the initial development of Uplands neighbourhoods.*

13.4 A RANGE OF BUILDING HEIGHTS

To accommodate these different markets and building types, the following drawing has been prepared setting out the maximum building heights being proposed for different portions of the property. In proposing these heights, it is on the understanding that following approval of this rezoning application, each building will be the subject of a future Development Permit application, at which time detailed site planning and view analyses will be submitted and approved to ensure that the buildings fit in with their surroundings. It is also proposed that there be some flexibility in the siting of buildings of various heights, in order to minimize disruption to environmentally sensitive and natural features and minimize the need for significant site alteration.

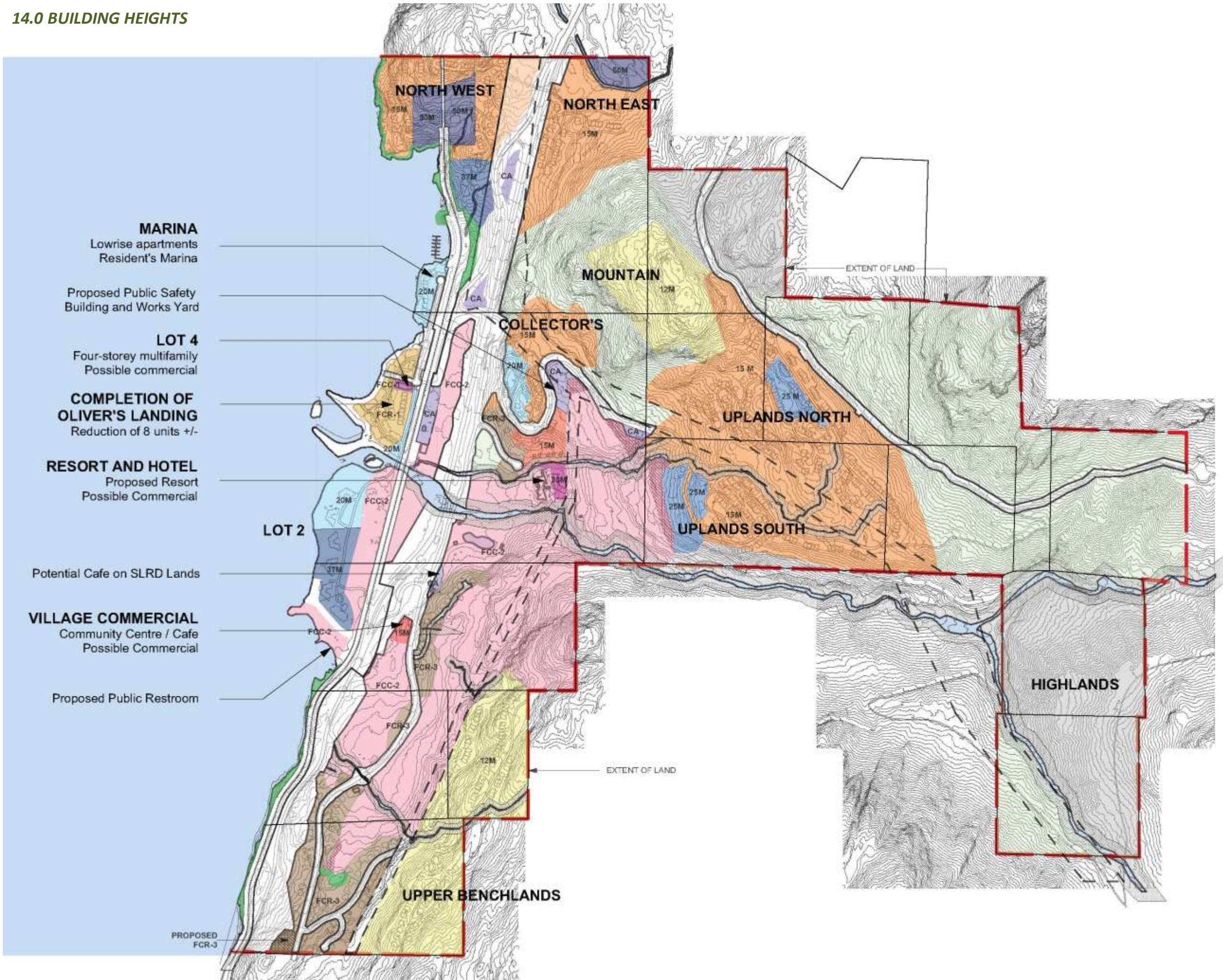


In most instances, the height of new buildings will relate to the height of adjacent trees

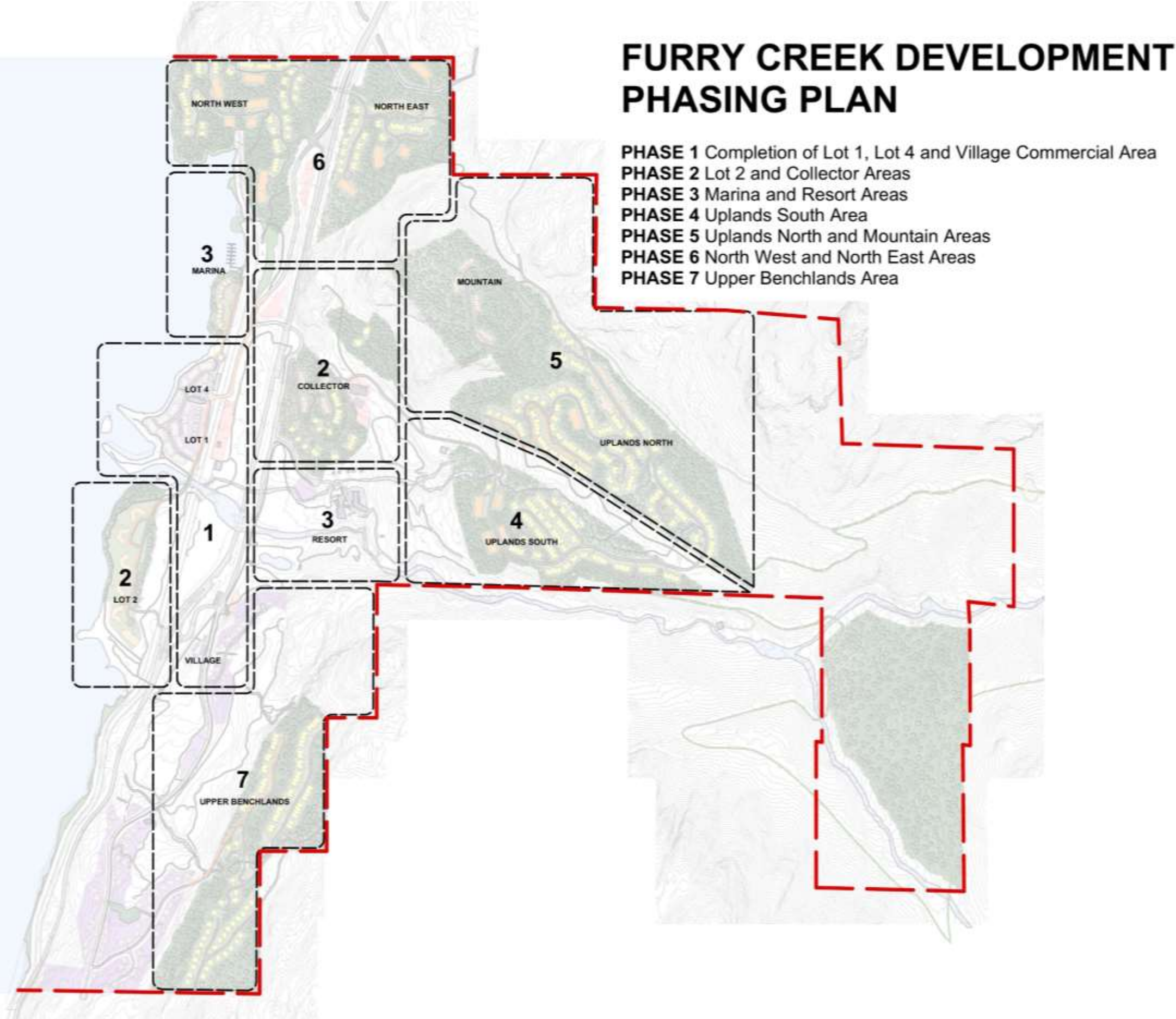


Examples of more affordable housing choices at SFU's UniverCity community.





- Legend**
- Creek
 - Riparian Area
 - Road Right of Way
 - BC Rail Right of Way
 - BC Hydro Right of Way
 - Existing Zoning - FCC1 - Commercial
 - Existing Zoning - FCR1 - Residential
 - Existing Zoning - FCR3 - Residential
 - Existing Zoning - FCC2 - Golf course
 - Proposed Zoning - FCC2 - Golf course
 - Proposed Zoning - POS - Open space
 - Proposed Zoning - PARK - Park
 - Proposed Zoning - CA - Community administration and utility
 - Proposed Zoning - VC - Village commercial up to 3 stories (15m)
 - Proposed Zoning - RH - Resort and hotel up to 8 stories (30m)
 - Proposed Zoning - R4 - Residential - Single family, duplex, triplex, quadplex up to 12m
 - Proposed Zoning - R5 - Residential - Townhouses, stacked townhouses up to 15m
 - Proposed Zoning - R6 - Residential - Apartments up to 4 stories (15m)
 - Proposed Zoning - R6H - Residential / Hospitality - Apartments and hospitality up to 4 stories (15m)
 - Proposed Zoning - R7 - Residential - Apartments up to 6 stories (20m)
 - Proposed Zoning - R8 - Residential - Apartments up to 8 stories (25m)
 - Proposed Zoning - R9 - Residential - Apartments up to 12 stories (37m)
 - Proposed Zoning - R10 - Residential - Apartments up to 15 stories (50m)



In the planning and development of any large-scale master-planned community it is always difficult to estimate how long it will take to complete. However, it is important to consider how the community development might be phased in order to manage the installation of infrastructure and minimize disruption to existing residents as development proceeds.

Completion of Oliver’s Landing

*At this time, it is difficult to predict with certainty how the community will grow. However, it is proposed that following rezoning approval, the **first phase** will include the completion of the Oliver’s Landing development, a high priority for existing residents.*

Development of commercial space

While most developers prefer to delay the building of commercial space until the community is well established, given Furry Creek’s somewhat isolated location, and a desire to provide some neighbourhood commercial amenity and minimize traffic along the Sea-to-Sky highway, it is proposed that the General Store/Market and café be developed within the village centre as part of the initial phases.

Lot 2 and Collector Neighbourhood

The second phase will include the first mid-rise building(s) at the northerly end of Lot 2 and new multi-family units within the Collector Neighbourhood. It is also proposed that some resort facilities and the first of the affordable housing developments, including the workforce housing, be included as part of this phase.

Future phases will proceed as permitted by available infrastructure as previously set out in the Development Covenants registered on title. The accompanying diagram indicates one possible scenario. The actual phasing will take into account the needs of the community and the desire to develop a variety of housing forms within each phase to create a more balanced community.

16.0 COMPATIBILITY WITH SLRD REGIONAL GROWTH STRATEGY, OFFICIAL COMMUNITY PLAN and ZONING BYLAW

16.1 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 the **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;** While an application will 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 is being 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 also proposed to connect residents to the village centre and public transit. The development is also interested in exploring how it can financially contribute to improved public transit.
- 5. Advocate a range of affordable housing options;** a broad range of housing choices is proposed, including ownership, cooperative and rental tenure.
- 6. 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.

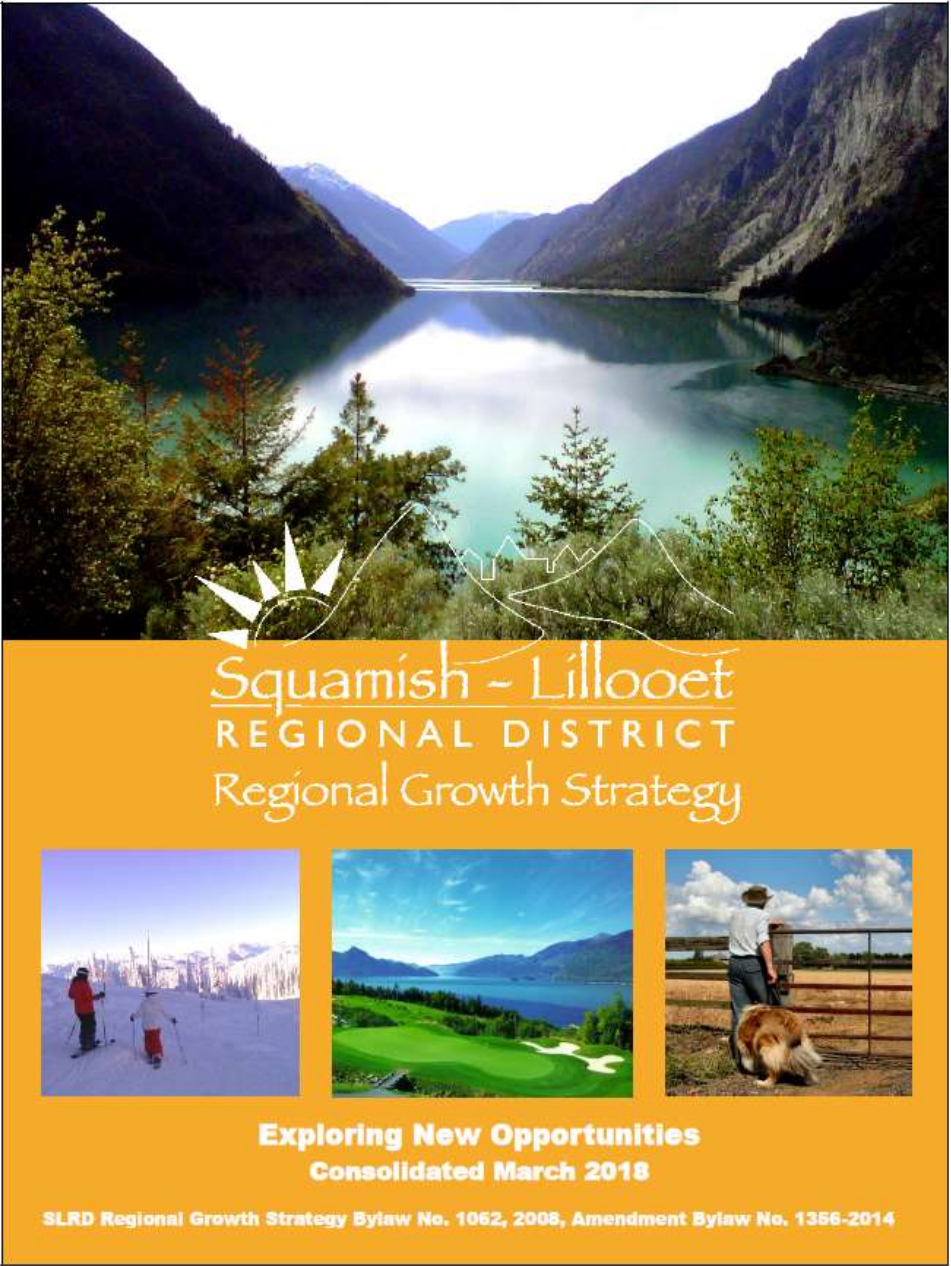
7. Protect and promote responsible stewardship of green spaces and sensitive areas; In the development to date, Furry Creek has demonstrated an exemplary respect for the environment. This will continue as streamside regulations will be respected and environmentally sensitive areas avoided.

8. 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.

9. Endorse energy efficient infrastructure; discussions are underway to explore how District Energy systems can be incorporated into the community. New homes will also be designed to meet new energy standards.

10. Ensure early and ongoing public involvement that respects community values and visions; since Fine Peace purchased this property, many meetings have taken place with the Oliver’s Landing Strata Council, the Furry Creek Community Association, and community residents to seek input into the future community design. As a result, a number of changes are now being proposed including relocation of the commercial village centre and expanding the type of 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 have been held with various government agencies. Following an initial review by the SLRD, meetings will be arranged with the Squamish Nation to explore opportunities for collaboration.



Electoral Area D Zoning Bylaw No. 1350-2016
Adopted August 24, 2016

Replacing Zoning Bylaw 20, 1970; Zoning Bylaw 540, 1994 and Zoning Bylaw No. 672, 1998

CONSOLIDATED COPY
May 2018

IMPORTANT NOTICE
THIS IS AN UNOFFICIAL CONSOLIDATION OF BYLAW NO. 1350 WHICH HAS BEEN PREPARED FOR CONVENIENCE ONLY.
Although the Squamish-Lillooet Regional District is careful to ensure the accuracy of all information presented in this consolidation, you should confirm all information before making any decisions based on it. Information can be confirmed through the SLRD Planning Department.

Squamish-Lillooet Regional District
**Electoral Area D
Official Community Plan**
Bylaw No. 1135-2013



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

16.1 COMPATIBILITY WITH THE REGIONAL GROWTH STRATEGY (continued)

The following is extracted from the RGS

Master-planned Communities refers to larger scale developments that are planned on a comprehensive basis within the defined boundaries of Britannia Beach, Furry Creek and Porteau Cove, as shown on the Regional Settlement Planning Map and the Howe Sound Settlement Planning Map 1e.

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 to accommodate the inclusion of ‘affordable housing units’ within the community. More specifically, it is proposed that the total number of units only be increased by the number of affordable housing units. Similarly, there is no request to increase the area of the community. While there are three small parcels of provincial land required to improve the road system, it is proposed that they be exchanged for a corresponding area of land from within Furry Creek

16.2 COMPATIBILITY WITH THE ELECTORAL AREA D OFFICIAL COMMUNITY PLAN

The proposed rezoning application has been reviewed within the context of the Electoral Area D Official Community Plan and appears to be entirely consistent. 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
a) 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 benefitted 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.

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

Squamish-Lillooet Regional District

Electoral Area D
Official Community Plan

Bylaw No. 1135-2013



16.2 CONFORMANCE WITH THE OFFICIAL COMMUNITY PLAN (continued)

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 considered of paramount importance. The location of future bus shelters has been identified along with space for park and ride. Some of this space is considered for interim use since in the future, it is contemplated that neighbourhood electric vehicles and autonomous shuttle buses will transport residents to the bus shelters. Additional car-sharing services are proposed to reduce the number of vehicles on the road, kilometres driven, overall car ownership (with affordability benefits) and the reduced need for parking.

16.3 CONFORMANCE WITH ZONING BYLAWS

As noted in Section 5.1 of this report, there are five existing Furry Creek zones set out in Sections 10 and 11 of the Electoral Area D Zoning Bylaw No. 1350-2016 Adopted August 24, 2016. Other portions of the site are unzoned.

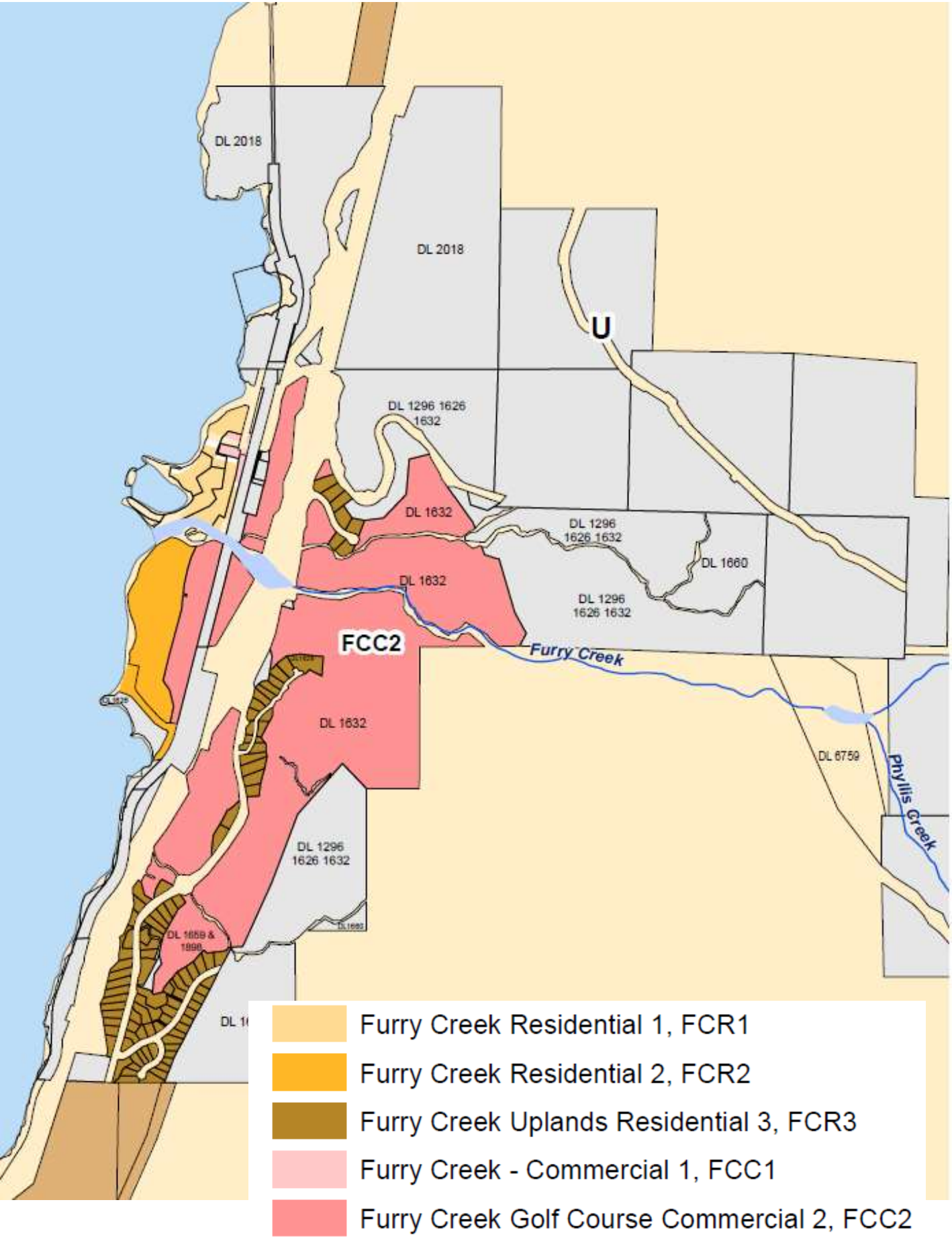
FCR1 applies to the existing Oliver’s Landing development and permits a maximum height of 12 m. Lot 2, south of Furry Creek, is zoned **FCR2**. The **FCR3** zone applies to the existing single family subdivision and sets minimum parcel size and maximum house sizes. **FCC1** applies only to Lot 4 and allows a Floor Space Ratio of 3.0 and a maximum height of 15 m. The golf course and clubhouse are zoned **FCC2**.

This rezoning application proposes that the FCR1 and FCR2 and FCC2 zones be retained without any changes. It is proposed that the FCC1 zoning on Lot 4 be retained, but subject to a text amendment to allow either commercial or residential uses at grade. It is proposed that the FCR2 zoning on Lot 2 be cancelled and replaced by the Comprehensive Development Zoning with new height, density and setback regulations and Design Guidelines. The balance of the lands that are currently unzoned shall be zoned Comprehensive Development with appropriate height, density and setback regulations and Design Guidelines.

While the golf course zoning shall remain, it is proposed that provision be made in the Comprehensive Development zoning to allow for land exchanges between the golf course and the CD zoned lands which could result in improvements to the golf course layout, a better location for the commercial village and community centre, or other improvements deemed to be in the public interest. This is on the understanding that the total area of the golf course zone shall not be reduced.



Like this recent New Westminster bus shelter, the proposed new bus shelters at Furry Creek offer creative design opportunities in keeping with the design character of the community.



17.0 SOCIO-ECONOMIC ANALYSIS

According to the 2016 Census, the current population of Furry Creek is 254 people, up from 215 in 2011. There are 132 dwellings of which 113 are regularly occupied. The remainder belong to those whose principal residence is elsewhere. There are 20 children under the age of 14, and 90 people over the age of 65. Of those who are permanent residents, 135 have employment income and 100 are without employment income. It is noteworthy that some of those who declare employment income commute daily into Vancouver, since as a result of the highway improvements, downtown Vancouver is only 40 minutes away.

One of the goals of this rezoning application is to allow for a broader range of housing choices at Furry Creek. It is anticipated that the majority of future residents will be permanent residents, while some second home owners will be attracted to the recreational aspects and natural beauty of Furry Creek.

A number of existing residents have indicated a strong desire for single level apartments, especially in concrete buildings, both to accommodate their own downsizing from larger single family houses, and family members who would like to move into the community.

The community is also expected to attract the following additional markets:

- Empty-nesters and others wanting to downsize and move from the North Shore and elsewhere in Metro Vancouver. They will be particularly attracted to low-rise woodframe and mid-rise concrete single-level apartments, and townhouses. Some will be attracted to living on a golf course, even though they may not play golf.
- Younger households, with and without children, seeking more affordable housing choices and 'outdoor living' in a beautiful, natural setting. They will prefer townhouses and stacked-townhouses, with the hope that one day they can afford a single-family house. These are the same people who have been moving to Squamish in recent years. The availability of

educational and community facilities will be important.

- Households who are working part-time and seeking to get away from Vancouver. They will be interested in a range of housing forms, including single-family houses and townhouses.
- Canadians and people from other countries, especially the US, wanting a second home in a location with proximity to Vancouver, Squamish and Whistler.

While the growth of Furry Creek has been retarded in the past by the relatively isolated location and lack of nearby shopping. This is expected to change as the Britannia Beach development proceeds, with its new supermarket, drugstore and other retail and office services, and the development of some limited neighbourhood retail space at Furry Creek.

The proposed development of a variety of resort-oriented facilities, offering health club and spa facilities, is also expected to enhance the attractiveness of Furry Creek as a place to live. Many existing residents have expressed a strong desire to see these facilities finally built, noting they were included in the initial plans and promised by previous developers.

Another key factor likely impacting the future socio-economic composition of the community will be the availability of public transit. In the design workshop sessions and other discussions with existing residents, proper public transit has been consistently identified as a major need. It is for this reason that the developer is interested in exploring how to accelerate BC Transit bus service for the community, connecting to Lions Bay, where there is Translink service, and Vancouver, Squamish and Whistler.



While Furry Creek has tended to attract an older demographic in the past, it is notable that the first Sea-to-Sky baby was born at Furry Creek!



Furry Creek is also home to many active 'empty-nesters' who would like to move from their larger houses into a new townhouse or apartment. Others will also want to downsize and move away from Metro

18.0 MARKET ANALYSIS

Over the past years, a number of market studies have been prepared for the Furry Creek community by Altus Group and Deloitte's real estate group. As part of its report prepared two years ago, Deloitte set out a SWOT analysis that looks at the strengths, weaknesses, opportunities and threats related to the site, as follows:

Strengths

- Unique waterfront location and adjacency to golf course. No other comparable property in Greater Vancouver.
- Recent increase in pricing at Oliver's Landing suggests the desirability of waterfront product at this location is increasing.
- Seen as a more premium Sea to Sky location relative to Squamish or Britannia Beach.
- Not subject to 15% tax for foreign purchasers.

Weaknesses

- Lack of nearby amenities.
- Impact of railroad tracks.
- Complete reliance on automobile at this location is opposite to what many buyers are looking for.

Opportunities

- Increasing interest in the Sea to Sky corridor due to affordability issues in Vancouver.
- Sea to Sky corridor relocation is considered more desirable to North Shore born residents than a relocation to the Fraser Valley.
- Potential development (still uncertain at this time) of Britannia Beach or Porteau Cove lands could bring additional services to the area.
- Potential signage on highway may introduce the property to a huge number of potential buyers.
- Increasing interest from Mainland Chinese demographic that may not view the more peripheral location as being a negative attribute.

Threats

- Uncertainty regarding potential demand from younger buyers at this location.
- Uncertainty regarding timing of potential developments such as Britannia Beach and Porteau Cove.

Since this report was prepared, there is now greater certainty regarding the likelihood and timing of the Britannia Beach development and the benefits it will offer. The Sea-to-Sky Transit Corridor study by BC Transit <https://bctransit.com/seatosky/home> has been completed and there is greater optimism that the community will be served by transit in the near future.

This and other reports have looked at the relative attractiveness of both larger and compact single-family lots, duplexes, townhouses and stacked townhouses and low and mid-rise apartments. While there is expected to be a demand for each of these housing types, as a general comment, the demand for larger, more expensive single-family houses is expected to decline, while the demand for more affordable multi-family forms of housing will increase, especially when additional community services and transit are available.

The success of the Oliver's Landing condominium development bodes well for the variety of housing now being proposed for Lot 2, with two level townhomes at grade, and apartments above offering a range of sizes.

Additional new housing at Furry Creek is seen as a benefit for the regional economy, since it will create jobs when the homes are being built and bring more shoppers and clients to commercial services at Britannia Beach and Squamish.

The proposed resort facilities are also seen as a positive, both during the construction phase, but more importantly following completion, since they will bring permanent jobs to the region and other economic benefits.

Absorption and Phasing

While it is always difficult to predict with any certainty the likely timeframe for build out of a major planned community such as that being proposed for Furry Creek, given the number and variety of homes and other facilities being proposed, it is anticipated that the community can be developed in approximately seven phases over fifteen years. As noted, the first phases will include the completion of Lot 1 (Oliver's Landing) and the development of the first phase of the village centre. The next phase will include the first building(s) on Lot 2 and possibly the first phase of the resort facilities. The overall intention is to offer additional community services and amenities early on, and a variety of housing within each phase. This will result in a more complete community with a broader, and healthier socio-economic mix.



While it is anticipated there will continue to be a demand for larger single-family homes at Furry Creek, under the proposed new zoning, there will be a greater emphasis on townhouses and other more sustainable forms of housing



19.0 COMMERCIAL ECONOMIC IMPACT ANALYSIS

19.1 Resort Facilities

In preparing this rezoning application, careful consideration has been given to the effects of additional competition, traffic impacts, and impacts to neighbourhood/sector stability. While it is understood that there could be a concern that the resort facilities at Furry Creek might detract from those at Whistler, 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. The result will be more economic activity for the Sea-to-Sky Corridor and region similar to how the Sea to Sky Gondola has benefited the overall region as a desirable and multifaceted destination.

As noted throughout this report, a resort facility has always been included in the plans for Furry Creek. Two locations were identified in the initial plans; on the waterfront or near the clubhouse. Since the Oliver’s Landing project proceeded on the waterfront site, attention turned to the clubhouse site. However, while there has been support for a 80 to 100 room hotel and spa in this location, there has also been support for other facilities such as satellite cottages or villas, as well as some accommodation within the commercial centre. This is seen as meeting a broader market demand and reinforcing Furry Creek as a recreational, resort-oriented community.

With respect to traffic, the road access and system has always contemplated the inclusion of a resort facility 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.

19.2 Commercial facilities

There has also been discussion regarding the nature of the retail spaces to be developed in the community. From the onset, these have always been viewed as serving the residents and complementing the golf course and resort visitors. There is no desire to create highway commercial in this location, similar to what is being proposed for Britannia Beach and Squamish. By adding a general store, café, and perhaps another restaurant 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. . Is it valuable to compare the amount of commercial proposed at Furry with what there is at Lions Bay given the differences and the greater destination features of Furry Creek.

From discussions with existing residents, a desire has been expressed for some office spaces to accommodate local businesses such as a physiotherapist, accountant, IT specialist, public relations consultant, etc. Some of these activities could be located on the second floor of the village centre and it would be desirable if they 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 on the highway.

20.0 COMMUNITY SERVICES ANALYSIS

It is anticipated that the community will be well served by parks, trails, and recreation facilities. However, there are no plans to include schools within the community. For this reason, children will be expected to go to schools in Lions Bay and Squamish, unless educational facilities are developed at Britannia South or Porteau Cove at some time in the future. As noted elsewhere in this report, a study is being prepared to examine how best to provide Fire and Rescue services for the community. In terms of protective services, discussions will take place with the RCMP to explore whether an arrangement can be put in place similar to that being implemented for Lions Bay, to provide supplemental services.

While major health services will be provided elsewhere, it has been suggested that a community health clinic might be a viable addition to the village commercial centre. This should be a permitted use in the zoning bylaw.

21.0 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 2-3 trains a day that existed at the initial planning stages. FPFCDH 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.



The new resort and spa will be designed to accommodate a broad range of markets and bring economic benefits to the Sea-to-Sky Corridor



A small general store will help create a more complete community at Furry Creek and reduce the need to drive down the highway to get some milk.

22.0 SUMMARY AND CONCLUSIONS

Much has changed in the three decades since the Furry Creek community was initially planned and approved. As a result of improvements to the highway, the increasing cost of housing in Metro Vancouver, and significant population growth in the Lower Mainland, the Sea-to-Sky Corridor has become an increasingly attractive place to live and work.

While there was little development activity at Furry Creek between 2008 and 2017, Fine Peace, which has developed successful golf course communities worldwide, recognized its potential to become a successful comprehensively planned community. Since purchasing the entire property, the golf course and clubhouse have been improved and upgraded, and an experienced consulting team, with a longstanding association with Furry Creek, has been assembled.

The community's development rights were initially established by Preliminary Layout Approvals (PLAs) granted by the Ministry of Transportation and Highways in 1991 and 1993, after extensive intergovernmental feedback and public input. Development Covenants were subsequently registered on title in 1993. Portions of the property were zoned by the SLRD in 2016. These documents provide for up to 920 single and multi-family residential units, a golf course and clubhouse, neighbourhood commercial space, resort/hotel facilities, a marina, community facilities, and trails and public open spaces.

This Preliminary Rezoning 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. If approved, it will 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.

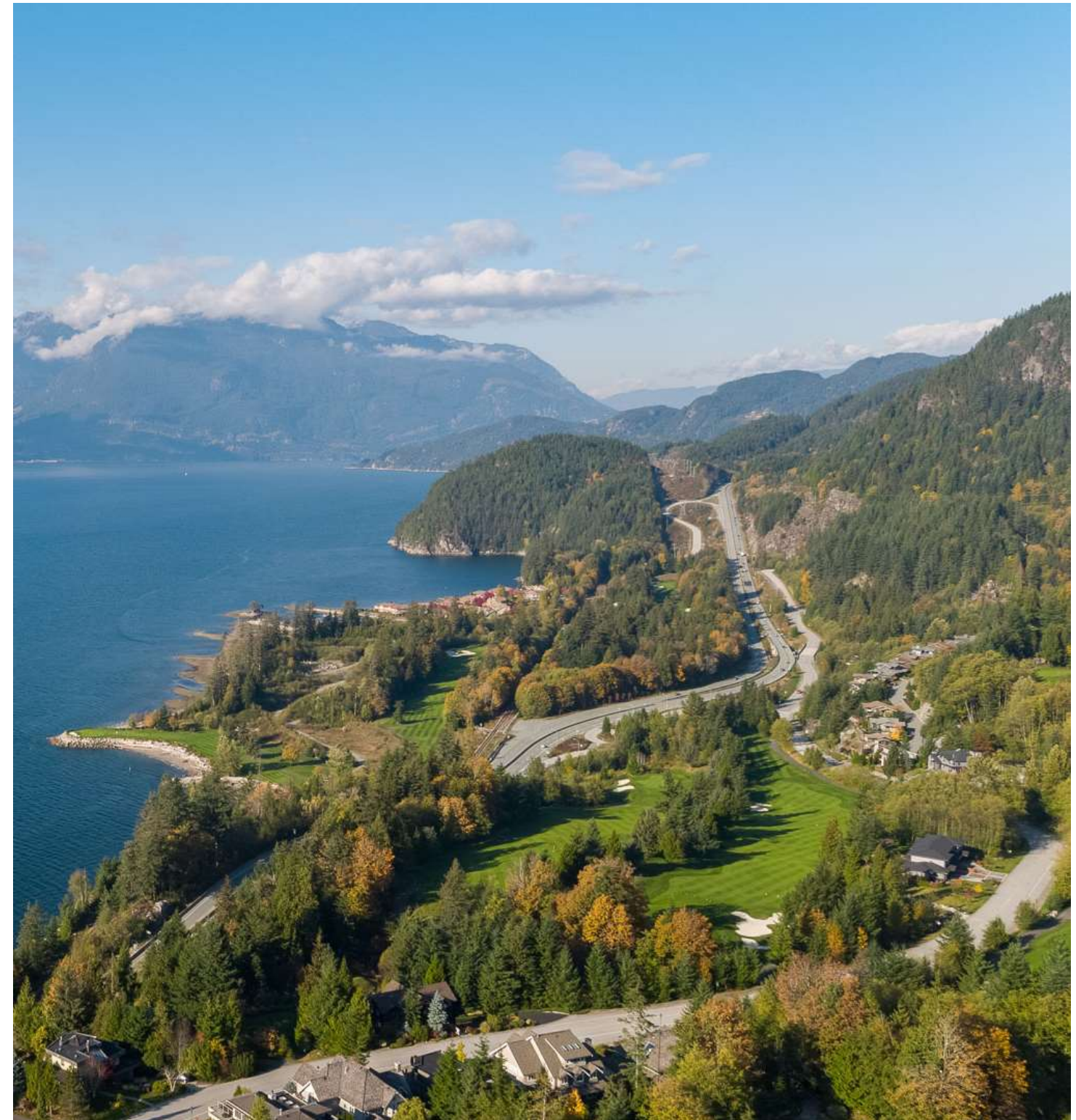
The proposed zoning has been prepared with particular regard to the SLRD's Regional Growth Strategy and Official Community Plan for Electoral Area D. The provision of the new village centre with its new neighbourhood commercial services will help reduce some of the vehicular traffic along the highway.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

On a number of occasions, these concept plans have been shared with community residents as well as the Howe Sound Community Forum. The plans set out in this report were most recently presented to the Furry Creek residents at a holiday reception at the end of 2018.

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. It is proposed that an innovative funding formula be considered to subsidize such transit until it is financially viable.

While development of Furry Creek could proceed under the current PLAs, Zoning Bylaws, and Development Covenants, FPFCD and its consultant team firmly believe that the proposed Comprehensive Development Zoning will result in a more sustainable community, with a broader range of housing choices and public amenities. This observation is shared by the many community residents who have participated in the planning process over the past 18 months and who 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.

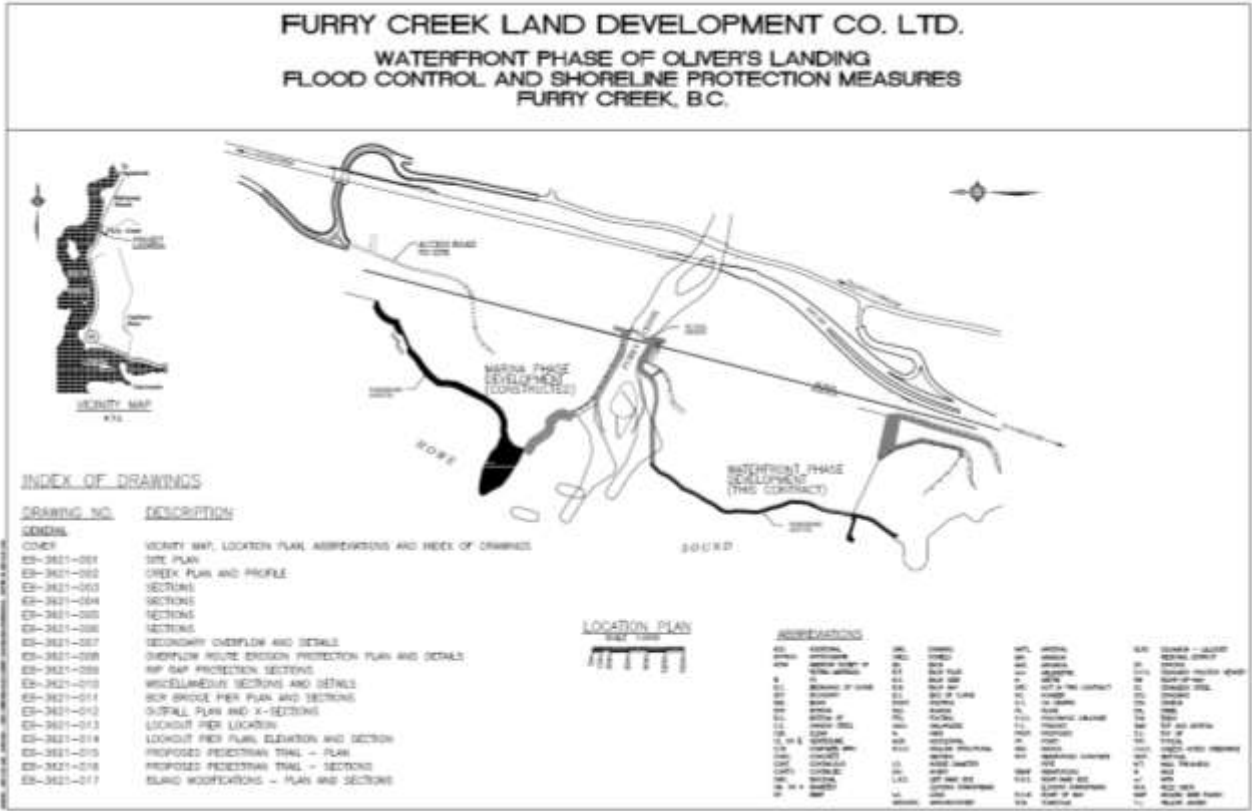


The view today looking north along the Sea-to-Sky highway can be expected to change as the completion of the Furry Creek community progresses.

APPENDICES: PLANS, TECHNICAL REPORTS and DESIGN GUIDELINES

The following are being submitted separately

1. Context Plan
2. Title Search
3. Preliminary Layout Approvals
4. Waterfront Covenant
5. Uplands Covenant
6. Rezoning Plans
7. Infrastructure and Road Plans
8. Flood protection reports
9. Summary of reports on Water Supply
10. Environmental study
14. Fire Protection Study
15. Marina Environmental Report
16. Geotechnical Report
17. Traffic Management Study
18. Economic Feasibility Study
19. Design Guidelines





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Suite 900 – 1281 West Georgia Street
Vancouver, BC V6E 3J7
Phone: (604) 684-4384
Fax: (604) 684-5124

FIELD REVIEW REPORT NO.:
THURBER FILE NO.: 21452

FIELD REVIEW REPORT
TO: Fine Peace Holdings (Canada) Ltd.
PROJECT NAME: Furry Creek
CONTRACTOR(S):
PURPOSE OF INSPECTION: Checking condition of wells and loggers
REFERENCE DRAWING / DOCUMENTS:
THURBER PERSONNEL ON SITE: Josh Weins (JW)
CLIENT/CONTRACTOR PERSONNEL ON SITE: [blank]
TIME ON SITE: 11:00 AM – 3:00 PM
WEATHER: Raining

March 19, 2018

Thurber Engineering Ltd.
900, 1281 West Georgia Street
Vancouver, BC V6E 3J7
Attention: Mr. David Regehr, P.Eng.

FILE: 17-119-01

Re: Furry Creek Oliver Landing & South Lands – Preliminary Results



THURBER ENGINEERING LTD.

March 6, 2018

Fine Peace Holdings (Canada) Ltd.
6945 Isleview Road
West Vancouver, BC
V7W 2L1

Attention: Yang Jin, General Manager

FURRY CREEK DEVELOPMENT
DESKTOP GEOTECHNICAL REVIEW FOR PHASE II DEVELOPMENT

Dear Yang:

Thurber Engineering Ltd. (Thurber) has completed a desktop geotechnical review to identify potential seismic risks for the proposed Phase II development. This letter summarizes the results

File: 21452