REQUEST FOR DECISION

Taicheng Development Application

Meeting Date: April 19, 2017

Meeting:  SLRD Board of Directors

Applicant:  Taicheng Development Corporation

Location:  Britannia Beach South


RECOMMENDATIONS:

THAT the Squamish-Lillooet Regional District (SLRD) Board supports the following being included in the plan being prepared by Taicheng Development Corporation (Taicheng) as part of its application to amend the Area D Official Community Plan and zoning for Britannia Beach South:

1. Construction of a pedestrian overpass of the CN Rail tracks at Minaty Bay by the developer to a standard acceptable to both CN Rail and the SLRD to allow safe public access to the proposed regional park.

2. Allowing a maximum of 204 secondary suites that are in addition to the 1,000 residential units currently permitted in the Area D Official Community Plan in order to create greater housing affordability and choice.

3. Requiring a total of 50 purpose-built rental apartment units at below market rates that are in addition to the 1,000 residential units currently permitted in the Area D Official Community Plan in order to create greater housing affordability and choice.

4. Allowing a maximum of 2,500 sq. m. (26,910 sq. ft.) of at-grade commercial floorspace and a maximum of 2,000 sq. m. (21,500 sq. ft.) of above grade office floorspace.

THAT the SLRD Board directs that all outstanding issues be resolved by Taicheng to the satisfaction of staff before the SLRD Board receives a further report on Taicheng’s development application.
RELEVANT POLICIES:

Regional Growth Strategy (RGS) designation:

The RGS includes a number of goals relating to the development of the SLRD. Goal 1 is to “Focus Development into Compact, Complete, Sustainable Communities”. In this section of the RGS, it is noted that: “Population growth and settlement development will be primarily directed to compact Urban Areas and Master Planned Communities on the basis of smart growth principles. New urban communities will not be considered outside of the established settlement areas.” The RGS goes on to note: “Compact, complete, sustainable communities will be achieved by: Promoting more Complete Communities – Providing for a mix of land uses in community development, particularly at Porteau Cove, Furry Creek and Britannia Beach, to enhance the potential for more integrated, complete communities.

Taicheng currently owns a number of District Lots along Howe Sound at Britannia South. A number of parcels owned by Taicheng are designated as “non-settlement” land in the RGS, however, the land that is subject to this application for rezoning and OCP amendment is currently designated as follows: Map 1 “The RGS Regional Settlement Map” and Map 1E “The Howe Sound Settlement Planning Map” identify the subject lands at Britannia Beach South as “Master Planned Community” along with the Britannia Beach North, Furry Creek and Porteau Cove communities. The Strategic Directions relating to Goal 1 (s.1.1 c) include: 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. Significant future growth will be accommodated in these communities. 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.

It should be noted that the RGS does not specify densities or unit allocations, rather, it defers to the various OCP and zoning bylaws to provide the regulatory details in order to achieve the RGS vision.

Electoral Area D Official Community Plan Bylaw No. 1135-2013:

The relevant aspects of the Area D OCP are described as follows. Current OCP designations The Area D OCP currently designates the Taicheng properties that are subject to the OCP amendment application as “Planned Community”. The Galileo Coffee property and the Mining Museum lots (which are part of the application) are designated as “Open Space” in the OCP.

The Area D OCP anticipates that the total number of units at Britannia Beach will be in the range of 1,650-2,000 units at build-out, with approximately 800 to 1,000 units allocated to Britannia North (approximately 200 units were achieved as part of the MacDonald Development proposal there), and 850 to 1,000 units at Britannia South. The Taicheng development is
located at Britannia Beach South. It should be noted that there are currently no units built yet at Britannia Beach South, so the 1,000 “base units” (see discussion below) proposed by Taicheng would fall within the OCP (i.e. utilize the maximum units in the OCP).

The Area D OCP also specifies a 4.9 hectare (12 acre) site at Minaty Bay to be preserved as Park.

The planned “complete community” that is envisioned by Taicheng in their application anticipates that the OCP will be amended in order to accommodate the uses proposed by their plans.

**Electoral Area D Zoning Bylaw No. 1350-2016**

Current Zoning designations: The Area D Zoning Bylaw establishes the subject lands as “Resource Use”. Taicheng is proposing a comprehensive development zone that is intended to be tailored specifically to their development. The zoning would ultimately be tied to a comprehensive development agreement that would stipulate project deliverables, timing, and phasing of infrastructure. Some of the uses that have been proposed by Taicheng include:

- Commercial
- Offices
- Residential
- Parks, trails and playgrounds
- Elementary School
- Municipal and Public Works facilities
- Community Centre
- Possible future tourist accommodation

**KEY INFORMATION:**

1. **Background**

The Board received a staff report at its meeting on June 22, 2016 on the status of the formal application by Taicheng to amend the Area D Official Community Plan (OCP) and zoning for Britannia Beach South (see Attachment 1 for location map). Taicheng also appeared as a delegation before the Board at that meeting.

The area covered by the proposed plan is 55.1 ha (136.2 acres), which is 28% of the total land owned by Taicheng in Britannia Beach South. The draft land use plan prepared by Taicheng that was included in the staff report is contained in Attachment 2.

The June 22, 2016 staff report (which can be found here: [http://www.slrdrd.bc.ca/sites/default/files/pdfs/permits/160622_Taicheng.pdf](http://www.slrdrd.bc.ca/sites/default/files/pdfs/permits/160622_Taicheng.pdf)) addressed a number of elements of Taicheng’s draft plan, including:
A 9.0 ha. (22.2 acre) reduction in the plan area from what was proposed in Taicheng’s original plan in 2013 in order to accommodate the potential future Highway 99 bypass.

The dedication of approximately 34% (18.6 ha. / 45.9 acres) of the plan area for environmental conservation and public parks (including Minaty Bay) and open space.

Inclusion of 5.2 ha. (12.8) acres at Minaty Bay as a regional park, with public access acceptable to CN Rail an issue still to be resolved.

A request by Taicheng to include up to 204 secondary suites in addition to the OCP maximum of 1,000 residential units in order to enhance housing choice and affordability.

A request by Taicheng to allow up to 2,500 sq. m. (26,910 sq. ft.) of commercial floorspace to serve local needs, which is 1,000 sq. m. (10,760 sq. ft.) more than currently permitted in the OCP.

The potential in the long-term for tourist accommodation on the site designated for this use in the OCP adjacent to Minaty Bay, subject to there being sufficient demand and a vehicle access solution acceptable to CN Rail.

The inclusion of an elementary school site in a central location that alternatively would be developed for townhouse (multi-family) residential within the 1,000 unit OCP limit if not required by the School District in the long-term.

A projected population of about 2,900 if all 1,000 residential units and 204 secondary suites are constructed.

Creation of an estimated 220 to 325 local jobs through commercial development, home based business and, if constructed, the tourist accommodation at Minaty Bay.

Improvements to the local transportation network and measures to reduce the reliance on private vehicle trips, both internally through an extensive pedestrian and cycling network and externally through a community shuttle and car share program and inclusion of a small transit centre for buses in the commercial centre.

Servicing of the site using a groundwater well and disinfection system and connection to the existing sanitary sewer system at Britannia Beach North.

Elevation and dyking of the site for flood protection taking into consideration rising sea levels.

The Board provided a number of comments on the draft plan and made the following resolution at June 22, 2016:

*THAT the Board direct that public consultation be undertaken by staff on Taicheng’s proposed Area D Official Community Plan amendment pursuant to section 475 of the Local Government Act, including a public open house and written notification of the proposed amendment to BC Hydro, Canadian National Railway, District of Squamish, Resort Municipality of Whistler, Fisheries and Oceans Canada, Ministry of Environment, Ministry of Transportation and Infrastructure, School District #48,*
Squamish First Nation and Vancouver Coastal Health, and that the results of this consultation be reported to the Board.

The following sections of this report summarize the results of the public consultation, address the issues raised through the public consultation and by the Board at its June 22, 2016 meeting, and discuss next steps in the process.

2. Public Consultation

2.1 Open Houses
At the Board’s suggestion, two public open houses were held: one in Squamish and the other in Britannia Beach North. The Squamish open house was held on the afternoon of Thursday October 20, 2016 and attracted 10 people. The Britannia Beach North open house was held on the evening of the same day and attracted 35 people.

Only four completed survey forms were received. The general themes were as follows:

- Support for the proposed transportation improvements to accommodate the traffic that will be generated by the development.
- Support for Minaty Bay being a regional park and construction of a pedestrian overpass of the CN Rail line to access the park.
- Support for commuter shuttle service to Squamish and a desire for even more public transit options to both Vancouver and Squamish.
- A suggestion for small commercial spaces to allow small local businesses to be established.
- A suggestion to decontaminate the Crown land foreshore to allow public access and future improvements.

These were the same general themes that staff heard verbally from those in attendance at the two open houses.

2.2 Agency Referrals
Eight of the 10 agencies that were contacted provided a response. The letters that were received are contained in Attachment 3.

In summary, the agency responses were as follows:

- BC Hydro
  - Meeting held on August 3, 2016 attended by BC Hydro, SLRD and Taicheng representatives.
  - BC Hydro requested details on road grades, stream crossings and site plan for use by BC Hydro design team.
  - Power will be provided to the site by the existing three phase overhead pole line.
  - Temporary construction power needs to be included in the planning.
o BC Hydro is planning the complete rebuild of the Britannia Beach substation.
o Taicheng requests that servicing be underground.
o BC Hydro concluded that servicing the site is feasible.

- CN Rail:
o Cannot accept a new at grade crossing in the Minaty Bay area because of the safety risk.
o The existing private crossing at Minaty Bay would need to be converted to a public crossing and assumed by the appropriate road authority, with a warning system installed prior to occupancy on the site. This process could take 2 to 3 years.
o Any other access points would need to be grade separated and designed to CN Rail standards and no structures will be allowed within the CN Rail right-of-way (i.e. clear span only).
o More detailed traffic volume data is required.
o Fencing along the CN Rail right-of-way will need to be installed and maintained by the owners to a standard acceptable to CN Rail.
o Reference should be made to CN Rail’s Principal Branch Line criteria and the Railway Association of Canada - Federation of Canadian Municipalities Guidelines for new developments in proximity to railway operations.

- Fisheries and Oceans Canada (FOC)
o No longer requests or reviews notifications.
o Reference should be made to the FOC website for information regarding compliance with the Fisheries Act.

- Ministry of Environment
  o BC Parks Division - No comments since the site is not adjacent to a provincial park.

- Ministry of Transportation and Infrastructure (MoTI)
o Ministry is supportive of the development, but comments are preliminary and not to be construed as approval or acceptance of the plan.
o Supports proposed right-in/right-out only at Minaty Bay access.
o Preference is for right-in/right-out only at the Main Street access working in conjunction with Minaty Bay access.
o May consider a protected left turn intersection at Main Street access, but only if it can be demonstrated that this would not require a traffic signal at build-out plus ten years.
Additional traffic signals are not supported until such time that the bypass is constructed.

All public highways in development must be built to Ministry standards.

The present tunnel under Highway 99 will need to be upgraded to, at a minimum, accommodate 2-way traffic plus additional capacity for pedestrians and cyclists.

**Squamish Nation**
- No comments.
- Noted that any questions should be referred to the Squamish Nation Intergovernmental Relations, Natural Resources and Government Revenue group.

**Regional Municipality of Whistler**
- The proposed development should not add a signalized intersection to Highway 99 and access to the site should be achieved through an underpass or overpass.
- Consideration should also be given to incorporating access to Britannia Beach North so that the existing signalised intersection can be removed.
- An assessment should be undertaken of the operational capacity and requirements of the proposed development and the associated risk and costs to the SLRD and member municipalities for facilities and infrastructure that would be turned over to the SLRD for ongoing operations and maintenance.
- The possible incorporation of Britannia Beach North and South into a new municipality and how this will be addressed in the development agreement should be considered.
- The impact of the proposed development on affordable and employee housing in the region and how it will affect other master planned community projects and adjacent urban areas in the corridor should be addressed.
- Any proposed CN Rail crossing should not contributed to traffic congestion on Highway 99.
- Ensure protection of potable water aquifers from site development.

**Vancouver Coast Health Authority**
- Referral should be made to the Sea to Sky Clean Air Society Air Quality Management Plan.
- More details are required regarding the water source and quality and its ability to support the projected population.
- More details required regarding the capacity and definition of the recharging aquifer and the need for an aquifer protection plan.
- Include measures to reduce solid waste disposal and support composting and recycling using Bear Smart approaches.
The proposed liquid waste disposal system should not compromise the existing wastewater treatment facility.

- District of Squamish – no response.

School District #48 – no updated response. Previously, School District #48 stated that they cannot commit at this time as to if or when a school might be built in Britannia Beach South given excess capacity at existing schools in Squamish, as well as the need for approval from the Province for funding to acquire a site and build a school in the community. However, School District staff believe that, in time, a K-3 or possibly even a K-6 school might be justified. The school site would be sold to the School District by Taicheng if the School District receives funding from the Province for its purchase.

3. Discussion

In response to the comments offered by the Board at its meeting on June 22, 2016 and discussions since then with SLRD staff, including on the input from the public consultation, Taicheng has prepared a letter to the SLRD dated March 29, 2017 that describes how it either already has or proposes to address each of the issues raised (Attachment 4).

3.1 Transportation

Taicheng undertook extensive analysis last year on the traffic impacts of its proposed development using Terms of Reference that were reviewed and approved by both SLRD and MoTI staff. The findings of this analysis were used by Taicheng to develop the plans for its on-site road network and for Highway 99 adjacent to its site.

The transportation studies were submitted to MoTI for review in July 2016. This was followed by a meeting in December 2016 attended by MoTI, SLRD and Taicheng representatives to discuss MoTI’s progress in its review. MoTI’s written response was received in early March 2017.

Staff and Taicheng have reviewed and discussed MoTI’s letter (part of Attachment 3). Both the SLRD staff and Taicheng are seeking clarification from MoTI on its expectations as to when the Minaty Bay right-in/right-out access is to be developed to allow full north and southbound movements in and out of the site without any left turn movements. If this is required as part of the first phase of development, it means that the entire Main Street from the current Highway 99 access would need to be constructed across the site, through the tunnel and around to the Minaty Bay access from Highway 99. This would, in turn, require the upgrade of the tunnel to MoTI standards as part of the first phase of the development. However, it is not clear if this is, in fact, a requirement in the first phase or if the existing Main Street access could continue to function for some period of time as a right-in/right-out and left-in/left-out intersection (without a traffic signal).

Taicheng’s position is that it wishes to defer completion of the full Main Street, upgrade of the tunnel and building of the Minaty Bay access for a number of phases given the high costs of construction and the other items that must be constructed at Taicheng’s cost as part of the first phase of development (e.g. underground servicing). Taicheng is therefore proposing that the
current Main Street intersection continue to serve as the only point of access and egress until southbound turning delays become excessive.

As of the time of completion of this staff report, there has not been a response on this topic from MoTI. Staff anticipate receiving one shortly.

Staff have indicated to Taicheng that since MoTI is the subdivision approving authority, Taicheng must complete its plans to the satisfaction of not only the SLRD but also to the satisfaction of MoTI. Hence, clarification of MoTI’s expectations is very important.

3.2 Minaty Bay Park Access
CN Rail has requested that Taicheng prepare a Safety Assessment Report as a first step in discussions on how safe public access can be created across the rail line to Minaty Bay in a manner acceptable to CN Rail. Taicheng has not yet initiated this study. Staff anticipate that it is going to take some time to arrive at a solution acceptable to CN Rail. However, the solution is most likely an overpass, as alluded to by CN Rail in its written response to the SLRD, meaning that the focus will be on the details of the location, design and timing of construction.

Minaty Bay becoming a regional park with public access has been identified by Britannia Beach North residents, as well as other members of the public, as one of the most important elements of Taicheng’s proposed development. Taicheng has indicated to staff that it also recognizes the importance of Minaty Bay as an amenity in marketing its development and wants to find a solution to allowing public access.

Taicheng has not, however, made a commitment to undertake the construction of the overpass on its own and is proposing that cost-sharing and sources of funds for construction be explored. Staff do not support this proposal. The OCP identifies Minaty Bay as a desired regional park and Taicheng has been aware since its preliminary application to the SLRD in mid-2012 that there is an expectation that it will provide safe public access to the park as part of any approval of its development and that it must do so in a manner acceptable to both CN Rail and the SLRD.

The SLRD may be able to secure a share of the required funding to construct the overpass through one of the public infrastructure programs of a senior level of government, but that is only speculative at this point. Staff recommend that the Board direct that construction of a pedestrian overpass of the CN Rail tracks at Minaty Bay by the developer to a standard acceptable to both CN Rail and the SLRD be one of the conditions of development approval.

3.3 Housing and Affordability
Taicheng’s plan proposes up to 1,000 residential units, which conforms with OCP policy for Britannia Beach South. The plan allows for some flexibility in the housing mix, but if all 1,000 units are ultimately constructed, the maximum number of each unit type will be as follows:

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Maximum Number</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>204</td>
<td>20.4%</td>
</tr>
<tr>
<td>Townhouse</td>
<td>445</td>
<td>44.5%</td>
</tr>
<tr>
<td>Low-rise Apartment</td>
<td>351</td>
<td>35.1%</td>
</tr>
<tr>
<td>Total</td>
<td>1,000</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
Taicheng is also proposing that each single family home be permitted to have a secondary suite or lane house, meaning that there could be as many as 204 secondary suites in the community, although it is unlikely that all single family home owners will take advantage of the opportunity. These suites are intended to enhance housing choice and affordability in Britannia Beach South. Staff support secondary suites being permitted in the plan in addition to the 1,000 residential unit OCP maximum.

The Board indicated at its June 22, 2016 meeting that it is looking for a stronger commitment from Taicheng to affordable housing beyond just secondary suites. Taicheng is now proposing to explore the possibility of including a total of 50 purpose-built rental apartment units at below market rates in its plans, which would be a 5% affordable housing contribution based on 1,000 units. However, Taicheng is requesting that these 50 units be in addition to the 1,000 unit OCP maximum for two reasons:

- The loss of about 85 larger higher valued homes that would have been constructed in the uplands area of the site that Taicheng is now proposing to leave undeveloped to accommodate the potential future Highway 99 bypass. These units have been transferred to the lower area of the site and need to be a smaller average size in order to be accommodated, meaning that they have a lower value.
- The significant infrastructure costs that will be incurred by Taicheng do not allow a reduction in the 1,000 market housing units.

Staff believe that Taicheng’s request that the 50 below market rental units be in addition to the 1,000 residential units permitted in the OCP is reasonable. However, staff do not agree that this is an item that Taicheng should be further exploring as a possibility but rather that it should be a firm commitment from Taicheng as part of any plan approval and are recommending that this is the direction given to Taicheng by the Board.

3.4 Commercial Development and Employment

Taicheng proposed up to 2,500 sq. m. (26,910 sq. ft.) of commercial floorspace in the plan that was presented to the Board on June 22, 2016. This excluded the possible tourist accommodation adjacent to Minaty Bay.

This is an increase in commercial floorspace from the current OCP policy for Britannia Beach South, which allows up to a maximum of approximately 1,500 sq. m. (16,000 sq. ft.) to serve local residents. Taicheng's market consultants had identified more potential demand for local commercial services from the residents of Britannia Beach North and South than was envisioned by the OCP when it was prepared a number of years ago. Staff therefore support the proposed amendment to the OCP policy to permit up to 2,500 sq. m. (26,910 sq. ft.) of commercial floorspace in Britannia Beach South, recognizing that ultimately it will be the market that determines how much is actually constructed.

Based on this increase in potential commercial floorspace, Taicheng estimated that between 220 and 325 local jobs might be created through commercial development, home based business and, if constructed, the tourist accommodation at Minaty Bay. The Board felt that there should be a greater emphasis on local job creation as part of creating a more complete
community and directed that Taicheng explore other employment generating uses, especially
given the uncertainty over whether or not the tourist accommodation will ever be built.

Taicheng’s market consultants have explored other forms of employment generating activity at
Britannia Beach South, including light industrial, and concluded that there is little, if any, likely
demand given the location and the close proximity to Squamish. There is also very little
space available on the site for more employment generating uses given that 34% of the site is
planned for environmental conservation and public parks and 1,000 residential units also need
to be accommodated. Another consideration is that there are approximately 3,033 sq. m.
(32,648 sq. ft.) of commercial floorspace now proposed for Britannia Beach North by a Britannia
Oceanfront Development Corporation (MacDonald Development Corporation). This proposed
commercial space at Britannia Beach North limits the amount that can be viably supported in
Britannia Beach South.

Taicheng has now identified an opportunity to construct a one or two-storey building over the
parking lot in the planned commercial area (i.e., leaving the at-grade parking available) to allow
up to 2,000 sq. m. (21,500 sq. ft.) of flexible office floorspace if there is sufficient demand over
time to justify its construction. This building could support between approximately 50 and 100
jobs, depending on if it is one or two storeys. Taicheng believes that the demand would
primarily come from residents of Britannia Beach North and South seeking office space for small
businesses rather than from a major employer.

Staff agrees with this approach and recommends that the Board support the Britannia Beach
South plan allowing up to 2,500 sq. m. (26,910 sq. ft.) of at-grade commercial floorspace and up
to an additional 2,000 sq. m. (21,500 sq. ft.) of above grade office floorspace.

3.5 Environmental Protection and Climate Change
As noted, Taicheng proposes that approximately 34% (18.6 ha. / 45.9 acres) of the plan area be
dedicated to environmental conservation areas and public parks and open space. The
environmental conservation areas alone, including watercourses, wetlands and other important
natural environmental features, comprise 19% (10.6 ha. / 26.1 acres) of the plan area.

Taicheng will be responsible for all environmental preservation and enhancement works, as well
as for the construction of all of the parks. It is envisioned that all of the parks and open space
will be turned over to the SLRD rather than remaining in the private realm.

Among the conservation efforts proposed by Taicheng are:

- Dikes/raised berms that take into account a rise in sea levels, site grading, stream and
tree protection, and both restored and conserved areas. Note that these dikes/raised
berms would be the responsibility of the developer and would not require a service to be
established. Dependent on the extent of the dikes/berms, a Development Agreement
may be required to be entered into in order to fund any future maintenance of the
dikes/berms and/or an SLRD service area may be required in the future for maintenance
costs.

- Siting housing to maximize green space and create compact building footprints.

- Treating stormwater naturally on site.
- Sourcing water from an on-site aquifer.
- Promoting a variety of recycling initiatives.

### 3.6 Community Amenity Contributions

In addition to the 18.6 ha. (45.9 acres) of the plan area dedicated to natural space and parks, Taicheng’s plans include the following community amenity contributions:

- **Provision of a 1,000 sq. m. (10,760 sq. ft.) site for a small two-storey civic building (about 465 sq. m. / 5,000 sq. ft. of floorspace), plus parking, in the commercial core for use by the SLRD or, possibly at some point in the future, for a municipal building if Britannia Beach North and South were to be incorporated.** Taicheng will provide the land, but the construction and operation of a facility on the site would be the responsibility of whichever local government body wishes to use the site. If in the long-term it is not required for local government or public use, it could revert to commercial use – this would still be within the requested additional OCP commercial floorspace maximum.

- **Provision of a 1,600 sq. m. (17,200 sq. ft.) site for a preschool / daycare close to the commercial core.** Taicheng will provide the land and is considering constructing the facility in the early stages of development, with the operations plan still to be confirmed.

- **Provision of a 0.81 ha. (2.0 acre) site for a community school, which would be purchased and developed by the School District if warranted by demand.**

- **Provision of a field house that will be part of the sports field development and available for both sports-related and broader community use.** Taicheng proposes to build the field house, which would then be turned over to the SLRD for operation.

- Creation of a community shuttle and car-share pilot program.

- Provision of a transit hub in the commercial core.

Staff believe that the community amenities being contributed by Taicheng are substantial and go well beyond what is set out by OCP policy for Britannia Beach South. The only added item that staff suggest be included is, as discussed in Section 3.2 of this report, that Taicheng commit to the construction of a pedestrian overpass of the CN Rail tracks at Minaty Bay to a standard acceptable to both CN Rail and the SLRD.

### 4. Regional Impacts

The Taicheng proposal has a number of regional impacts ranging from the provision of additional housing supply, provision of smaller and more affordable housing units, completion of the Britannia Beach area of the Howe Sound East Sub-Area Plan, the provision of Minaty Bay as a regional park, additional transportation options, additional commercial space, various highway changes (through physical improvements and through the addition of more highway trips as a result of trip generation). Additional traffic will be generated due to additional trips being added to Highway 99. This may result in additional congestion. Additional input and information regarding regional impacts will be more fully vetted through the public engagement process.
5. Next Steps

There are two major outstanding issues that Taicheng needs to address in its plans:

- Amending its currently proposed transportation plan to the satisfaction of MoTI.
- Determining when and how a pedestrian overpass of the CN Rail line to Minaty Bay will be constructed.

Given that MoTI only provided a written response on Taicheng’s plans in early March, arriving at a solution acceptable to MoTI has been understandably delayed. Further discussion is needed with MoTI and staff anticipate that this will occur shortly.

With respect to the pedestrian overpass issue, CN Rail informed Taicheng well over a year ago that the first step in the process is Taicheng completing a Safety Assessment Report, which Taicheng has not yet done.

Staff believe that all outstanding issues need to be resolved by Taicheng to the satisfaction of staff before the Board receives a further report on Taicheng’s application. On that basis, it is expected to be a number of months before staff next report to the Board with a recommendation to support or not support the preparation of bylaws to amend the OCP and zoning and prepare a development agreement for Britannia Beach South.

Attachments: 1. Location Map
               2. Taicheng’s Draft Land Use Plan - June 22, 2016
               3. Letters Received from Agency Referrals
               4. Letter dated March 29, 2017 from Taicheng

Submitted by: E. Vance, Planning Consultant to the SLRD (Taicheng project)*
Endorsed by: K. Needham, Director of Planning and Development
Reviewed by: L. Flynn, Chief Administrative Officer

*Funding for the planning consultant on this project is coming from Taicheng’s application fees for the OCP and Zoning Bylaw amendments.
P.S. Turje & Associates Ltd.
1333 Inglewood Avenue
West Vancouver, British Columbia V7T 1Y8

BY EMAIL

Attention: Paul Turje

Re: South Britannia Master Plan – Preliminary Feedback

Thank you for the opportunity to comment on the South Britannia Master Plan. The Ministry’s feedback at this time is only preliminary as the proposed development has yet to undergo the regional district’s land use change process and the lands in question will require subdivision. As such, the comments below are not exhaustive and are only meant to guide the development toward the next steps in the process.

While the Ministry is supportive of the South Britannia development, the comments below are not to be construed as an approval or an acceptance of the plan in its present form. As we move through the land use process, and in particular, the subdivision process, the Ministry’s requirements will become clearer. That said, I offer the following:

1. Minaty Bay Area Access: the Ministry supports the proposed right-in/right-out only access configuration at this location provided that the final design of this access meets Ministry standards.

2. Main Street Access: the Ministry’s preference is for a right-in/right-out only access working in conjunction with the Minaty Bay Access to provide full northbound and southbound access into the development.

The Ministry may consider a protected left-turn intersection similar to 710.D.2 in the BC Supplement to TAC Manual; however, it must be demonstrated that such a configuration will not warrant a signal at full build out plus 10 years. It is important to note that the operation of Highway 99 is focused on moving traffic effectively and efficiently through the Sea-to-Sky corridor; additional traffic signals are not supported until such a time that a bypass is constructed around the Britannia Beach community.
3. “Main” Street: assuming that the South Britannia development proceeds as a strata type subdivision, it is most likely that the “Main” Street will remain a public highway under the jurisdiction of the Ministry of Transportation and Infrastructure. As a Provincial Public Highway, the Ministry will require that this road be constructed to the collector standard as defined in the BC Supplement to TAC Manual.

Please be aware that to satisfy the Land Title Act, other local roads may need to be dedicated as a public highway. In these instances, these public roads would need to be dedicated and constructed to the Ministry’s local road standard.

4. The Highway 99 “Tunnel”: as this underpass of Highway would form part of the development’s “Main” Street, it would need to comply with the Ministry’s road standard as noted above. That means that any underpass of Highway 99 would need to accommodate, at a minimum, 2-way traffic to the Ministry’s collector road standard, plus additional capacity for pedestrian and cyclists.

I trust that these four points provides the developers with enough information to proceed with their application to the regional district.

If you have any questions please feel free to call Michael Braun at (604) 527-2244.

Yours truly,

Michael Braun
Senior District Development Technician
File: 7511.02

August 30, 2016

Ian Holl, MCIP, RPP
Planner
Squamish – Lilooet Regional District

Via email: iholl@slrd.bc.ca

Dear Ian:

RE: SLRD Agency Notification – Taicheng Development Application – Britannia Beach South

This letter provides preliminary comments from RMOW staff on the materials you sent in your notification letter dated June 30, 2016 for the referenced development application and proposed OCP and zoning amendments.

Size of Development

The RMOW supports the proposed restrictions on the size of the development as described in the June 22, 2016 staff report, limiting the development to 1,000 dwelling units as provided for under the existing Area D OCP.

Transportation

The municipality’s primary concerns are related to potential traffic congestion on Highway 99 resulting from the proposed development. With respect to the proposed plans as shown in the June 22, 2016 SLRD Board report we have the following specific comments:

- the Resort Municipality of Whistler requests that the new development NOT add an additional signalized intersection to the highway (as proposed), that access to the development be achieved via an underpass or overpass like in Lions Bay, and that consideration should be given to incorporating access to Britannia North so that the existing signalized intersection can be removed.

- continue to maintain the highway bypass corridor as proposed, however, the plans should show how this bypass corridor would link to another similar corridor to the north to confirm the ability and likelihood of construction of the bypass.

The SLRD staff report indicates that the SLRD is conducting a peer reviewed traffic study report by SLRD traffic engineering consultants. Has this study been completed? RMOW would appreciate a copy of this study.

The RMOW has recently completed a CN crossing trail underpass and would be able to share information on this project for consideration. The solution should not contribute to any traffic congestion on Highway 99.
Fiscal and Operational Impacts

The staff report identifies a number of facilities, infrastructure systems and services that would be “turned over” to the SLRD for on-going operations and maintenance. These include:

- all parks, open space and trails including a sports fields with a fieldhouse, neighbourhood parks, environmental conservation areas etc.
- water, sanitary sewer and storm water systems
- protective services including fire

The RMOW requests that an assessment of the operational capacity and requirements, and associated costs and financial risks to the SLRD and member jurisdictions be conducted, associated with these items. Are the major infrastructure systems to be established as Special Assessment Districts? What is the risk to SLRD of default should buildout of the project not take place as planned?

Governance

The staff report speaks to the potential for the project to be incorporated along with Britannia North as a separate municipality. What are the implications of this to the region? How would this be addressed through a development agreement?

Affordable Housing

The RMOW understands that affordable housing, and more specifically “employee” housing, is a critical issue for the corridor. It is not clear how the proposed development will help address this regional issue or make it worse. The report suggests that affordable housing will be addressed through voluntary auxiliary suites and the proposed housing mix. Consideration should be given to requiring that a percentage of dwelling units be restricted for employees working within the development and the Sea to Sky Corridor. Whistler currently has approximately 15 percent of its total accommodation base, including residential and tourist accommodation, title restricted for employee use, in addition to auxiliary suites.

In general, consideration should be also be given to the timing of the development, and how it supports corridor and regional growth. What are the benefits to the region associated with this development? How does it affect investments in other existing Master Planned community projects in the corridor and adjacent urban areas.

Thank you for the opportunity to provide preliminary comments. Please feel free to contact me if you have any questions. We look forward to further information and referrals on this proposed development.

Sincerely,

Mike Kirkengaard
Director
Planning Department

604-935-8163
August 9, 2016

Ian Holl, MCIP, RPP
Planner
Squamish-Lillooet Regional District
Box 219, Pemberton, BC V0N 2L0

Dear Mr. Holl,

Healthy communities are places that are safe, contribute to a high quality of life, provide a strong sense of belonging and identity, and offer access to a wide range of health-promoting amenities, infrastructure, and opportunities for all residents. It is well documented that a community’s built environment, defined as the human-made surroundings that provide the setting for human activity, can have a significant influence on the physical and mental health of its residents.

Vancouver Coastal Health (VCH) would like to thank you for the opportunity to review the Squamish Lillooet Regional District Request for Decision for the Taicheng Development Application at Britannia Beach South.

This document was reviewed by the Medical Health Officer, Public Health Engineer, local Environmental Health Officer, and the Healthy Built Environment team. Please accept the following comments and recommendations:

Health Protection

Air Quality
- The STS Clean Society published an Air Quality Management Plan for the Sea to Sky Air Shed in 2007. The AQMP is a regional collaborative action plan for protecting air quality in the air shed from mobile, area and point contaminant sources.

  Recommendations
  - The visions, goals and targets of the AQMP should be considered when reviewing the proposed development.

Water Quality
- Taicheng Development Corporation has indicated that “a well system that draws on groundwater stored in a recharging aquifer beneath the site can adequately supply the community”; this information does not adequately detail the water source. It would be difficult to judge if the quality and quantity of water would support a population base of 3000.
SLRD commented that a conventional system would require a relatively low level of ongoing maintenance. However, it is unclear what the capacity and definition of a recharging aquifer is. If a recharging aquifer is defined as an aquifer with water from another source, then it would not constitute as a conventional system. This would mean treatment requirements would not be limited to UV and chlorination if the water contains other chemicals or organics.

Epcor Utilities created a water treatment plant which treats an average of 4.2 billion litres annually, removing an average of 226,000 kg of heavy metal contaminants (http://corp.epcor.com/watersolutions/operations/britannia/Pages/britannia-mine.aspx). The lease for this plant expires in 2025, it is important that the water continues to be treated and clear of any heavy metal contaminates and/or include remediation of acid rock drainage.

**Recommendations**

- Site development and use should not jeopardize the potable water aquifer; an aquifer protection plan that delineates the perimeter of the aquifer and captures zones and protects the aquifer should be prepared in advance as a reference document for site development planning purposes.

**Waste Management**

**Recommendations**

- Encourages methods to reduce solid waste disposal such as composting and recycling keeping in mind that bear safety may be a concern.
- The proposed liquid waste disposal should not compromise the existing South Britannia Beach waste water treatment facility; this may be an opportunity to make upgrades to the system and treatment plant and possibly improve the quality of effluent prior to discharge. We believe the increase in flow will involve a permit amendment as per the BC Municipal Wastewater Regulation administered by the Ministry of Environment.

**Healthy Built Environment**

**Healthy Neighbourhood Design**

- Build robust communities by managing and directing land use to achieve healthy, liveable and safe communities. Create communities as good places to live, work, learn and play in close proximity to one another.
Complete and connected communities located in semi-rural areas may need creative solutions. It is important to encourage communication between residents to foster a strong sense of community belonging.

The creation of community design guidelines clarify the meaning of general OCP policies and put these policies into practice for new development in a community. Please see the City of North Vancouver Active Design Guidelines for an example of how physical and social activity can be encouraged through such guidelines: [http://www.cnv.org/City-Services/Planning-and-Policies/Active-Design](http://www.cnv.org/City-Services/Planning-and-Policies/Active-Design)

**Recommendations**
- Develop appropriate community design guidelines that can assist in implementing the South Britannia Beach Master Plan and reflect unique community conditions and characteristics. These guidelines can help to ensure that development and retrofitted development achieve broader healthy community goals.

**Healthy Transportation Networks**
- Work to ensure that you have an active transportation (AT) plan that considers region-wide initiatives and connections between municipalities and communities as well as infrastructure improvements such as wider road shoulders or bike lanes.

- It is important to develop an AT strategy at the municipal level that is appropriate for the size of the community.

**Recommendations**
- Engage a committee or community-based group that is passionate about AT. Advocate for a regional transportation strategy led by the SLRD; this strategy should consider all residential communities in the STS corridor and tourist groups like Whistler Blackcomb, Garibaldi at Squamish and STS Gondola.
- Taicheng has suggested a shuttle service to Squamish and/or local transit for the community hub. It is important to provide this type of service to the community for social connectivity with the surrounding areas.
- Promote the relationship between AT, economic development, cultural planning and health outcomes (physical activity, air quality and injury prevention). Recognizing these co-benefits can help encourage funding and implementation.
Seek out opportunities for trail development that has desired destination locales and that can provide an interconnected network of linking facilities. Consider the use of various resources, including abandoned rail lines, crown land/public land holdings, utility corridors, road allowances etc. Connecting South Britannia with the Village of Britannia with waterfront trail networks would be beneficial to the community.

The proposed implementation of Highway 99 bypass over the highway would foster more connections with the Village to South Britannia.

Integrate AT into other planning actions that the municipality may be interested in, e.g. transportation planning, parks and recreation plans, village revitalization plans etc.

Develop and enhance policies that support comfortable, safe and secure transportation networks for all road users.

**Healthy Natural Environments**

- The Britannia Beach area is well known for its natural environment. However, part of the history for this area is the Britannia Beach Mine. Mining activity has resulted in chemical and heavy metal contamination, especially on Crown lands.

- Community parks provide residents of all ages with the opportunity to play sports, enjoy nature, and be active. A prime example would be Minaty Bay, identifying this area as a regional park and making it publicly accessible to all is important.

**Recommendations**

- The new development falls into an area which is prone to natural hazards. It is recommended that land use avoid development in areas with identified natural hazards or mitigate against potential damage to the new development such as flood mitigation and fire protection.

- Encourage new institutional land uses such as schools, community centres, recreation facilities, or churches, to locate near existing activity nodes or identified corridors. If the new population base for the development requires the formation of a school, this type of facility creates a social hub for the residents of the community. Depending on population of the new development, a new school may exist in this area.

- Encourage new parks and open spaces to be connected with an active transportation network to facilitate safe, pleasant connections for walking and cycling for recreation and everyday active transportation.
• Incorporate the beach/marina side into the development by creating an accessible waterfront, as mentioned in the proposal, using boardwalks to connect the community to the beach.

• Promote community design that provides opportunities for sport, recreation, and physical activity by increasing access to public spaces where people of all ages and abilities can be physically active.

• Encourage a mix of land uses to enable shorter trip distances between homes and key destinations such as shops, schools, and workplaces to reduce dependence on automobiles and promote physical activity for discretionary activities.

Healthy Food Systems

- Increase the intake of healthy foods among residents by increasing the accessibility, affordability, and sustainability of the local food system.

- Support the local farm community through groups such as Agricultural Advisory Committees.

Recommendations

- Create initiatives to promote healthy foods for all residents by growing their own food or making local food accessible.

- It is recommended to incorporate a local food store in the vicinity for the new residents.


Healthy Housing

- Create affordable housing units for all populations, especially families.

- Attempt to maintain existing built facilities that can be readily adapted to housing – the most affordable unit that can be constructed is usually found in a space that already stands. Secondary suites are encouraged in the new development.

Recommendations

- Partner with existing organizations that are knowledgeable about the topic, such as social service agencies, non-profit housing organizations and charitable housing organizations.
• Work with motivated agencies and individuals to construct modest housing projects. The development of affordable housing is a useful mechanism to build hope for those that have very little.
• Benchmark how the community is doing with respect to the provision of affordable housing resources.
• Host community forums to encourage networking opportunities for developers/landlords and community leaders/interested citizens to meet and interact.
• Use various government legislation tools (Building Code, Public Health Standards) to ensure living conditions are safe in conjunction with the physical provision of housing.

The built environment can be designed and retrofitted to promote healthier behaviours, increase safety, and improve population health. Vancouver Coastal Health looks forward to reviewing future documents associated with the SLRD.

If you have any further questions or comments, please contact me at Mark.Lysyshyn@vch.ca or 604-983-6701 or Cindy Watson, Senior Environmental Health Officer and Drinking Water Officer at Cindy.Watson@vch.ca or 604-815-6846.

Sincerely,

Mark Lysyshyn, MD MPH FRCPC
Vancouver Coastal Health
Medical Health Officer, North Shore & Sea to Sky
March 29, 2017

Kimberly Needham  
Director of Planning and Development Services  
Squamish - Lillooet Regional District  
Box 219, 1350 Aster Street  
Pemberton, BC V0N 2LO

Dear Kim:

Re: Britannia Beach South (File #3360.2088): Response to Board of Directors’ Meeting

Thank you for your and Eric Vance’s comments regarding our preliminary draft of this letter. As discussed, and in preparation for the upcoming April 19, 2017 SLRD Directors’ meeting, we would like to formally respond to SLRD Directors’ questions and concerns regarding our application discussed at their June 22, 2016 Directors’ meeting. These comments are meant to inform the SLRD Directors and your progress report to them regarding the project.

We have organized the response to the SLRD Directors questions and concerns in subject areas including transportation, Minaty regional park access, housing and affordability, complete community and local employment, protection of the environment/climate change, school phasing, and community amenity contributions.

1. Transportation:

- **Corridor Congestion and Traffic Flow Alternatives**: Transportation continues to be one of the top issues in the Corridor.

- **MoTI Meeting**: The development team and SLR representatives attended a meeting on December 15, 2016 with Michael Braun, Matthew Foley, and Rupinder Prihar of the Ministry of Transportation and Infrastructure (MoTI). The purpose of the meeting was to review the development proposal and solicit preliminary comments from MoTI. Michael Braun provided an email commentary on March 2, 2017 which is paraphrased below. Mr. Braun stressed that the comments were preliminary and subject to revision through the approval process.
  
a) MoTI is supportive of the South Britannia development and the following comments shall not be construed as an approval or acceptance of the plan in its present form.

b) Minaty Bay Access: MoTI supports the proposed right-in/right-out only access configuration at this location if the final design of this access meets Ministry standards.

c) Main Street (aka “Britannia Boulevard”) Access: MoTI prefers a right-in/right-out only access in conjunction with the Minaty Bay Access to provide full northbound and southbound access into the development. MoTI may consider a protected
left-turn intersection, however, it must be demonstrated that such a configuration will not warrant a signal at full build out plus 10 years.

d) Main Street: If the development proceeds as a strata subdivision, it is likely that Main Street will become a public highway under the jurisdiction of the Ministry of Transportation and Infrastructure. As a Provincial Public Highway, the Ministry will require that this road be constructed to the collector standard as defined in the BC Supplement to the TAC Manual.

e) Other local roads may need to be dedicated as a public highway to satisfy the Land Title Act. In these instances, these public roads must be dedicated and constructed to the Ministry’s local road standard.

f) The Highway 99 underpass (the “tunnel”) would form part of the development’s Main Street and must comply with the Ministry's standards for a Public Highway including a minimum of 2-way traffic to the Ministry’s collector road standard, plus additional capacity for pedestrian and cyclists.

- **Taicheng Proposal**: Taicheng’s development proposal is modified as follows in response to the MoTI comments:

  a) Early development (the “Crossing”) will use only the existing, improved Britannia Blvd entrance (“Main St.”) as proposed in Taicheng’s current submission.

  b) Later development (“Meadows” and “Creekside”) will add a protected left turn lane southbound at Britannia Blvd intersection when the volume of turning movements indicates that southbound turning delays are becoming excessive. This will permit Taicheng to develop the Britannia Crossing, Meadows and perhaps the Creekside neighborhoods and generate cash flow while deferring the high cost of construction of access through the Minaty neighborhood.

  c) When traffic loading requires and no later than development of the Minaty Neighborhood:

     i. Upgrade the tunnel to a 2-lane underpass and design Britannia Blvd through to the Minaty right-in/right-out intersection to accommodate increased traffic load caused by this configuration.

     ii. Reconfigure the Britannia Blvd intersection as right-in/right-out only. In this configuration, all traffic into and out of the site will be through the two right-in/right-out intersections that will minimally impact through traffic on the highway.

- **Highway Bypass**: The upper Britannia Beach South Bypass dedication to MoTI required an amendment to the earlier land use plan concept. The Bypass provides an 80-metre right-of-way and a 20-metre development setback through the upper part of the property. The area dedicated to the ByPass constitutes 16.3 percent of the development area or 8.97 ha (22.16 acres) of prime development land. In so doing, Taicheng gave up an estimated 85 single family and duplex lots and transferred the units to lesser – valued apartment units in the lower part of the site.

- **Multi-Modal System and Active Transportation**: The Britannia South community design integrates a pathway and trail system throughout the community so walking and bicycling is the preferred local mobility choice. A pathway or trail near every door is the goal. Taicheng will also be providing a transit hub to be used by bus shuttle transit to Vancouver as well as a minimum of three car-share vehicles and a shuttle bus to Squamish. Taicheng is considering a commitment to lease a shuttle bus to Squamish and
3 cars for the car-share program limited to a specified time. The shuttle bus and 3 cars for the car-share program would represent a strong commitment to the alternative transportation system. The shuttle bus could have three daily runs to Squamish one in the early morning, at noon and in the late afternoon to accommodate workers and shoppers. The car-share program can expand depending on demand and will eventually be managed by a separate organization to be determined.

2. **Minaty Regional Park Access:** Taicheng has dedicated more than 4.35 ha (10.75 acres) or 7.89 percent of the gross developable area of 55.13 ha (136.23 acres) as the proposed Minaty Bay Regional Park. Taicheng has also provided a small parking lot for an estimated 20 vehicles on the north side of the CN tracks, provided land for the rail crossing locations and offered up to 30 parking spaces as part of the hotel site development. This is a significant potential amenity package by itself to the SLRD.

Access to the proposed Regional Park is a priority for the North Britannia community, the SLRD and Taicheng. However, the alternatives are not straight forward and complex as they involve permissions from CN Rail, potential high cost, liability, public access rights of way, parking, coordination with development timing, disabled access as well as land form and spatial limitations. Taicheng wants to work with the SLRD and CN to define the steps forward to mutual gain and support.

Given these challenges, Taicheng has developed a three step strategy that works through short to long term opportunities to arrive at a workable and supportable solution at the SLRD Board level, by the local community and Taicheng:

**Step 1:** Upgrades to private level crossing according to CN Standards in accordance with Safety Assessment Report by Taicheng.

**Step 2:** Complete a more detailed assessment of the public crossing overhead and at grade alternatives by Taicheng including costs, ownership, maintenance, rights-of-way, and other required feasibility assessments in coordination with CN and the SLRD.

**Step 3:** Determine preferred alternatives, timing, cost-sharing, sources of funds, maintenance responsibilities, and decide steps forward as part of the development agreement with the SLRD.

**Access to the Balance of the Waterfront:** Beyond Minaty Bay, access to the balance of the waterfront north to North Britannia is limited by CN Rail and Provincial jurisdiction. There are current issues with people crossing the tracks or walking on the tracks in the Britannia Beach area. One option for the SLRD is for them to acquire a right-of-way along the waterfront on Crown lands but there are challenges with continuous connections between North Britannia and Minaty Bay. For example, there are sections of the waterfront near Minaty Bay and near North Britannia that do not have adequate space for a continuous pathway without fill or structure.

The access issues and options are fully discussed in the Engineering Summary report issued earlier and can be used as a guide in developing a park access strategy acceptable to all stakeholders.

3. **Housing and Affordability:** Creating a community that is affordable and attractive for young families, mature adults, singles and others is important to the SLRD and Taicheng. The community will offer a range of housing types as well as a diverse housing mix throughout. A variety of housing types include single-family homes, townhouses, stacked townhouses, courtyard cluster housing, and apartment housing. Accessibility features in some units will also offer options for people of various ages and abilities. Housing mortgage helpers will provide additional features including the following:
• **Secondary Suites or Lane Homes.** Secondary suite within the single-family neighbourhoods, or an option to build a lane house, are integrated into the community design to create more affordability. These suites and lane homes will provide indirect mortgage subsidies as they will provide an additional income to the house owners.

• **Smaller Units Concepts.** Compact house options (smaller houses with expansion or finish alternatives) is an option to create increased affordability for young families and first-time homebuyers. In addition, strata (small house) courtyard cluster housing will offer an alternative for empty-nesters and single people or even young couples who want to live in a detached smaller home without a garage, but instead a carport for weather protection and cost savings.

• **Mobility Green Mortgage.** The community-based transit system supported through a local and regional shuttle system as well as a car-share program will help reduce some families from two cars to one. This additional savings in maintenance, gas, insurance and other associated costs will mean more money to put towards more house area, education or a savings plan.

• **Purpose-Built Rental Apartments or Condominiums.** Taicheng is willing to explore the possibility that some of their housing be purpose-built rental units, based on an additional 5 percent (or 50 units) in addition to the 1,000 unit allocation, to provide rental or condominium apartment housing at below market rates in perpetuity or for a set time. The rental rates or condominium prices for these units could be fixed at below market rates and increases could be limited to a prescribed annual rate. The bonus unit consideration is based on the fact that Taicheng has already dedicated the Bypass right-of-way which has resulted in the loss of an estimated 85 single-family and duplex units. These housing units have been transferred to the lower development area but resulted in much lower valued apartment and multiple-family units. In addition, the significant upfront infrastructure costs does not allow for reduction in the 1,000 unit allocation permitted under the OCP.

Taicheng is therefore requesting consideration for additional units that will be limited to below-market rental or condominium apartment units. The 5 percent dedication (or 50 rental or condominium apartment units) units could be allocated as part of an additional floor in four of the apartment buildings. For example, the affordable program could be part of a floor addition to the 4 apartment buildings in the Britannia Crossing area near the entrance. The added floor would allow an additional estimated 12 to 15 units per building resulting in 48 to 60 units in the 4 apartment buildings depending on their size. Taicheng will contribute a minimum of 50 of these units to this affordable housing program. Additional parking for these units will have to be accommodated in the proposed parking garage for each apartment building.

The details of management, timing and pricing of these rental or condominium apartment units could be worked out as part of the development agreement. Management options could include Taicheng’s continued management or part of a local or regional non-profit society’s responsibilities.
4. **Complete Community and Local Employment:** Britannia Beach South will be a community where residents can live, work and play locally as much as possible. Our economic studies in 2014 and 2015 indicated limited business and employment opportunities in the Britannia Beach community based on supply and demand analysis (Rollo & Associates, 2015). At the same time, we have increased the amount of maximum commercial space to 2,500 m² (26,910 sq. ft.) from 1,500 m² (16,146 sq. ft.) based on recommendations from the SLRD. This comes with the knowledge that McDonald Development has plans for up to 2,787 m² (30,000 sq. ft.) of commercial space as part of their development plan in North Britannia. The practical reality is that with Squamish only minutes away, there is neither the capacity nor growth potential to expand beyond that amount of local commercial service space provided in the plan. At the same time, this neighbourhood commercial space is intended to provide for local needs of the community not the larger sub-region or regional needs that already exist in a generous selection of destination retail and other commercial space in Squamish.

Britannia Beach South will try to maximize employment locally. Live – work options are central to the Britannia Beach South community plan as each resident will have an opportunity to work within their homes. The Britannia Crossing commercial area will also provide some potential local jobs and could expand based on demand. The economic sustainability and expansion possibilities include:

- An estimated 220 to 325 jobs could be created over the life of the project assuming 45 to 75 jobs from commercial uses, 50 to 100 home-based business jobs, and 125 to 150 jobs related to the potential tourist accommodation on the Minaty waterfront (Rollo and Associates, 2015); and
- There is an opportunity to build over the parking lot in the Britannia Crossing commercial area to provide local office space for employment while conserving the essential parking for the centre. For example, the OCP and Zoning could permit an additional building footprint of 20 metres x 50 metres (1,000 m²) with two floors over the parking lot which could be built depending on market demand. This proposed building could result in 2,000 m² (21,528 sq. ft.) of gross office space. Again, the goal is to have a prosperous and right-sized community centre area for Britannia Crossing, so this additional office space would only be built if the demand is there. Additional parking would also be necessary.

5. **Environmental Protection and Climate Change:** Approximately 38% of the site area will be dedicated to parks, open space, restoration or environmental conservation areas. Community and local parks will consume an estimated 14% of the development area or almost three times the minimum required dedication as municipal reserve under Provincial legislation. The community open space design and planning will enhance the site’s existing natural features. The existing wetland will be reconstructed with improved habitat and the four creeks that cross through Britannia Beach South will be protected by stream setbacks to maintain and improve the existing natural habitat. Part of the waterfront at Minaty Bay will be retained as an SLRD regional park. Other important conservation efforts in Britannia Beach South include:

- Dykes, site grading, stream and tree protection, planting, wetland enhancement, and water conservation will help to make Britannia Beach South climate change responsive;
- Housing will be sited to maximize green space and create a compact building footprint and maximize energy efficiency;
- Where possible, building materials will be sourced locally;
- Stormwater will be treated naturally onsite with various water conservation design measures;
- High quality domestic water will be sourced from the on-site aquifer; and
- A recycling culture will be created with various recycling and composting initiatives.
6. **School Implementation:** We originally planned to stage our community school building as part of phase 1 development, or shortly thereafter. Currently up to an estimated 60 children (elementary, middle and high school) are bused to Squamish from North Britannia. The School District had their architect sketch a concept for a site in Phase 1 adjacent to the entrance boulevard. But with no guarantees that the School District would even build a school under restrained Provincial budgets and factors outside of our influence, Taicheng elected to move the school location from the front entrance as it could stand vacant indefinitely.

The phase 3 location, midway into the site makes the best sense since the school will not be built probably until there are in the order of 400 elementary school children in the community. This development of housing unit and associated school demand could take 5 to 10 years and will not be until the end of Phase 2 or the beginning of Phase 3. A case in point is Royal Bay community school that was not built until 500 housing units were built in this community outside Victoria.

7. **Community Amenity Contributions:**

The following is a summary of preliminary community amenity considerations for the Squamish-Lillooet Regional District (SLRD).

- **Municipal Building Site:**
  The municipal building site will be located north of the primary entrance to Britannia Beach South on the “Main Street”. The site will be approximately 1000 m$^2$ (10,764 sq ft$^2$) to permit the potential construction a building of approximately 465 m$^2$ (5,000 sq ft$^2$) on two floors and parking. This building configuration assumes the footprint of the building will be approximately 232 m$^2$ (2,500 sq ft$^2$).

- **Parks, Trails and Environmental Areas:** Approximately 38% of the site will be dedicated to parks, trails, open space and environmental areas. In Britannia Beach South 12 parks will be developed throughout the community which equates to more than 14% of the net developable lands. This dedication to parks is almost 300% more than the required 5% under British Columbia legislation.

- **Day Care Facility**
  A day care facility will be constructed in phase 1 to support local young families. A specific site has been reserved and the day care facility will be designed to accommodate a minimum of 24 children, expandable to 48, and conforming to Provincial standards.

- **Community School:**
  A school and public sports field site is included in the Creekside Neighbourhood. School planning is the jurisdiction of the Ministry of Education influenced by the School District with virtually no influence by SLRD or Taicheng. Taicheng’s preference is for development of a K-3 up to a K-6 School (Kindergarten to Grades 3-6) with an initial capacity of 175 students plus 1 Kindergarten early in the project, with potential expansion to 375 students + 2 Kindergartens.

- **Field House**
  Taicheng will provide a community field house at the school/sports field site. This will be a minimum of 465 m$^2$ (5,000 sq ft$^2$) over two floors that may include a meeting/exercise area, washrooms, showers, and change rooms. The community field house will support the activities of the adjoining sports field and the community. The sports field will be developed in association with the proposed school or separately depending on the timing of the school construction.

- **Community Shuttle and Car-Share Pilot Program:**
  The Britannia Beach South community shuttle/car-share program will provide alternative transportation to residents of Britannia Beach South commencing during the first phase of
development. The goal is to reduce the use and need for private single-occupancy vehicles in Britannia Beach South and therefore reduce the associated Green House Gas emissions.

The alternative transportation program will consist of a minimum of three car-share automobiles and one shuttle van initially leased or owned by the developer. The shuttle van will normally be used to shuttle local residents to Squamish on a scheduled basis. The developer will also arrange a scheduled stop for the current Squamish-Vancouver shuttle based in Squamish.

- **Affordable Housing:**
  As stated earlier, Taicheng is willing to explore the possibility that some of their housing be purpose-built rental units or condominiums apartment units with below market rents or prices in perpetuity, based on 5 percent (or 50 units) additional to the 1,000 housing unit allocation. The lane housing or secondary suites will also provide indirect mortgage subsidies to home owners in the single-family units.

We hope that these responses further clarify various outstanding questions and concerns. We appreciate your and Eric’s guidance regarding this application. If you have any immediate questions or comments, please do not hesitate to contact me at (604) 536-3990 at the office or on my cell phone at (604) 789-9325.

Submitted on behalf of Taicheng Development Corporation,
Yours truly,

Michael von Hausen FCIP, BCSLA, LEED®AP,
President, MVH Urban Planning and Design Inc.

cc. Eric Vance, Eric Vance & Associates
Daniel Lou, Taicheng Development Corporation
Long Cheng, Taicheng Development Corporation
Paul Turje, MVH Urban Planning & Design Inc.