

ADVISORY DESIGN REVIEW COMMISSION

Agenda for the Advisory Design Review Commission Meeting of the Village of Pemberton to be held Thursday July 21, 2022 at 5:00 pm in person at Council chambers and electronically by ZOOM Webinar ID: 854 2372 7701

Page

1. CALL TO ORDER

In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.

2. APPROVAL OF AGENDA

Recommendation: THAT the Agenda be approved as presented.

3. ADOPTION OF MINUTES

a) ADRC Meeting, February 17, 2022

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Recommendation: THAT the minutes of the ADRC Meeting of February 17, 2022, be approved as presented.

4. MAJOR DEVELOPMENT PERMIT No. 93 and Rezoning OR133 – SCS Affordable Housing on Harrow Rd, Lot 2 District Lot 203 Lillooet District Plan KAP 5664

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Contract Planner Mark Barsevskis will present a report regarding a Development Permit application for the proposed Affordable Housing development at Lot 2 Harrow Road, along Harrow Road and Pemberton Portage Road (Highway 99).

5. MAJOR DEVELOPMENT PERMIT No. 88 -7340 Crabapple Court – Co-Living

Scott McRae Manager of Development Services will present a report regarding a Development Permit application for the proposed Co-Living development proposal which includes a new building consisting of 64 micro-suite dwelling units, each approximately 300 square feet located at 7340 Crabapple Court.

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6. NEW BUSINESS

No new business arising.

7. NEXT MEETING

Recommendation: THAT the next ADRC meeting occurs on August 25th, 2022, if required.

8. ADJOURNMENT

**VILLAGE OF PEMBERTON
ADVISORY DESIGN REVIEW COMMISSION MEETING MINUTES**

Minutes for the Advisory Design Review Commission Meeting of the Village of Pemberton held Thursday February 17, 2022 at 5:30 pm via ZOOM Webinar ID: 894 1192 6987

MEMBERS IN ATTENDANCE*: Kristina Patterson-Salin (Chair)
Brian Dorgelo
Lisa Ames
Louis Felix Renauld
Collin Vaness
Natalie Langmann

REGRETS: 0

STAFF IN ATTENDANCE*: Scott McRae, Manager of Development Services
Colin Brown, Planner II
Nikki Segovia, Building & Planning Clerk
Cameron Chalmers, Consulting Planner

PROJECT REPRESENTATIVES: Blair Gourlay, Applicant

GENERAL PUBLIC: 1

****ALL COMMISSION MEMBERS, STAFF AND PROJECT REPRESENTATIVES
ATTENDED ELECTRONICALLY***

***A RECORDING OF THE MEETING WAS MADE AVAILABLE TO THE PUBLIC AND
MEDIA***

1. CALL TO ORDER

At 5:01 p.m.

In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.

2. APPOINTMENT OF CHAIR

Moved/Seconded

THAT Kristina Patterson Salin be appointed chair

CARRIED

3. APPROVAL OF AGENDA

Moved/Seconded
THAT the agenda be approved as circulated.
CARRIED

4. ORIENTATION

Contract Planner, Cameron Chalmers presented an overview of the role of the Advisory Design Review Commission, how the body operates, and general policies involved in being a commission member.

5. ADOPTION OF MINUTES

Moved/Seconded
THAT the minutes of the ADRC Meeting of June 16, 2021 be approved as presented.
CARRIED

6. MINOR DEVELOPMENT PERMIT No. 124 – 7426 and 7432 Prospect Street – RONA

Planner II, Colin Brown presented a report summarizing the Minor Development Permit No 124 for a proposed pass-through structure that will join the existing buildings at 7426 and 7432 Prospect Street, known as the RONA passthrough.

Commission members had no direct questions for staff.

The applicant, Blair Gourlay briefly discussed the proposal, and the floor was opened to question of the applicant.

Brian Dorgelo asked if the lease of the space terminated, is there any agreement in place for what happens to the pass through. The applicant said there has been no discussion.

Commission members asked if a part of the alley way can be blocked so no one can occupy the space, or if a motion sensor light could be installed to deter anyone from occupying that space. They commented on the bike rack orientation and that due to the narrow constraints of the alley it should be oriented perpendicular to the passage.

Natalie Langmann suggested a light may attract people, and it may be more suitable to close off the space entirely.

Louis Felix Renauld suggested a landscaping piece may be of more benefit than a fence.

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Kristina Patterson-Salin agreed a motion sensor light would be a good deterrent but landscaping would be a headache to maintain and would probably look worse. She also agreed that a gate could be a good idea to deny access to the space.

The applicant said the pass through will aid to the current space looking cleaner and acknowledged that the space has been frequented in the past and he is hopeful that closing it off will deter anyone from occupying it.

The commission
Moved/Seconded

THAT the Advisory Design Review Commission recommends that the Manager of Development services support the proposed Minor Development Permit No. 124 "RONA" subject to the following conditions;

- The bike rack is appropriately orientated, and the style will accommodate a variety of bike types and frames.
- A motion sensor light should be placed on both sides of the building to light the pass-through space.
- The applicant works with staff to limit the access to the back alley through a gate.

CARRIED

7. NEW BUSINESS

No new business was discussed.

8. NEXT MEETING

Staff recommended to circulate a meeting schedule for the approval of commission members, but at this time there are no new applications for consideration.

9. ADJOURNMENT

At 6:12 p.m. the meeting was adjourned.

Kristina Patterson Salin, Chair

Date: July 21, 2022

To: Advisory Design Review Commission (ADRC)

From: Mark Barsevskis RPP, MCIP Consulting Planner
Scott McRae Manager, Development Services

Subject: **SSCS Affordable Housing on Harrow Rd. - Rezoning (OR133) and Development Permit (DP93) – Lot 2 District Lot 203 Lillooet District Plan KAP 5664**

PURPOSE

The purpose of this report is for the Advisory Design Review Commission (ADRC) to consider and make recommendations to Council regarding a Development Permit application for the proposed Affordable Housing development at Lot 2 Harrow Road, along Harrow Road and Pemberton Portage Road (Highway 99).

BACKGROUND

The Village of Pemberton (VoP) received an application submission for a Zoning Bylaw amendment (OR136), and Development Permit (DP93) application to the Village of Pemberton in March 2022 from Sea to Sky Community Services (SSCS) to permit the development of a mixed-use affordable housing building, located at Lot 2 District Lot 203 Lillooet District Plan KAP5640 as identified in **Appendix A**.

The five (5) storey mixed-use building would include:

- Two (2) commercial units and community service space on the ground floor (GFA 836 m²)
- Sixty-three (63) residential units on the 2nd to 5th floors
- Modern contemporary architectural style and character

The subject property is located within the Village's OCP as Gateway and is zoned Commercial Tourism (C-2) in the Zoning Bylaw.

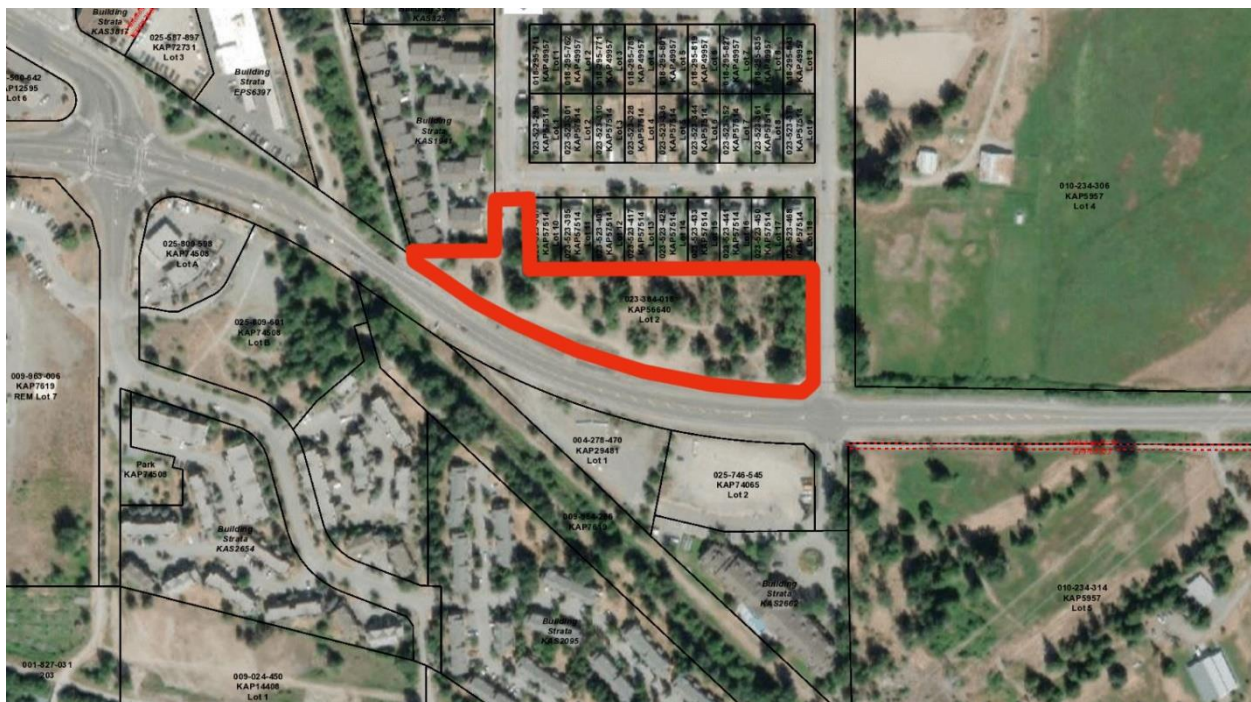
DISCUSSION AND COMMENTS

The purpose of this report is for the ADRC to provide recommendations to Council with respect to the development permit area No. 7. The ADRC shall review the proposal against the DP Guidelines and provide comments on compliance with DPA No. 7. This report is intended to demonstrate the relative merits of the proposal and presents referral comments received to date. The consultation process will run parallel with the Staff and agency review and rezoning bylaws will be brought forward for substantive consideration in due course.

SITE DESCRIPTION

The subject lands are legally described as Lot 2 District Lot 203 Lillooet District Plan KAP 56640. The subject lands are municipally referenced as Harrow Rd. and Pemberton Portage Road. The lands are approximately 12,326 square meters (1.23 Hectares/3.03 acres) and are presently vacant.

The subject site is located at the intersection of Pemberton Portage Road (Highway 99) to the South and Harrow Road to the East. The site is a largely forested undeveloped lot and is located near the eastern edge of the Village. Immediately north of the site is occupied by a single-family residential housing neighborhood (The Glen). Several local amenities are located within 800m (roughly a 10-minute walk) of the subject site, which include restaurants, schools, parks, and a community center. Aside from vehicle traffic along the surrounding roads, a bus stop serviced by the 100 Pemberton local bus route is located immediately southwest of the site on Pemberton Portage Road (Highway 99).



Official Community Plan Designation: Gateway
 Zoning Bylaw Designation: Commercial, Tourism (C-2)

Surrounding Land Uses:

Direction	Land Use
North	Residential
East	Agricultural (Outside Village Boundary)
South	Gateway
West	Open Space and Greenways, Gateway

DESCRIPTION OF THE PROPOSAL

As illustrated in the Architectural Drawings attached as **Appendix B**, the proposal is to develop an affordable housing project owned and operated by SSCS. The organization is looking to expand its housing services through this application for a new 5-storey, 63 unit affordable housing development with 1 floor of commercial space.

The primary consideration for the DP is for Form and Character of the building and its landscaping.

Description of Form and Character

The buildings aesthetic form is simple and functional, with facades comprised of several textures and natural tones. The selected colors are in harmony with the local area. The building and surrounding spaces are designed to follow Crime Prevention Through Environmental Design principles, such as the addition of large windows which connects to the outside environment and provides natural surveillance of public spaces.

The applicant has advised that the proposed architectural design of the mixed-use building is modern contemporary architectural character and will feature a palette of colors found in the natural landscape, including hues of white, grey and wood tones. Exterior wall undulation reveals an inset of wood tone both at the ground level and on the balconies. These elements combined provide a greater sense of human scale. Materials are chosen to be durable for the longevity of the project and to withstand the local climate. The applicant has provided a material board as part of the submission which will be available during the meeting.

The design of this project is heavily influenced by the principles within the Village of Pemberton's Official Community Plan, the results of the Housing Options Survey and SSCS's pre-application community engagement.

Description of Landscape Approach

The Landscape Plan submitted by the applicant is attached as **Appendix C**. The landscape approach for this development will feature a green buffer of trees living around the north, east and south edges which will allow the building to blend in with the surrounding nature and shield residents from the sights and sounds of the adjacent highway. The proposed landscape plan includes planters consisting of shrubs, perennials and trees.

POLICY ANALYSIS

Zoning Bylaw No.832, 2018

The subject property is zoned Commercial, Tourism (C-2). The following is an assessment of the proposal in the context of the Zoning Bylaw No. 832, 2018 requirements:

Regulations	C-2 Zone (current zoning)	CD Zone (proposed zoning)
Maximum Lot Coverage	50%	9.5%
Minimum Front Setback	7.5 m	7.5 m
Minimum Rear Setback	3 m	N/A
Minimum Interior Side Setback	3 m	41 m
Minimum Exterior Side Setback	4.5 m	4.5 m
Maximum Building Height, Principal	10.5 m	19 m

Parking Spaces	N/A	79
Bicycle Parking	N/A	15

As the proposal does not meet the current C-2 Zone designation a new Comprehensive Development (CD) zone is being proposed.

Age-Friendly Affordable Housing Action Plan, 2019

The proposed project aims to address the lack of affordable housing as identified in the plan and supports its list of goals including, prioritizing affordable housing, encouraging housing design to meet changing household needs and allow seniors to age-in-place, focusing on addressing housing needs for low to moderate income households and foster collaborative partnerships to address housing issues and related social infrastructures.

Based on the identified need for housing through the Age-Friendly Affordable Housing Action Plan, the design of the proposed project and its rental models can accommodate the needs of all six of these vulnerable groups. Through the provision of fully accessible units and rental rates that target low to moderate income individuals, and which are secured by covenant to ensure long-term affordability.

Urban Growth Boundary

The subject lands are identified as within the Urban Growth Boundary on Schedule “A” of the OCP. Lands within the Urban Growth Boundary are deemed part of the Village inventory of development land to accommodate growth.

The lands in the application are currently designated as Gateway in the OCP on Map B and are zoned Commercial Tourism (C-2) in the Zoning Bylaw.

In summary, the OCP effectively allows Village Council to consider a range of residential and commercial uses, within the general objectives outlined above. This leaves room for Council to consider, on a site-by-site basis, how each individual application reflects the interpretation of the OCP, impacts on surrounding lands, and the overall suitability and viability of each proposal.

Development Permit Guidelines

DP – GATEWAY GUIDELINES

The subject property is situated within Development Permit Area No. 7. – Gateway Development. The DPA No. 7 Guidelines are for gateway development areas and have incorporated specific directions related to open spaces, siting, landscaping and circulation and parking. The guidelines can be found in the Village of Pemberton’s Official Community Plan, Section 7.0 – Development Permit Area Guidelines.

The Advisory Design Review Commission shall review the proposal against the DP Guidelines and provide comments on compliance with DPA No. 7.

The following table summarizes Staff’s initial review of the application against the applicable DPA guidelines:

General Development Permit Area - Form and Character Guidelines	
Applicable Guideline	Comments
Objectives	
To provide a unifying and functional framework for quality and effectively integrated multi-family, mixed use (multi-family/commercial) and commercial development; and	The proposal creates a multi-family mixed-use affordable housing building that is cohesive with the existing nature and provides urgent office space for SSCS Pemberton, a key community resource.
Showcase the area's natural features, heritage landmarks, open spaces and parks.	<p>The proposal includes pedestrian connections to the Arn Canal trail and a nearby bus stop, allowing cyclists and pedestrians to access the site from the East.</p> <p>This proposal will feature a green buffer of trees living around the north, east and south edges, allowing the building to blend with the surrounding nature and to soften the edge between the highway and the residences.</p>
Guidelines	
<p>a) Siting - Development should recognize and complement the site's existing conditions, topography, natural vegetation, hydrology, solar exposure, site circulation and view corridors.</p> <ul style="list-style-type: none"> • Design for solar exposure to public and private spaces (summer shade and winter sun) and define and enhance the street edge in the placement and design of buildings and open spaces. • Provide a strong visual and physical relationships to pedestrian walkways and public spaces and provide opportunities for natural surveillance (eyes on the streets and open spaces). • Achieve privacy for residential units through inset balconies, decks and patios, and screening. • Provide barrier free access. 	<p>The site features a green buffer of trees living around the north, east and south edges, allowing the building to blend with the surrounding nature while also shielding residents from the busy highway.</p> <p>The site is organized with vehicular access points from Harrow Street and pedestrian access points from Harrow Street and the Arn Canal trail.</p> <p>The addition of large windows to the building allows for connection with the outside environment while also providing an opportunity for natural surveillance of the public spaces located to the west of the building.</p>
b) Building Form – Buildings are to be consistent with Pemberton's small town character and reflect its	The proposal demonstrates an organized design.

<p>rural traditions of strong, simple and functional building forms.</p> <ul style="list-style-type: none"> • Provide a cohesive design program for the development (i.e., structural, mechanical, lighting and landscaping). • Avoid blank walls which are visible from the street or parks which lack architectural detailing. • Reduce the mass and scale of buildings through design features such as variations in roof form, wall recesses/projections, texture/colour, vertical accents, windows, balconies, dormers and façade detailing. • Design buildings to positively address the public realm on street frontages and sidewalks. • Encourage decks, balconies and porches to provide sunny, usable outdoor spaces. • Create interest with the roof structure using architectural features such as chimneys, cupolas, towers and venting. Roof mounted equipment should be concealed from pedestrian viewpoints. • Provide visual variety along streetscapes by varying individual unit designs. • Face main entrances to the street, being clearly visible and directly accessible from the sidewalk. Entrances should reinforce proximity to grade level, particularly avoiding multi-storey features. Diminish the appearance of garage doors from public streets. • Preference for side by side, up and down or staggered unit configuration to maximize the number of units facing the street. • Create interest by varying use of the building's scale, modulation, materials and colour in the placement and detailing of elements such as bay windows, entrances lighting, graphics and street furnishings. 	<p>This site features a green buffer of trees living around the north, east, and south edges which allows the building to blend into the surrounding nature.</p> <p>The main entrance of the building is highlighted by a large canopy designed with accessibility in mind.</p> <p>The site entrance off Harrow Road is accessible for those driving, while a new active transportation trail will connect with the existing Arn Canal trail and a nearby bus stop to the east.</p>
<p>c) Construction Materials – The building should be sufficiently durable to withstand Pemberton's varied climate while also exhibiting quality construction and a small town character:</p> <ul style="list-style-type: none"> • Use exterior materials that have been traditionally applied and/or are durable for the area including stone, wood, brick, and glass. • Discourage the use of the following exterior building materials: vinyl siding, plywood, 	<p>The proposal indicates that the building will feature a palette of colors found in the natural landscape, including hues of white, grey and wood tones.</p> <p>Exterior wall undulation reveals an inset of wood tone both at the ground level and on the balconies.</p>

<p>particle board and synthetic materials such as cultured stone. Stucco and tile for large areas should be discouraged.</p> <ul style="list-style-type: none"> • Use well designed window treatments of articulated wood, stone or metal details. Relective or heavily tinted glass and snap-in muntin bars are not recommended. • Apply exterior building colours that complement nature’s spectrum; earth hues and the natural colours of foliage grass, sky and woods. • Brighter colours may be appropriate as accents such as doorways, window frames, signs, graphics, store fronts and/or displays. • Ensure approval of all playground and park infrastructure by the Canadian Standards Association. • Complement neighbouring roof lines/pitches. Brightly-coloured metal roofs are discouraged. • Anchoring buildings with continuous durable finishing providing a sense of permanence and protection from street level impacts. • Wood roofing (Class A) will not be permitted under any circumstances as per the Village’s Building Bylaw. • Use muted or natural roof colours where appropriate. 	<p>These elements combined provide a greater sense of human scale.</p> <p>Materials are chosen to be durable for the longevity of the project and to withstand the local climate.</p>
<p>d) Streetscape Improvements and Landscaping – The development should provide amenities for residents and visitors, while also adding interest to the street and showcasing local businesses.</p> <ul style="list-style-type: none"> • Incorporate planting consistent with the Village’s standards contained within the Plant List. • Consider four season landscaping for both aesthetics and maintenance reasons. • Appropriately design, protect and select durable landscaping as not to be harmed by snow clearing or other maintenance works (i.e. sweeping). • Prioritize the retention of existing trees and vegetation • Accommodate grading on individual properties, minimizing cut and fills and discourage retaining walls. • Incorporate Low Impact Development Techniques into site, service and landscape planning. • Provide irrigation for all landscaped and open areas. • Incorporate landscaped areas within parking lots to break up large paved areas. The landscaped areas can also be used in the winter for snow storage. 	<p>The landscape plan attached to the DP submission includes an appropriate level of landscaping for ornamentals and open spaces.</p> <p>The landscaping considers four seasons.</p> <p>The proposed groundcover beneath the proposed property trees should be well composed of wood bark mulch.</p> <p>There is no mention of site enhancements such as public art, flags, banners, water features.</p>

<p>e) Circulation and Parking - A development's accommodation of internal and external vehicular circulation, parking and servicing is an important consideration in the functioning and accessibility of the project.</p> <ul style="list-style-type: none"> • Screen or camouflage from public view all exterior services including utility tanks, hydro transformers, gas installations, garbage and recycling containers, preferably with a durable fenced enclosure, landscaping or printed art or images. • Ensure that garbage and recycling receptacles and dumpsters are provided and located within a lockable building (bear proof). • Accommodate efficient snow removal, including designated snow storage and drainage areas for access roads, loading and parking areas • Abide by the Village Construction Requirements as not to unsafely or inconveniently disrupt adjacent business operations or pedestrian movements during construction. 	<p>The surface parking lot is designed to support residents and short-term parking users of the commercial businesses and visitors.</p> <p>The proposal ensures the provision of firetruck access and a loading dock.</p> <p>Bicycle parking and stalls are proposed for inside and outside the building.</p>
<p>f) Snow Management – Site and building design shall mitigate the challenges related to freezing temperatures and precipitation. All developments shall manage snow through the site plan design and building form.</p> <ul style="list-style-type: none"> • Restrict snow from dumping or being dumped onto adjoining streets, sidewalks and right of ways. • Mitigate freeze / thaw cycle impacts including snow shed, roof drip, icicles, ice dams, and water infiltration. • Prevent roofs from shedding towards pedestrian walkways, points of entry and loading or parking areas. 	<p>Snow storage is placed in two locations (along Harrow Road) to accommodate for heavy snowfall during the winter months.</p>
<p>g) Lighting - Provide a lighting plan for new development. Fixtures on public roads shall be in accordance with Village Lighting Standards, while lighting on private property should be down shielded, as to illuminate only the desired display, pedestrian corridor, sign or building feature. Flashing, blinking or coloured lighting except for festival lighting is not supported.</p>	<p>This proposal does not explicitly mention lighting plan and justification.</p>
<p>h) Crime Prevention Through Environmental Design (CPTED) Principles - Development shall comply with the following principles:</p> <ul style="list-style-type: none"> • Provide clear border definition of controlled space. • Provide clearly marked transitional zones that indicate movement from public to semi-public to semi-private to private spaces. • Locate vehicle and pedestrian access points, gathering areas and loitering areas to locations with natural surveillance in order to increase safety and perception of safety of 	<p>The proposal appears to conform to accepted CPTED principles.</p> <p>The building and surrounding spaces are designed to follow Crime Prevention Through Environmental Design principles, such as the addition of large windows to allowing a connection with the outside environment while also providing an opportunity for</p>

<p>users, and increase risks (deterrent) to offenders.</p> <ul style="list-style-type: none"> • Design and land use should relate to the context of on-site land uses and structures, immediate adjacencies, and the surrounding neighbourhood. • Site landscaping should have clear sight lines, prevent concealment, direct users safely, be permeable and maintain relationships (eyes on street). • Re-designate the use of space to provide natural barriers to conflicting activities. • Seek land use mix that promotes natural surveillance. • Overcome distance and isolation through improved communication, break-up large impersonal space, enhance sight lines, provide a range of land uses, and offer legitimate activity generators. • Avoid building designs, public amenities/services and street furniture that create excuses for loitering, nuisance and criminal behaviour. 	<p>natural surveillance of the public spaces located to the west of the building.</p>
<p>i) Site Alteration– Mitigate the impacts of a new development specifically related to site clearing, preloading and ongoing construction activities, by:</p> <ul style="list-style-type: none"> • landscaping, screening or fencing the site should be provided, if the site works include the removal of an existing vegetated buffer to a public road; • identifying the routing of any pedestrian/sidewalk detours and temporary construction and emergency service access (if applicable also achieve approval from the Ministry of Transportation and Infrastructure); • identifying the location of any construction offices and related parking (preference to locate within existing development, limit use of temporary trailers); • indicating the location of storage areas and type of materials to be stored, as well as garbage/waste/recycling containers. Such storage shall not be attractive to wildlife; and • identify a timeline for the completion of mitigation works outlined above that may include posting security to guarantee the proposed site alteration enhancements prior to the issuance of the Development Permit. 	<p>The Village to address this during the construction stage.</p>

Development Permit Area Guidelines No. 7 Gateway	
Applicable Guideline	Comments
Objectives	
To provide a unifying and functional framework for quality and effectively	The proposal creates a multi-family mixed-use affordable housing building that is

<p>integrated multi-family, mixed use (multi-family/commercial) and commercial development; and</p>	<p>cohesive with the existing nature and provides urgent office space for SSCS Pemberton, a key community resource.</p>
<p>Showcase the area’s natural features, heritage landmarks, open spaces and parks.</p>	<p>The proposal includes pedestrian connections to the Arn Canal trail and a nearby bus stop, allowing for cyclists and pedestrians to access the site.</p> <p>This proposal will feature a green buffer of trees living around the north, east and south edges, allowing the building to blend with the surrounding nature and to soften the edge between the highway and the residences.</p>
<p>Present services and accommodations targeted to the travelling public that create an attractive community identity and character.</p>	<p>The proposal includes commercial space for the SSCS Pemberton office which is a key community resource for over 40% of the Village of Pemberton residents.</p>
<p>Guidelines</p>	
<p>a) Open Spaces – Development should be designed to incorporate open space for the purposes of outdoor seating, socializing and passive recreation of residents or the travelling public.</p> <ul style="list-style-type: none"> • The open areas can also provide a vegetated buffer between the highway and other land uses as well as for sound attenuation. 	<p>The proposal will include an outdoor patio, playground, and gardening beds located on the southeast corner of the lot for residents to enjoy outdoor socializing and recreation.</p> <p>This proposal will feature a green buffer of trees living around the north, east and south edges, allowing the building to blend with the surrounding nature and to soften the edge between the highway and the residences.</p>
<p>b) Siting – The development should be visible yet attractive from the highway;</p> <ul style="list-style-type: none"> - Outdoor storage should not be visible from neighboring properties, Highway 99 or other public roads. 	<p>This proposal will feature a green buffer of trees living around the north, east and south edges, allowing the building to blend with the surrounding nature and to soften the edge between the highway and the residences.</p> <p>Snow storage is placed in two locations (along Harrow Road) to accommodate for heavy snowfall during the winter months.</p>
<p>c) Landscaping – The development shall be landscaped as to provide an attractive entry from Highway 99 and other public roads specifically:</p>	<p>This proposal will feature a green buffer of trees living around the north, east and south edges, allowing the building to blend with the surrounding nature and to soften the</p>

<ul style="list-style-type: none"> • Incorporate landscaped areas within parking lots to break up large paved areas. The landscaping can also be used in the winter for snow storage areas. • Provide a landscaped buffer between land uses. • Limit the use of fencing when not visible to public streets. Chain link fencing is not recommended. • Provide irrigation for all landscaped yards and open areas (excluding areas undisturbed in their natural state). 	<p>edge between the highway and the residences.</p> <p>The landscape buffer to the north is a rain garden, which will also filter stormwater while providing visual separation.</p> <p>These approaches to landscaping demonstrate that the site and landscape consider the safety of residents, respect for neighbouring properties and storm water management.</p>
<p>d) Circulation and Parking – Vehicular circulation, parking and servicing is an important consideration in the functioning and accessibility of a development, whereby:</p> <ul style="list-style-type: none"> • Access to service bays, loading docks and garbage/recycling dumpsters should not be directly visible from public view. Access should be achievable during all weather conditions. • Enhance parking areas with landscaping in the front yard setback. • Provide short term parking and unloading areas for accommodation uses. • Screen parking areas and car staging (drive-throughs) to public street with landscaping and buildings. 	<p>The surface parking lot is designed to support residents and short-term parking users of the commercial businesses and visitors.</p> <p>The proposal ensures the provision of firetruck access and a loading dock.</p> <p>Bicycle parking and stalls are proposed for inside and outside the building.</p>

COMMUNICATIONS

Staff have undertaken a referral of the application to the standard list of referral agencies. The application will continue to follow the standard communications procedure as it progresses through the process.

CONCLUSION

In summary, the proposal is generally compliant with the DPA guidelines. It would be appropriate for the ADRC to provide any recommendations to Council it sees fit in the form of a resolution as follows:

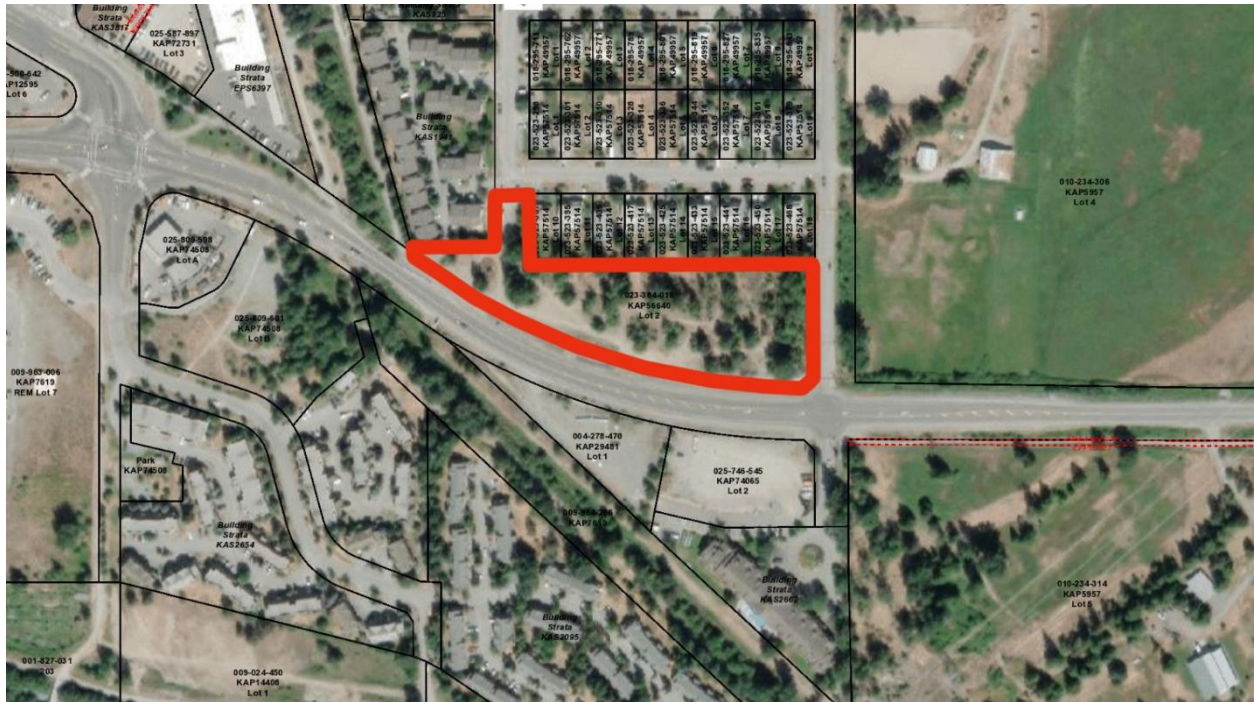
THAT the Advisory Design Review Committee recommends that Council support proposed Development Permit No. 93, - SCS Affordable Housing, subject to the following recommendations:

- *{To be added}*

Attachments:

- A. *Location Map*
- B. *Architectural Drawings and Landscape Plan*

Appendix A: Location Map



- 0.1 INTRODUCTION
- 0.2 SITE CONTEXT PLAN

- 1.0 SITE PLAN

- WHAT WE HEARD:
- 2.0 SUMMARY - WHAT WE HEARD
- 2.1 BUILDING HEIGHT
- 2.2 GREEN BUFFER & PUBLIC SPACE
- 2.3 PARKING
- 2.4 FIRE TRUCK ACCESS
- 2.5 STORMWATER MANAGEMENT

- 3.0 LEVEL 1 FLOOR PLAN
- 3.1 LEVEL 2 FLOOR PLAN
- 3.2 LEVEL 3-5 FLOOR PLAN

- 5.0 EXTERIOR ELEVATIONS
- 5.1 EXTERIOR ELEVATIONS
- 5.2 EXTERIOR MATERIAL
- 5.3 SHADOW STUDY
- 5.4 SITE SECTION
- 5.5 SITE SECTION
- 5.6 RENDERINGS



HARROW ROAD AFFORDABLE HOUSING

COVER SHEET

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE:
JOB NO. 20123

604 793 9445
soarchitects.com

Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2

Village of Pemberton
Development Services
7400 Prospect Street
Pemberton, BC V0N2L0

Re: Harrow Road Affordable Housing –Rezoning and Development Permit – Lot 2 District Lot 203 Lillooet District Plan KAP 56640 rezoning application for Sea to Sky Community Services Affordable Housing Project at Harrow Rd. and Pemberton Portage Rd.

Introduction

This letter is to support the Rezoning, and Development Permit Applications for a new five-storey mixed-use affordable housing building, located at Lot 2 District Lot 203 Lillooet District Plan KAP56640. The property is currently zoned as Tourism Commercial (C-2) and has a Gateway land use designation within the OCP.

This affordable housing project is owned and operated by Sea To Sky Community Services (SSCS). SSCS is a charitable organization established in 1978 whose mission is to provide high quality programs throughout the Sea To Sky Corridor that enhance the lives of residents at every age and stage of life. The organization offers early childcare development and education, social supports, mental health services, and affordable housing for low to moderate earners. The organization is looking to expand its housing services to Pemberton and is pleased to present an application for a new 5-storey, 63-unit affordable rental building on the corner of Harrow Rd. and Highway 99.

The proposed building includes 9,000 square feet of commercial space on the 1st floor with residential on floors 2-5. The ground floor commercial space will consist of two market commercial units and approximately 7,000 square feet of community service space to be programmed by SSCS. The project is being funded by BC Housing's Community Housing Fund and will offer units at affordable rates that are geared to seniors, people with disabilities, and low-income individuals and families.

SSCS believes that it is critically important to involve the Pemberton community in the proposed project. In advance of this submission, the organization underwent a community engagement process which consisted of an online survey and two virtual public information sessions to solicit feedback on the draft design (see What We Heard Report attached). Specific areas of focus in the engagement included opportunities for outdoor space and amenities, ground floor commercial space uses, and overall pros and cons of the project. In total, 684 people participated in the process and the submission package outlines the ways in which their feedback has been incorporated into the design.

Height Rationale

The project is requesting an increase in height to allow for a 5-storey building and a change of permissible uses to allow for mixed-use affordable rental housing with commercial and community service space on the ground floor. The subject site is currently zoned as Commercial, Tourism (C-2) which allows for tourism related uses such as a hotel, gas station, or drive through business, with a maximum height of 10.5 metres (3-storeys) and FSR of 1.5. The primary driver for the proposed height increase is a Flood Construction Level (FCL) of 209.25 metres and the inability to provide residential space below the FCL. The project team explored a 4-storey option with residential on the ground floor that would provide the same number of units, however due to the FCL constraints, the site would require 2.75 metres of fill to meet the FCL, resulting in a 4-storey building that differs in height from a 5-storey building by less than 5 feet (1.5 metres). A 5-storey option allows the project to deliver 63 units of housing plus commercial and community service space with only a nominal difference in height from a 4-storey option.

Inclusion of Ground Floor Commercial Space

The Ground Floor Commercial Space is critical to the project and the agency's success, and will support the needs of the community. Currently SSCS Pemberton office and programming space is running over capacity; the agency has new service opportunities that are limited due to facility space. A long-term relationship with the agency's current landlord has ended and SSCS no longer receives donations or funds to cover the operating costs, which has created a future risk to programming; the proposed project provides a timely opportunity to relocate SSCS offices, services, and programs. SSCS serves a large proportion of the Pemberton population: they have served over 40% of the population of Pemberton and the numbers are increasing on average by 8% year or year – SSCS is a critical front-line function and needs to keep pace with demand for social services. The proposed project both allows the agency to meet these critical social needs and establish a secure home of supports for those who need SSCS the most.

Supporting Analysis

Pemberton's Age-Friendly Housing Needs Assessment conducted in 2019 identified housing gaps in the Village for vulnerable residents (Village of Pemberton, Age-Friendly Housing Needs Assessment, 2019). The report concluded that there is a need in the Village for more accessible housing to enable independent living for seniors and persons with disabilities. The Report also identified a need for market rental housing based on feedback from stakeholders that many households are struggling to secure affordable and suitable rental accommodation in the Village. In addition to the Needs Assessment, the Village conducted the Affordable Housing Options Survey in January 2021 to gauge community perceptions about changes to housing form, density, and neighbourhood character that could enhance the ability to deliver affordable housing in Pemberton (Village of Pemberton, Affordable Housing Options Survey, 2021). The results of the survey showed that 93% of respondents believe that there is either a *significant* or *very significant* lack of affordable housing in Pemberton. 72% either *definitely agree* or *somewhat agree* that the Village should consider allowing an increase from 2-storeys to 3-storeys or higher for projects that are non-market. Furthermore, 81% of respondents either *definitely agree* or *somewhat agree* that an apartment building housing type are a good fit for Pemberton to provide more housing options.

The Age-Friendly Housing Needs Assessment and the Housing Options Survey demonstrate the need for affordable Housing in the Village and, based on the survey, present general community support for introducing new forms of housing to address this demand.

Supporting Policy

Based on the identified need for housing, the Village developed the Age-Friendly Affordable Housing Action Plan (Village of Pemberton, Age-Friendly Affordable Housing Action Plan, 2019). The proposed project aims to address the undersupply of affordable housing as identified in the Plan and supports the Plan's four goals as outlined below.

VILLAGE OF PEMBERTON AGE-FRIENDLY AFFORDABLE HOUSING ACTION PLAN GOALS	PROJECT ALIGNMENT
1. Prioritize affordable housing	The Village is accepting and prioritizing the application for a rezoning and DP.
2. Encourage housing design to meet changing household needs and allow seniors to age-in-place.	The Project includes a diverse array of unit types to meet different household needs. This includes, 31 one-bedroom units, 24 two-bedroom units, and 8 three-bedroom units. 87% of the units are adaptable and 13% are accessible.
3. Focus on addressing housing needs for low to moderate income households	Units will be set at affordable rates set by BC Housing and eligibility will be based on household income.
4. Foster collaborative partnerships to address housing issues and related social infrastructures	SSCS is partnering with BC Housing through the Community Housing Fund and with the Village of Pemberton to make the project viable.

The Plan also identifies the housing gaps in Pemberton and outlines six population groups who are particularly affected by the housing issues in the village: low-income seniors, moderate-income seniors, low-income households, moderate-income households, persons with disabilities, and persons experiencing homelessness or at-risk of homelessness. The design of the proposed project and its rental model can accommodate the needs of all six of these vulnerable groups through the provision of fully accessible units and rental rates that target low to moderate income individuals and which are secured by covenant to ensure long-term affordability.

Design

The design of the project is influenced by the principles in Village of Pemberton's Official Community Plan, the results of the Housing Options Survey, and SSCS's pre-application community engagement. The site features a green buffer of trees living around the north, east, and south edges, allowing the building to blend with the surrounding nature while also shielding residents from the busy highway. The building is located on the southeast corner of the lot, providing enough space between the neighbouring houses and the building while also taking advantage of the available outdoor space for amenities and parking spaces.

With a welcoming main entrance highlighted by a large canopy, the building was designed with accessibility in mind. Tucked away on Harrow Road, the main entrance is accessible by those driving, biking, or walking. The site design also connects to the existing trail along Arn Canal and a nearby bus stop, allowing for cyclists and pedestrians to access the site from the east. The sidewalk leads to the building

entrance and public spaces, allowing for visitors and residents to approach the building as pedestrians or cyclists. The building and surrounding spaces are designed to follow Crime Prevention Through Environmental Design principles, such as the addition of large windows to allowing a connection with the outside environment while also providing an opportunity for natural surveillance of the public spaces located to the west of the building.

The building's aesthetic form is simple and functional, with facades comprised of several textures and natural tones. The colours are in harmony with local area, displaying hues of white, grey, and wood tones. Exterior wall undulation reveals an inset of wood tone both at the ground level and on the balconies. These elements combined provide a greater sense of human scale. Materials are chosen to be durable for the longevity of the project and to withstand the local climate.

Land use designation is Gateway per the Official Community Plan. Situated along Highway 99, the project presents a strong sense of arrival to Pemberton. This proposed design meets the requirements and OCP designation design criteria.

The Flood Construction Level (FCL) was determined by Frontera Geotechnical to be 209.25m for the site, while the current grade is approximately 206.0m throughout the site. The project proposes Main Building Elevation (MBE) to be 207.5m, leaving the ground floor for more public spaces and storage areas, and protecting residential units, mechanical, and electrical rooms on the second floor and above. The project is therefore requesting an exemption to allow for commercial and amenity space below the FCL. This exemption is supported by Frontera Geotechnical's Flood Hazard Report, provided that the project follows the design requirements outlined in the Report. Stormwater management is a key component in the design. Retention tanks will be installed underground to allow for proper drainage on the site. The landscape buffer to the north is a rain garden, which will also filter stormwater while also providing visual separation. The surface parking lot is designed to support the residents, users, and visitors. It allows for firetruck access and a loading dock. Snow storage is placed around the site to accommodate for heavy snowfall during the winter months.

As BC Housing is one of the main partners of this development, this design aligns with the BC Housing Design Guidelines and Construction Standards 2019. Within these standards, it is required that the location of this project must meet sustainable and energy targets of Step Code 4, BCBC. The main goals of the BC Housing standards are to incorporate longevity, durability, sustainability, and cost-effective principles into housing projects.

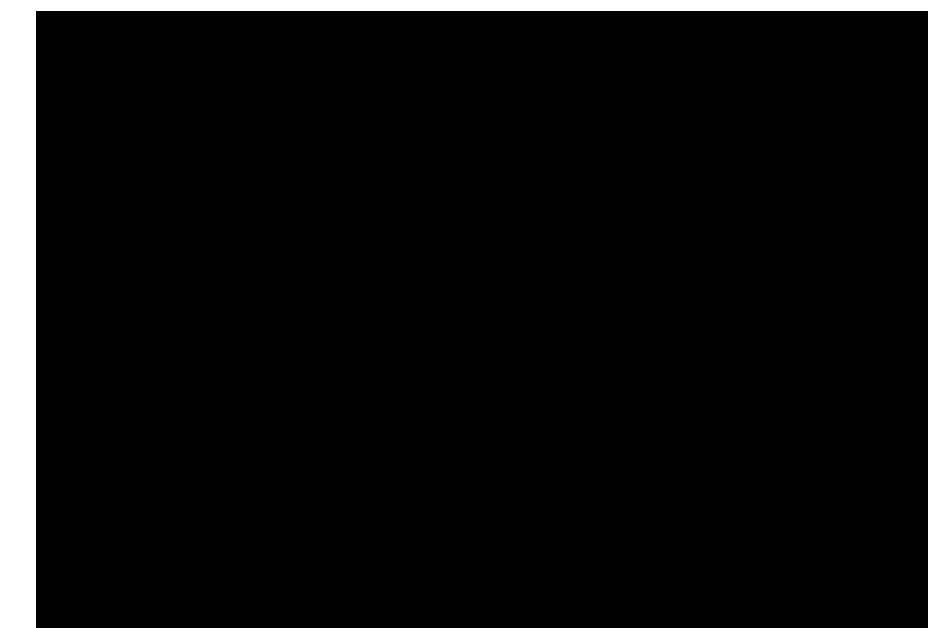
Conclusion

The project team is pleased to propose a project that will help address the housing issues identified by the Village and that will respond to the Village's Age-Friendly Affordable Housing Plan. We are therefore requesting a Rezoning to allow for the proposed use and density which is required to make the project viable.

This proposal is cohesive with the surrounding nature, providing age-friendly outdoor amenity spaces, affordable housing, offices, and commercial spaces for the community. It demonstrates that the site and landscape consider safety of the residents, respect for neighbouring properties, and stormwater management. Additionally, it interweaves the pedestrians and cyclists with site, utilizing local trails by providing stronger connection points and creating pedestrian and cyclist friendly paths.

Thank you for taking the time to review this application. Please contact us if you have any questions. We are looking forward to further engaging with the community on the project and are committed to working with the Village of Pemberton through the process.

Regards,



Justin Dyck
Station One Architects

INTRODUCTION

HARROW ROAD AFFORDABLE HOUSING

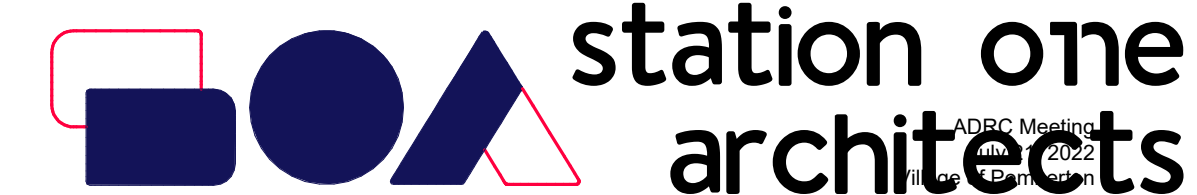
LOT 2 HARROW ROAD, PEMBERTON

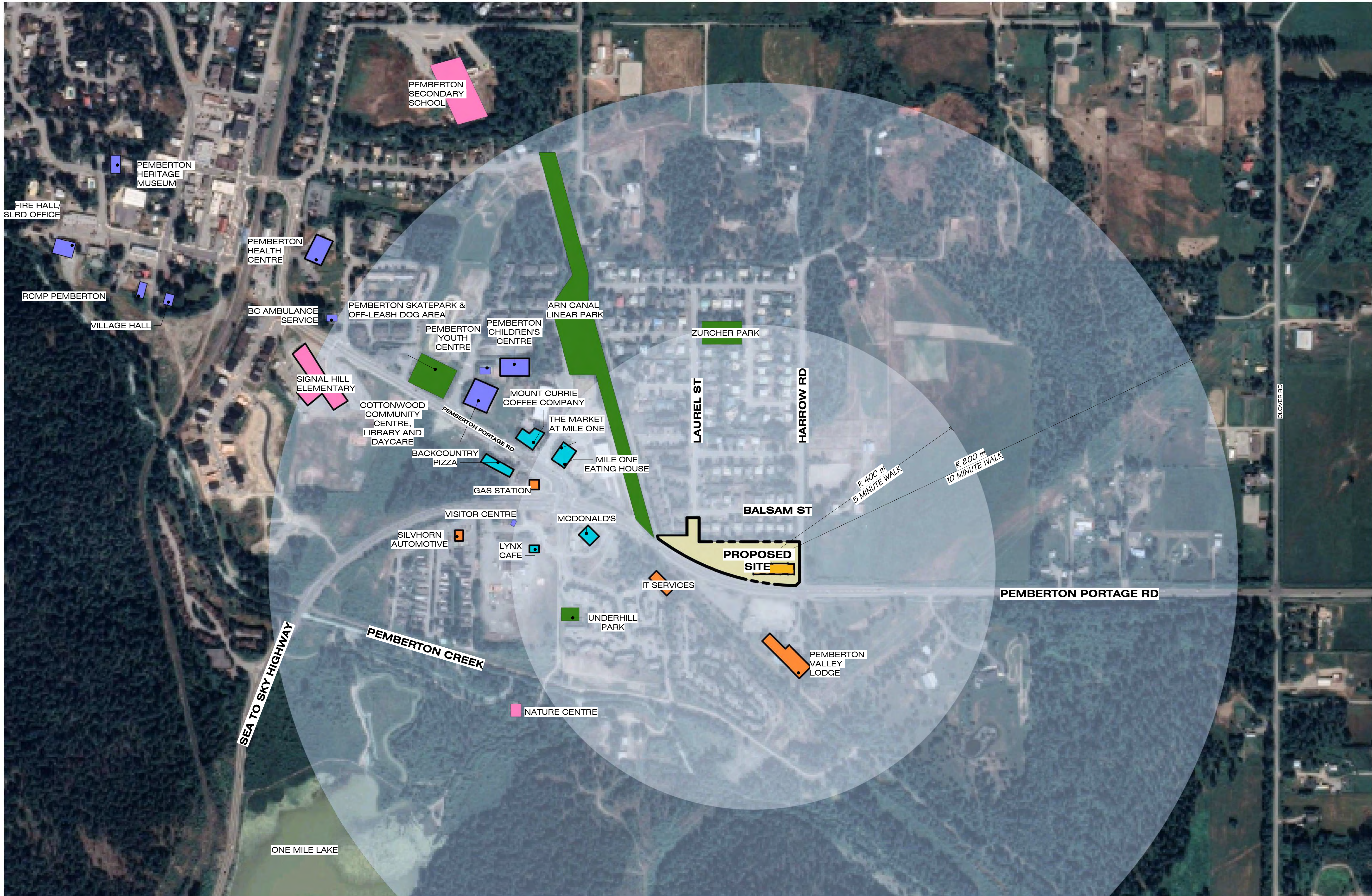
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Abbotsford
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V2S 2E2





SITE CONTEXT	
■	FOOD (GROCERY, CAFE, RESTAURANT)
■	EDUCATION (SCHOOLS, CLASSES)
■	COMMUNITY USE (LIBRARY, CENTRE)
■	BUSINESS
■	PROPOSED BUILDING
■	VILLAGE PARK



SITE CONTEXT PLAN
HARROW ROAD AFFORDABLE HOUSING

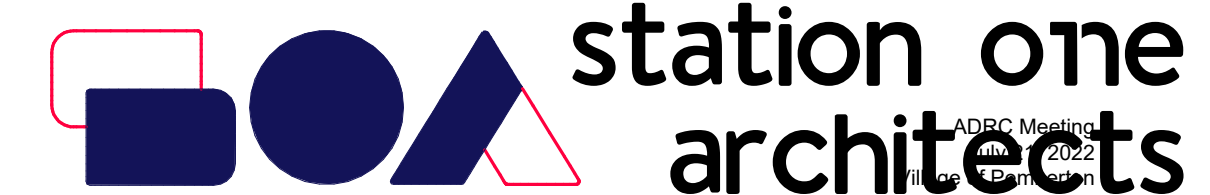
LOT 2 HARROW ROAD, PEMBERTON

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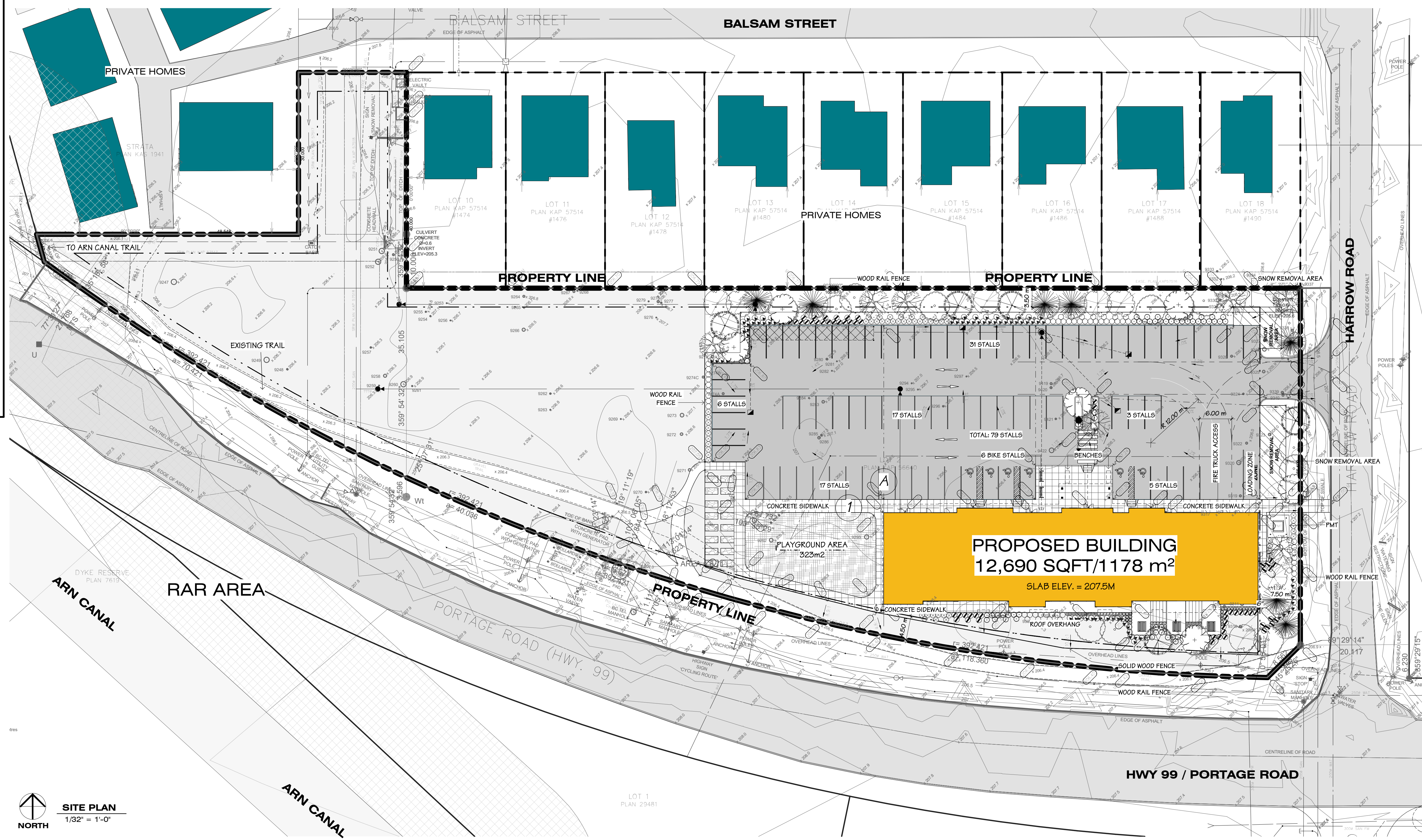


PROJECT DATA	
CIVIC ADDRESS:	LOT 2 DISTRICT LOT 203 LILLOET DISTRICT PLAN KAP56640
LEGAL DESCRIPTION:	LOT 2 DISTRICT LOT 203 LILLOET DISTRICT PLAN KAP56640
STANDARD:	VILLAGE OF PEMBERTON
SITE AREA GROSS:	12,326M ² (132,678 SQFT / 1.23 HA)

ZONING BYLAW REVIEW	
NEW ZONE:	SPECIAL ZONE
15.2) ZONE INTENT:	SPECIAL ZONE
15.2.5) LOT SIZE REGULATIONS:	
PROPOSED:	12,326M ² (132,678 SQFT)
15.2.6) BUILDING REGULATIONS:	
PROPOSED:	9.5%
MINIMUM SETBACKS:	
FLL PROPOSED:	7.5M
ELL PROPOSED:	4.5M
ILL PROPOSED:	4.1M
RLL PROPOSED:	N/A
PROPOSED BUILDING HEIGHT:	19 M
OFF-STREET PARKING BYLAW REVIEW - SECTION 8 - PARKING REQUIREMENTS:	
STANDARD STALLS:	
TOTAL PROPOSED:	.75 STALLS PER 1BED AFFORDABLE MARKET RENTAL DU X 9 DU = 7 STALLS 1.4 STALLS PER 2BED AFFORDABLE MARKET RENTAL DU X 7 DU = 10 STALLS 1.75 STALLS PER 3BED AFFORDABLE MARKET RENTAL DU X 2 DU = 4 STALLS
TOTAL PROVIDED:	51 STALLS
VISITOR PARKING STALLS:	
TOTAL PROPOSED:	0.06 STALLS PER DU X 63 DU = 4 STALLS
TOTAL PROVIDED:	4 STALLS (TO BE SHARED WITH COMMERCIAL)
NEIGHBOURHOOD COMMERCIAL USE PARKING STALLS:	
TOTAL PROPOSED:	0.027 STALLS PER 1M ² X 714 M ² OF SSSS PROGRAMMING SPACE = 19 STALLS 0.0357 STALLS PER 1M ² X 129 M ² OF MARKET COMMERCIAL RETAIL = 5 STALLS
TOTAL PROVIDED:	24 STALLS
TOTAL PARKING PROVIDED:	79 STALLS
DISABILITY PARKING STALLS REQUIRED:	
TOTAL REQUIRED:	51-80 REQUIRED PARKING STALLS: 3 PARKING STALLS
TOTAL PROVIDED:	6 STALLS
PARKING SPACE SIZE:	
REQUIRED WIDTH:	3.05M
REQUIRED WIDTH (ACC):	4.0M
REQUIRED LENGTH:	6.10M
REQUIRED SMALL VEHICLE LENGTH:	4.6M
DRIVE AISLE WIDTH:	6.4M
8.11) SMALL VEHICLE PARKING:	(b) 33% OF REQUIRED PARKING REDUCED TO 4.6M IN LENGTH
8.7)	(a) WHERE A MULTIPLE FAMILY BUILDING IS SUBJECT TO A HOUSING AGREEMENT FOR THE PROVISION OF AFFORDABLE PURCHASED OR RENTAL HOUSING, THE PARKING RATIOS MAY BE REDUCED BY 0.25 STALLS PER UNIT
8.1)	(g) ALL MULTIPLE UNIT RESIDENTIAL AND MIXED-USE RESIDENTIAL AND COMMERCIAL DEVELOPMENT SHALL PROVIDE BICYCLE PARKING AT A RATE OF 20% OF THE REQUIRED VEHICLE PARKING. 75 STALLS X 20% = 15 BICYCLE PARKING 60 INDOOR AND 6 OUTDOOR BICYCLE STALLS PROVIDED.

UNIT SYNOPSIS							
UNIT TYPE	BEDROOMS	2nd FLOOR	3rd FLOOR	4th FLOOR	5th FLOOR	TOTAL	AREA
A	1 BED (ADAP)	4	4	4	4	16	538 SF
B	1 BED (ADAP)	0	1	1	1	3	552 SF
C	1 BED (ADAP)	1	1	1	1	4	569 SF
D	1 BED (ACC)	2	2	2	2	8	581 SF
E	2 BED (ADAP)	2	2	2	2	8	757 SF
F	2 BED (ADAP)	1	1	1	1	4	760 SF
G	2 BED (ADAP)	2	2	2	2	8	755 SF
H	2 BED (ADAP)	1	1	1	1	4	752 SF
K	3 BED (ADAP)	2	2	2	2	8	914 SF
TOTAL						63	
ADAP = ADAPTABLE UNITS		% OF TOTAL ADAPTABLE UNITS = 87%					
ACC = ACCESSIBLE UNITS		% OF TOTAL ACCESSIBLE UNITS = 13%					

SITE SYMBOL LEGEND		
	GRID REFERENCE	
	ROOM MARKER	
	SECTION MARKER	
	DETAIL MARKER	
	PROPERTY LINE	
	SETBACK LINE	
	MISC. SYMBOLS	
	HOSE BIB	
	RAIN WATER LEADER	
	GAS BIB	
	C.B.	CATCH BASIN. SEE CIVIL
	L.D.	LAWN DRAIN. SEE CIVIL
	LT	LIGHT FIXTURE. SEE ELECTRICAL
	FENCE	



SITE PLAN
HARROW ROAD AFFORDABLE HOUSING
 LOT 2 HARROW ROAD, PEMBERTON

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SUMMARY - WHAT WE HEARD

WHAT WE HEARD	RESPONSE	REF. PAGE
Concerns about there being sufficient parking for future residents and visitors and the possibility of overflow parking in the neighbourhood.	An independent traffic engineer has provided a parking recommendation specific to the building use and tenure. The recommendation takes into consideration the proximity of the building to amenities and the target population for the units. The project is providing 4 more stalls than the engineer's recommendation. SSCS also offers the Better at Home program for seniors and those with disabilities who cannot drive. The program provides transportation to attend appointments, pick up meds and groceries. Additionally, commercial stalls will be shared with visitors in an effort to keep parked cars off the streets.	2.3
Concerns about visual overlook from the building to the single-family homes on Balsam.	The building and parking lot have been shifted to the south and the landscaped buffer along the north edge of the site has been expanded.	2.2
Concerns around stormwater mitigation and the risk of flooding in the Glen posed by the building.	The civil engineer has recommended a stormwater retention design which will capture stormwater on site and help redirect runoff from entering neighbouring properties or into an overwhelmed city drainage system in a heavy rain event.	2.5
Concerns about the safety of pedestrians in accessing the town centre from the building as there are not extensive transit options in Pemberton.	The project is proposing an off-site path along Hwy 99 for pedestrians and cyclists that aligns with the Village's future transportation infrastructure plans.	1.0 SITE PLAN
Concerns about the safety of children due to proximity to the Highway.	A fence will be installed around the building to provide a barrier from the building to the Highway.	2.2
Concerns about fire truck access.	The parking lot is designed to accommodate fire truck access and exit as per BC Building Code.	2.4
Pemberton's tallest building is 4 storeys, why does this building have to be 5 storeys?	A residential building with 4 storeys would have to be built up higher with 2.75 metres of soil in order to meet the flood construction level. By incorporating commercial space on the ground floor, it acts as a flood buffer, and the residential portion can be elevated above the flood construction level without large amounts of soil. This means that a 5 storey mixed-use building is only 4'-9" (1.4m) taller than a 4storey residential building.	2.1
The building footprint should be spread out so that it's shorter in height.	By building up instead of wide, we will provide ample outdoor space for residents and ensure construction and operating costs are manageable and sustainable. Building up also means we can maximize the number of affordable housing units we are proposing; this is a unique opportunity for a small community to add much needed affordable rentals. Currently there are only 30 non-market rental units in all of Pemberton, this project will more than triple the number of affordable rentals available to families, seniors and people with disabilities.	1.0 SITE PLAN 2.2 3.0-3.2 FLOOR PLANS
This location is so far from the town centre, why build it here?	SSCS and the Village of Pemberton worked hard to find a site that is convenient and financially and operationally feasible. Due to a lack of municipal land, the partners worked together to assess private properties for sale. The property was chosen based on lot size, location, and cost. The proposed site is within a 10 minute walk (800 metres) of the elementary school, community centre, and commercial and retail services, and will be well connected by a multi-use path. SSCS programs offer some transportation services and as a social service agency will advocate for local and regional transit services	0.2 CONTEXT MAP
Buildings in the flood plain have to mitigate against flood hazards. Why is commercial allowed on the ground floor?	A flood hazard assessment has been conducted by a qualified professional recommending that commercial (non-habitable) space on the ground floor will be safe if proper design measures are taken, including: all mechanical and electrical systems are located on the second or higher storey and foundation construction meets the minimum required level, among others. The building design has incorporated all recommendations and will be applying for an exemption for the commercial space based on this professional report.	2.1 3.0-3.2 FLOOR PLANS
Why is it important for SSCS to relocate their space here?	SSCS's relationship with a long-term landlord and donor ended in 2021, and the future of the agency's existing lease is insecure. In addition, Pemberton and Area is rapidly growing and demand for social services is increasing by over 8% year over year. There is a need to expand our existing service space in order to meet the community's growing demand.	3.0-3.2 FLOOR PLANS
Desire for a community garden on the site. (53% of survey respondents identified a Community Garden as a moderate to high priority for the development).	The project is providing a community garden for residents to the west of the building.	2.2
Desire for green space (74% of survey respondents indicated that green space is a high priority or very high priority for the development).	The landscape design includes a green buffer on the north edge of the site and a green space to the south of the building to soften the edge between the highway and the residences.	2.2
Desire for child care space (60% of survey respondents identified child care as a high priority or very high priority for the development).	While the program for the ground floor community space has not yet been determined, the project is requesting child care as a permitted use in the rezoning.	1.0 SITE PLAN 3.0 LEVEL 1 FLOOR PLAN
Desire for a Playground (43% of survey respondents identified a playground as a high priority or very high priority for the development).	The design includes a children's playground to the west of the building.	2.2



SUMMARY - WHAT WE HEARD

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

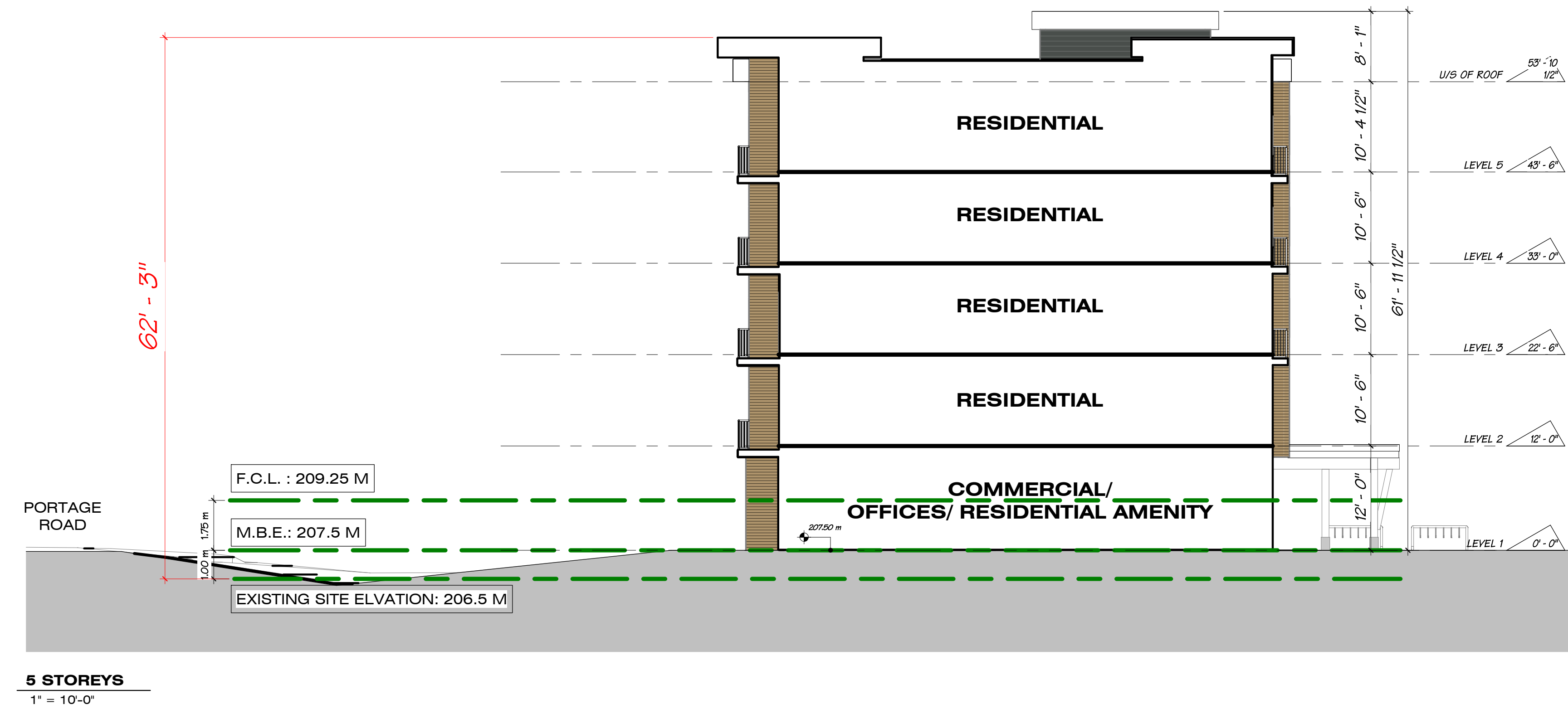
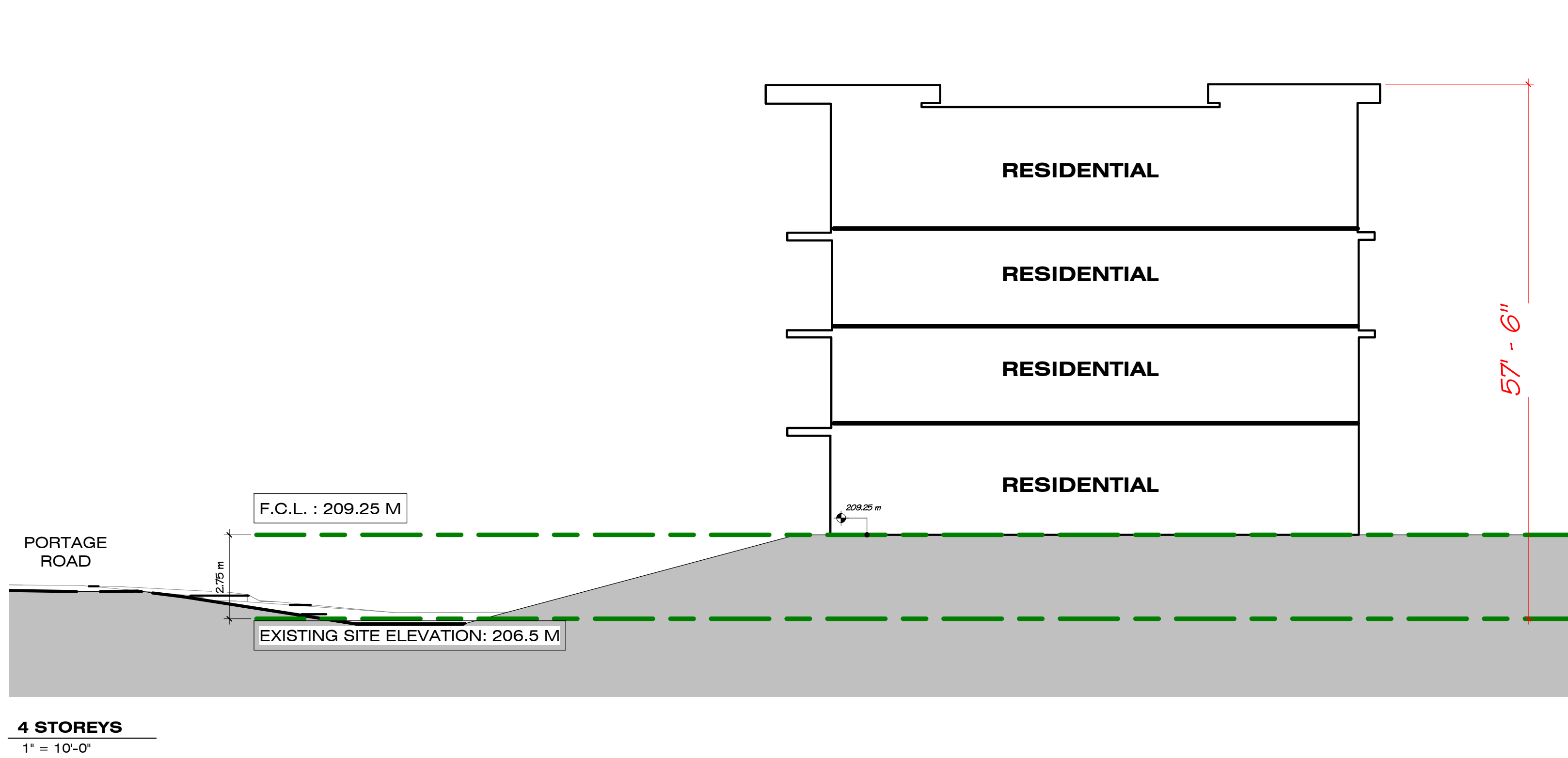
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WHAT WE HEARD: WHY NOT A 4-STOREY BUILDING? DIFFERENCE BETWEEN TOTAL BUILDING HEIGHT IS 4'-9".



BUILDING HEIGHT

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

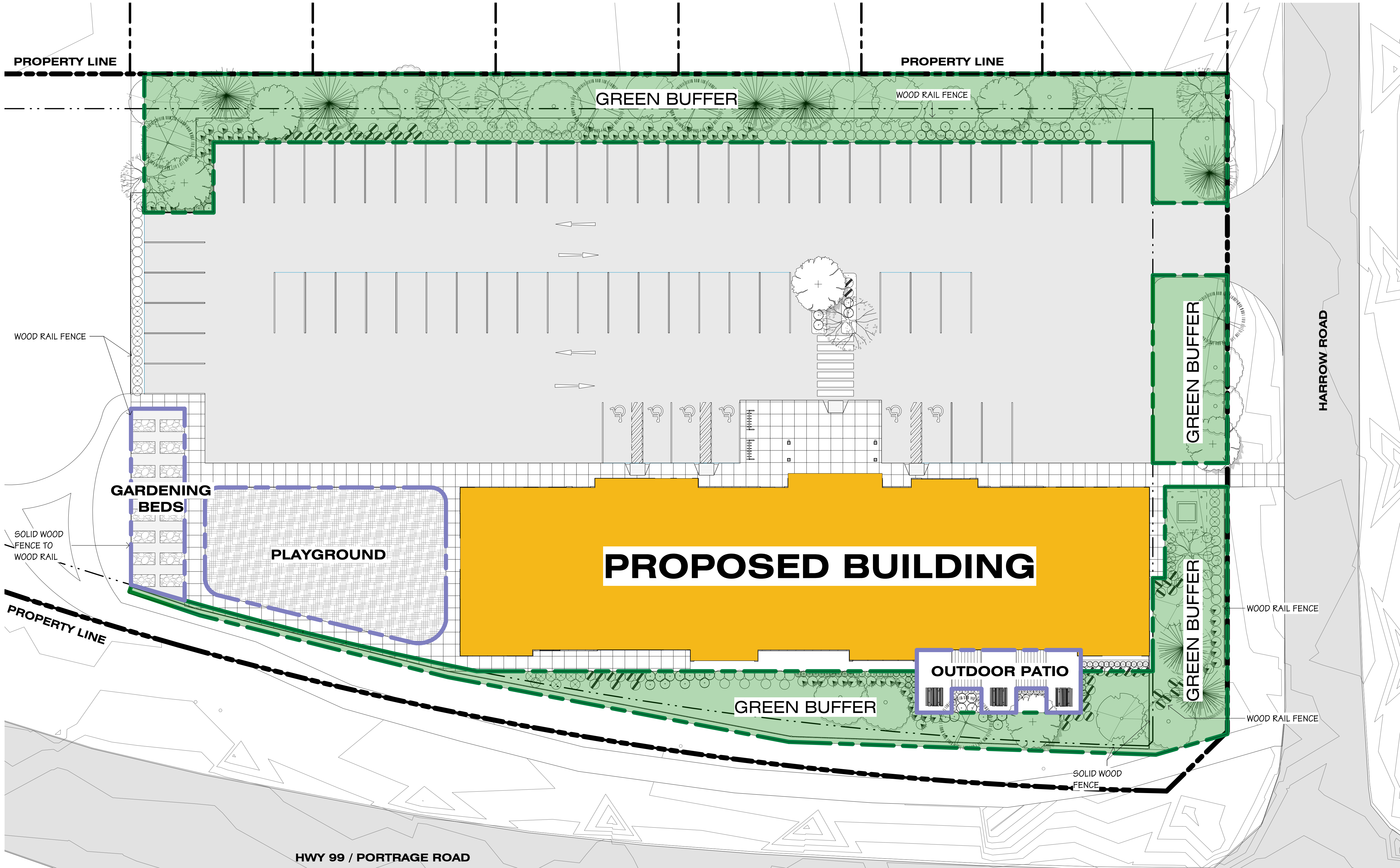
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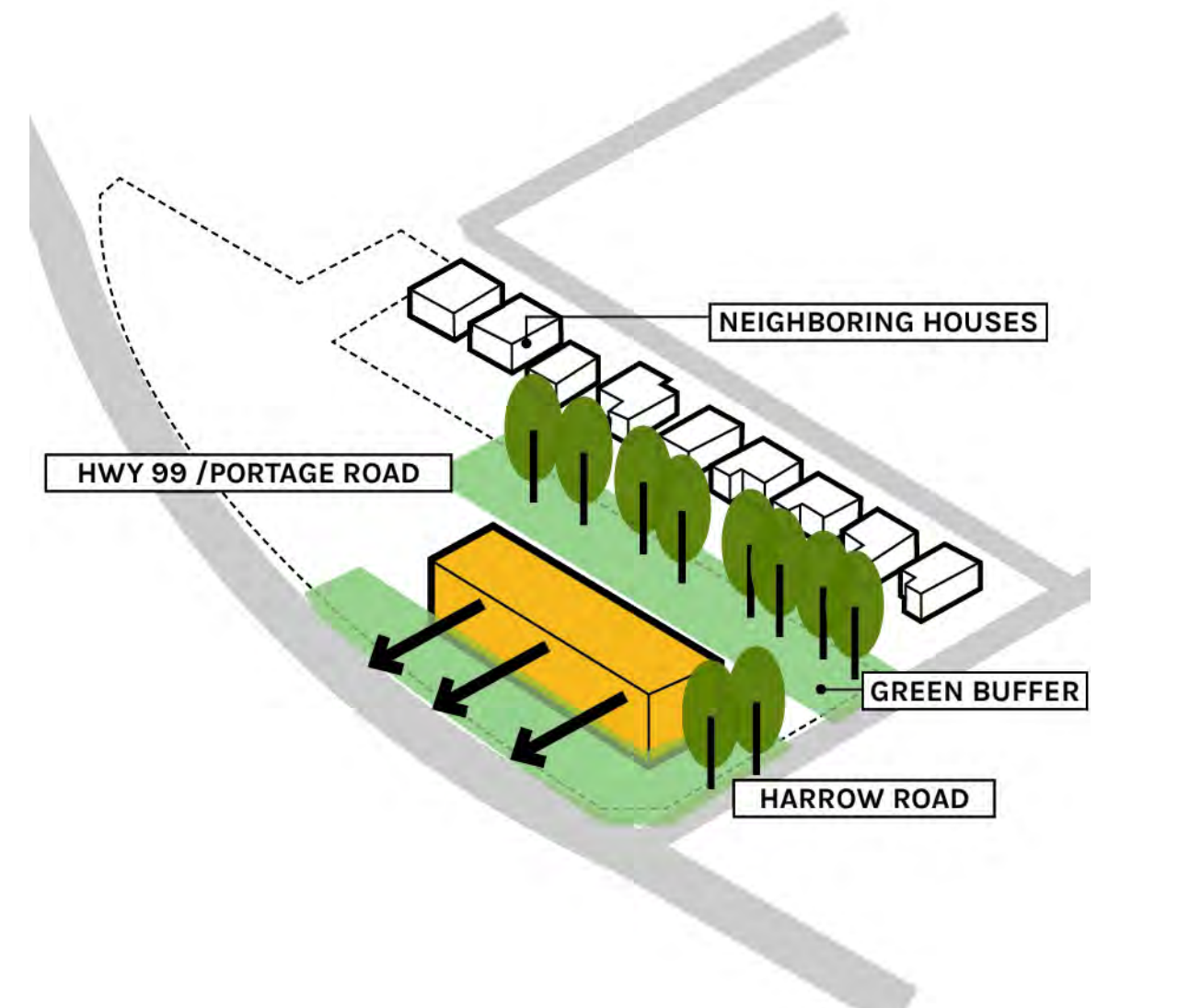
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WHAT WE HEARD: CONCERNS REGARDING SEPARATION BETWEEN NEIGHBOURHOOD, HWY, AND SITE



LINETYPE LEGEND	
	GREEN BUFFER
	OUTDOOR AMENITIES
	PROPERTY LINE
	SETBACK



GREEN BUFFER & PUBLIC SPACE

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

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WHAT WE HEARD: CONCERNS REGARDING PARKING

AN INDEPENDENT TRAFFIC ENGINEER HAS PROVIDED A PARKING RECOMMENDATION SPECIFIC TO THE BUILDING USE AND TENURE. THE RECOMMENDATION TAKES INTO CONSIDERATION THE PROXIMITY OF THE BUILDING TO AMENITIES AND THE TARGET POPULATION FOR THE UNITS. THE PROJECT IS PROVIDING 3 MORE STALLS THAN THE ENGINEER'S RECOMMENDATION.

SSCS ALSO OFFERS THE BETTER AT HOME PROGRAM FOR SENIORS AND THOSE WITH DISABILITIES WHO CANNOT DRIVE. THE PROGRAM PROVIDES TRANSPORTATION TO ATTEND APPOINTMENTS, PICK UP MEDS AND GROCERIES.

THE FOLLOWING IS A BREAKDOWN OF PARKING STALLS:

OFF-STREET PARKING BYLAW REVIEW - SECTION 8 - PARKING REQUIREMENTS:

STANDARD STALLS:

TOTAL PROPOSED:

.75 STALLS PER 1BED AFFORDABLE MARKET RENTAL DU X 9 DU = 7 STALLS
 1.4 STALLS PER 2BED AFFORDABLE MARKET RENTAL DU X 7 DU = 10 STALLS
 1.75 STALLS PER 3BED AFFODABLE MARKET RENTAL DU X 2 DU = 4 STALLS

.5 STALLS PER 1BED RENT GEARED TO INCOME DU X 16 DU = 8 STALLS
 1.1 STALLS PER 2BED RENT GEARED TO INCOME DU X 12 DU = 13 STALLS
 1.2 STALLS PER 3BED RENT GEARED TO INCOME DU X 4 DU = 5 STALLS

0 STALLS PER 1BED DEEP SUBSIDY/SHELTER DU X 16 DU = 0 STALLS
 0 STALLS PER 2BED DEEP SUBSIDY/SHELTER DU X 16 DU = 0 STALLS
 0 STALLS PER 3BED DEEP SUBSIDY/SHELTER DU X 16 DU = 0 STALLS

TOTAL PROPOSED:

47 STALLS

TOTAL PROVIDED:

51 STALLS

VISITOR PARKING STALLS:

TOTAL PROPOSED:

0.06 STALLS PER DU X 63 DU = 4 STALLS

TOTAL PROVIDED:

4 STALLS (TO BE SHARED WITH COMMERCIAL)

NEIGHBOURHOOD COMMERCIAL USE PARKING STALLS:

TOTAL PROPOSED:

0.027 STALLS PER 1M2 X 714 M2 OF SSCS PROGRAMMING SPACE = 19 STALLS

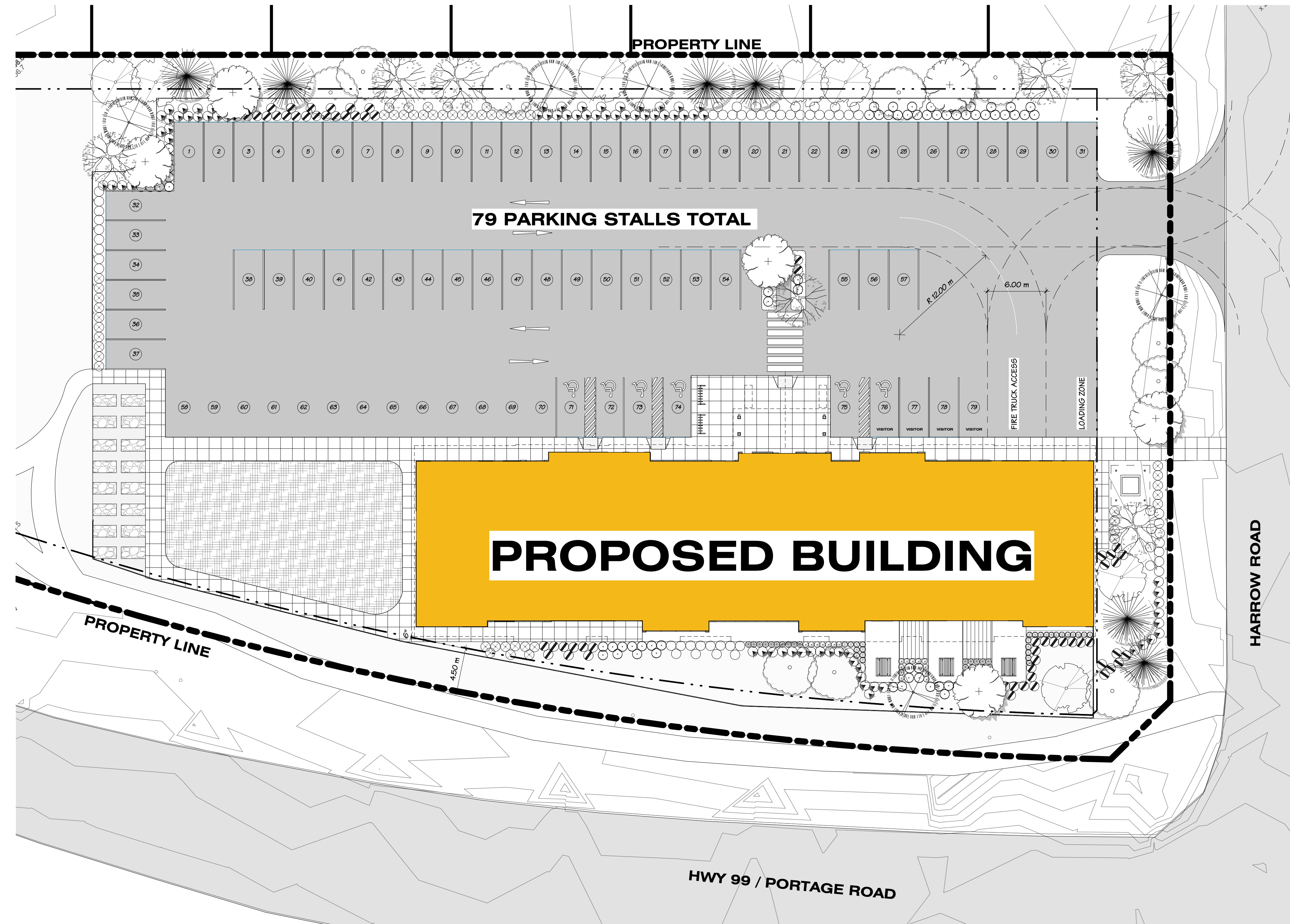
0.0357 STALLS PER 1M2 X 129 M2 OF MARKET COMMERCIAL RETAIL = 5 STALLS

TOTAL PROVIDED:

24 STALLS

TOTAL PARKING PROVIDED:

79 STALLS



PARKING

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

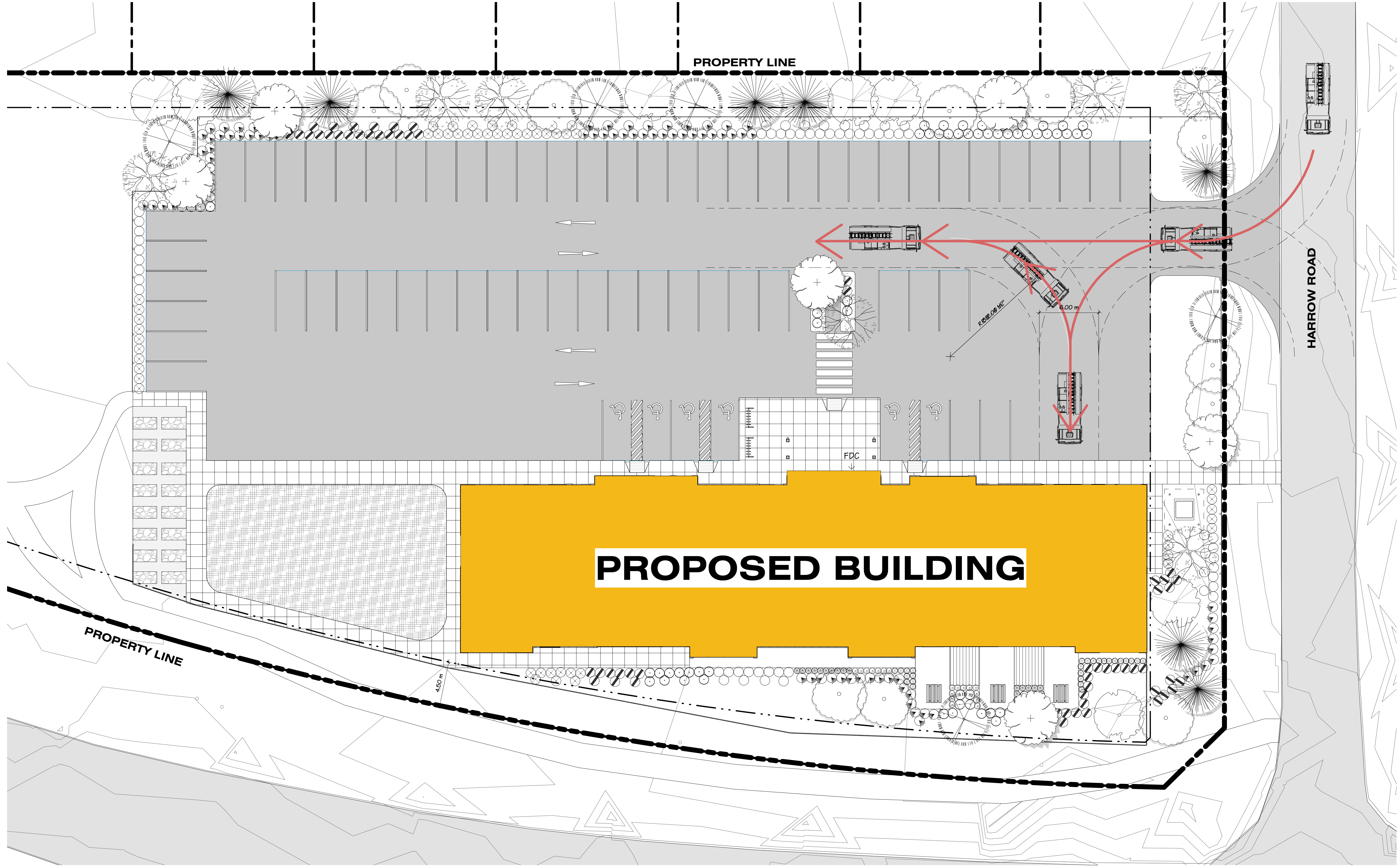
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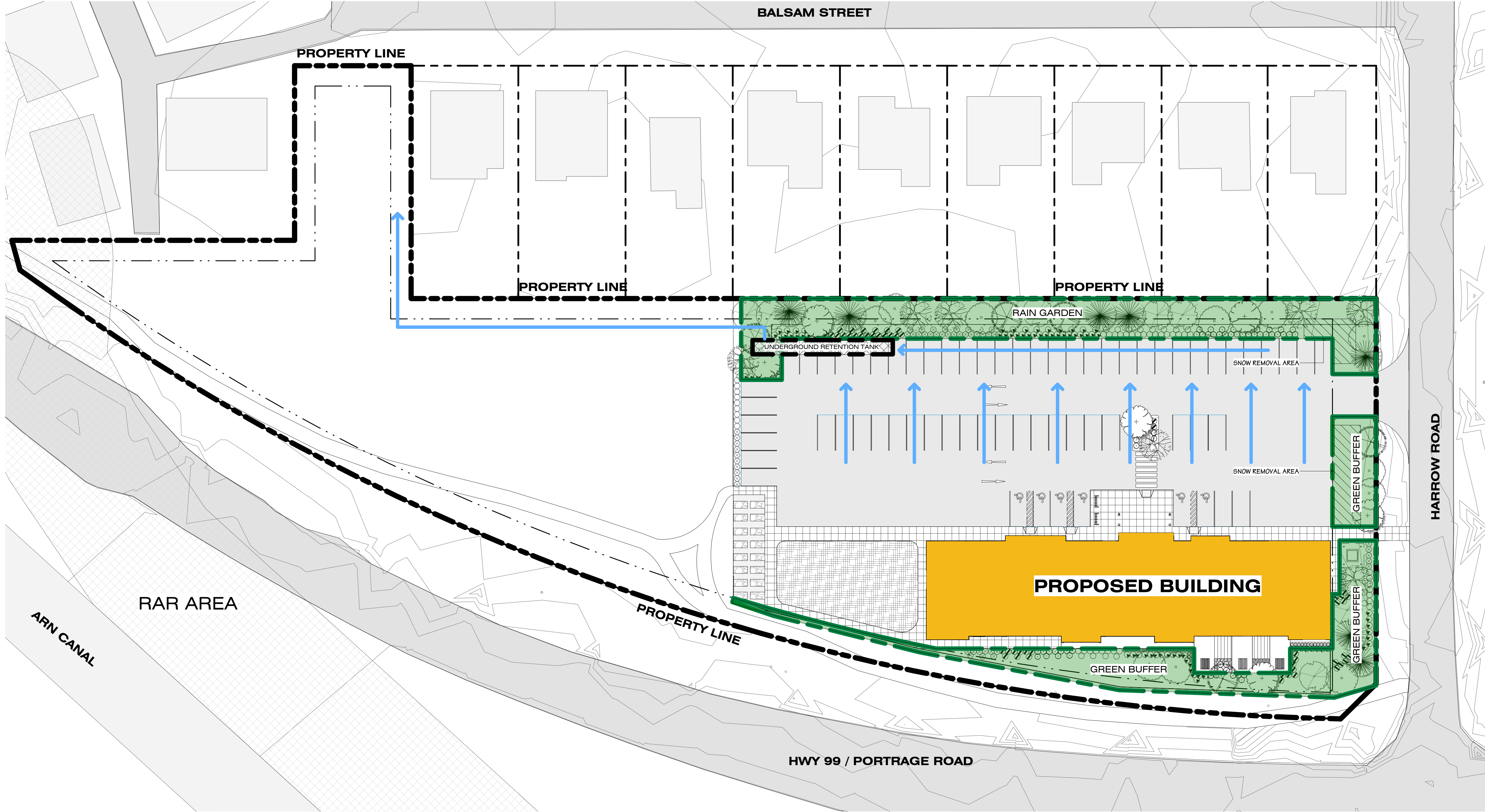
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WHAT WE HEARD: WILL FIRE TRUCKS BE ABLE TO ACCESS THE BUILDING?

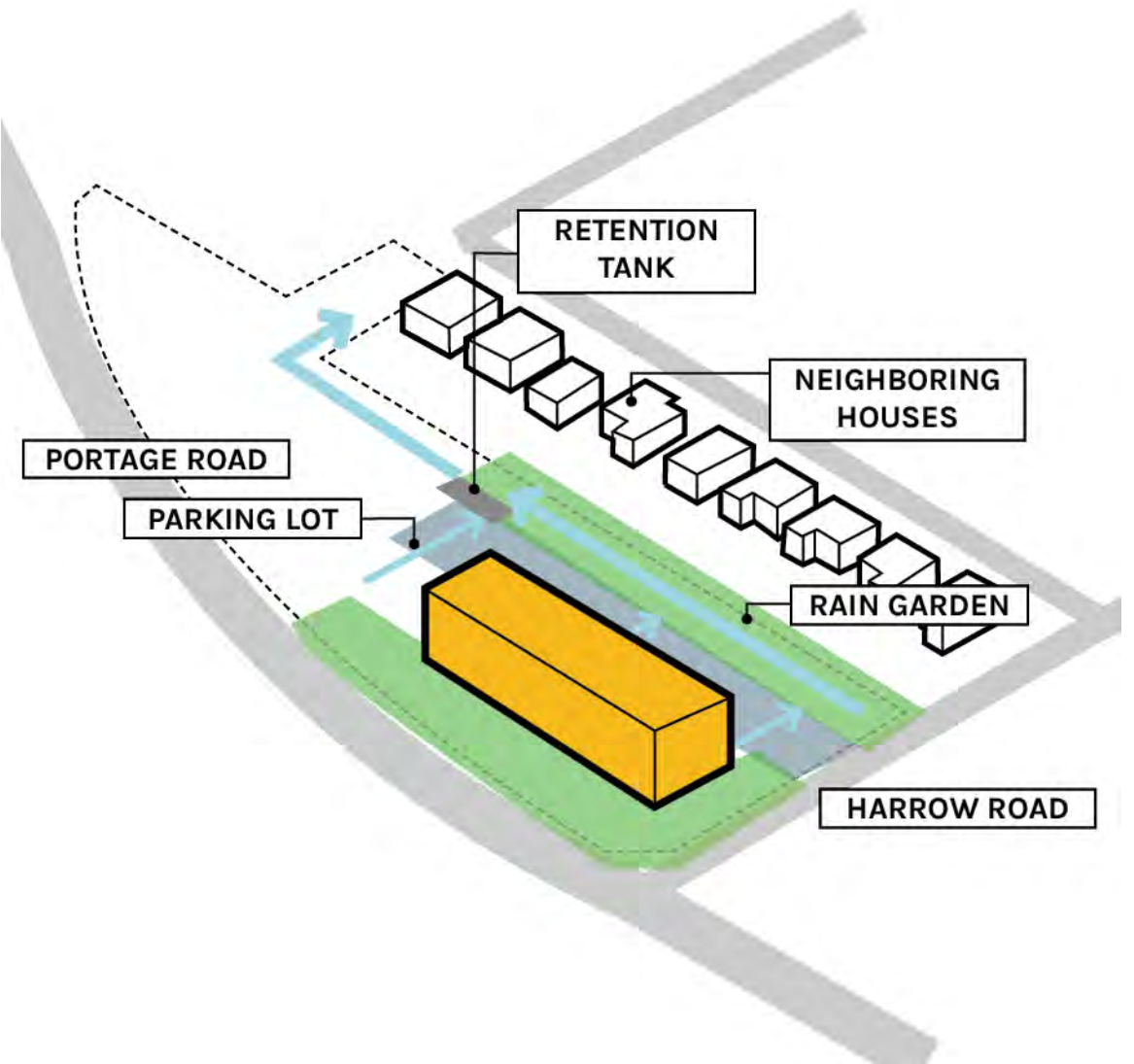


THE FOLLOWING DEMONSTRATES THAT PARKING LOT DESIGN IS SUFFICIENT FOR FIRE TRUCK ACCESS.

WHAT WE HEARD: STORMWATER MANAGEMENT



LINETYPE LEGEND	
	GREEN BUFFER
	STORMWATER
	PROPERTY LINE
	SETBACK



STORMWATER MANAGEMENT

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE As indicated
JOB NO. 20123

604 793 9445
soarchitects.com

Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2



SYMBOL LEGEND			
1	GRID REFERENCE	EXTERIOR ELEVATION MARKER	DOOR MARKER
		ELEVATION NUMBER	ELEVATION NUMBER
		SHEET NUMBER	SHEET NUMBER
Room name	ROOM MARKER	INTERIOR ELEVATION MARKER	WINDOW MARKERS
	ROOM NAME	ELEVATION NUMBER	ALUMINUM WINDOW
	ROOM NUMBER	SHEET NUMBER	STEEL WINDOW
	SECTION MARKER		WALL MARKERS
	SECTION NUMBER		WALL TYPE
	SHEET NUMBER		
	DETAIL MARKER	NOTE: FOR FIRE RATING, SEE A0.3 LEGEND	
	DETAIL NUMBER		
	SHEET NUMBER		
		SYMBOL INDICATES ADDITIONAL SPRINKLERHEADS REQUIRED BY CODE ALTERNATIVE SOLUTIONS. REFER TO CODE CONSULTANT DRAWINGS.	
			MISC. SYMBOLS
			HB HOSE BIB
			R-FE RECESSED FIRE EXTINGUISHER
			S-FE SEMI-RECESSED FIRE EXTINGUISHER
			FD FLOOR DRAIN
			FE WALL-MOUNTED FIRE EXTINGUISHER
			HD HAND DRYER
			CG CORNER GUARD
			RWL RAIN WATER LEADER
			CB CATCH BASIN
			FD FLOOR DRAIN

USE LEGEND

- 1-BEDROOM
- 1-BEDROOM ACC.
- 2-BEDROOM
- 3-BEDROOM
- AMENITY
- CIRCULATION
- SERVICES



LEVEL 2 FLOOR PLAN
HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE As indicated
 JOB NO. 20123

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SYMBOL LEGEND			
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ROOM NUMBER	SECTION NUMBER	SHEET NUMBER	STEEL WINDOW
SECTION NUMBER	SHEET NUMBER		WALL MARKERS
10	SECTION MARKER		WALL TYPE
10	SHEET NUMBER		
10	DETAIL MARKER		
10	DETAIL NUMBER		
10	SHEET NUMBER		
		NOTE: FOR FIRE RATING, SEE A0.3 LEGEND	
			USE LEGEND
			1-BEDROOM
			1-BEDROOM ACC.
			2-BEDROOM
			3-BEDROOM
			AMENITY
			CIRCULATION
			SERVICES
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			HD HAND DRYER
			CG CORNER GUARD
			RWL RAIN WATER LEADER
			CB CATCH BASIN
			FD FLOOR DRAIN



LEVEL 3
1/8" = 1'-0"

LEVEL 3-5 FLOOR PLAN
HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE As indicated
JOB NO. 20123

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soarchitects.com

Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2



EXTERIOR FINISH SCHEDULE

- 1 BRICK, MUTUAL MATERIALS, COAL CREEK
- 2 FIBRE CEMENT PANEL SMOOTH FINISH, JAMES HARDIE, WHITE
- 3 FIBRE CEMENT PANEL SMOOTH FINISH, JAMES HARDIE, CHARCOAL
- 4 FIBRE CEMENT LAP SIDING, JAMES HARDIE, DARK GRAY
- 5 FIBRE CEMENT LAP SIDING, JAMES HARDIE, GRAY
- 6 FIBRE CEMENT BOARD AND BATTEN, JAMES HARDIE, WHITE
- 7 FIBRE CEMENT BOARD AND BATTEN, JAMES HARDIE, GRAY
- 8 FIBRE CEMENT LAP SIDING, JAMES HARDIE CEDAR MILL FINISH, WOOD LOOK
- 9 GLULAM STAINED
- 10 ARCHITECTURAL CONCRETE, PAINTED



EAST ELEVATION
1/8" = 1'-0"



NORTH ELEVATION
1/8" = 1'-0"

SIGNAGE
(NAME TBC)

EXTERIOR ELEVATIONS

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE 1/8" = 1'-0"
JOB NO. 20123

604 793 9445
soarchitects.com

Chilliwack
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Abbotsford
203-2190 W. Railway St
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EXTERIOR FINISH SCHEDULE

- 1 BRICK, MUTUAL MATERIALS, COAL CREEK
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- 8 FIBER CEMENT LAP SIDING, JAMES HARDIE CEDAR MILL FINISH, WOOD LOOK
- 9 LULLAM STAINED
- 10 ARCHITECTURAL CONCRETE, PAINTED



WEST ELEVATION
1/8" = 1'-0"



SOUTH ELEVATION
1/8" = 1'-0"

EXTERIOR ELEVATIONS
HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE 1/8" = 1'-0"
JOB NO. 20123

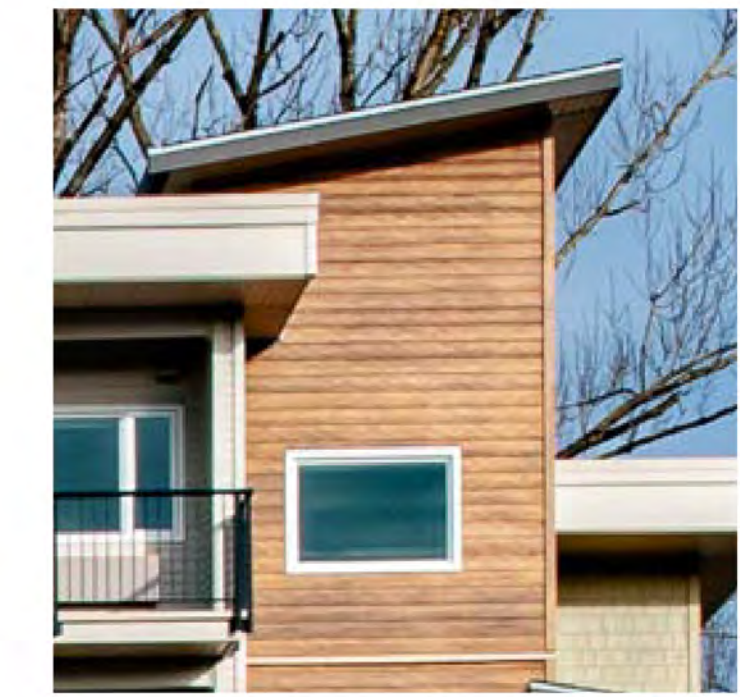
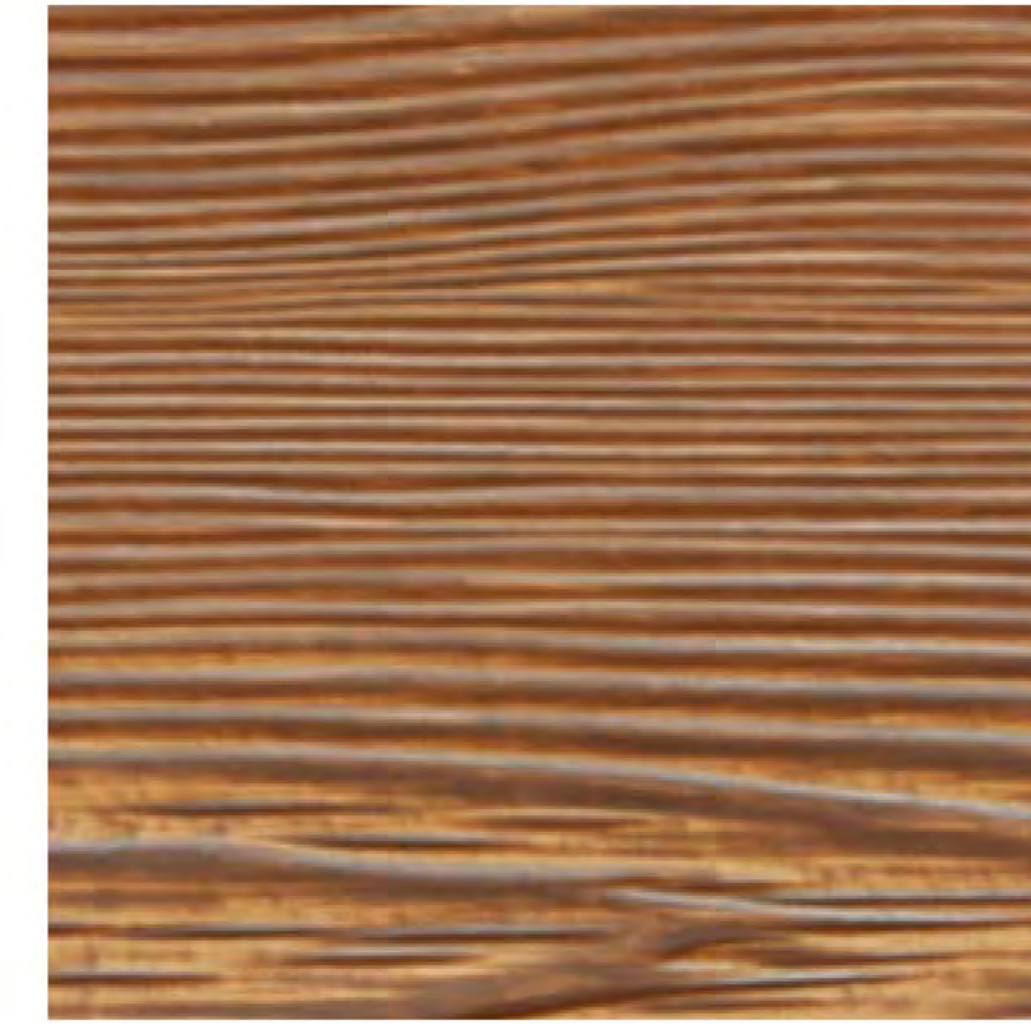
604 793 9445
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Chilliwack
9355 Young Rd
V2P 4S3

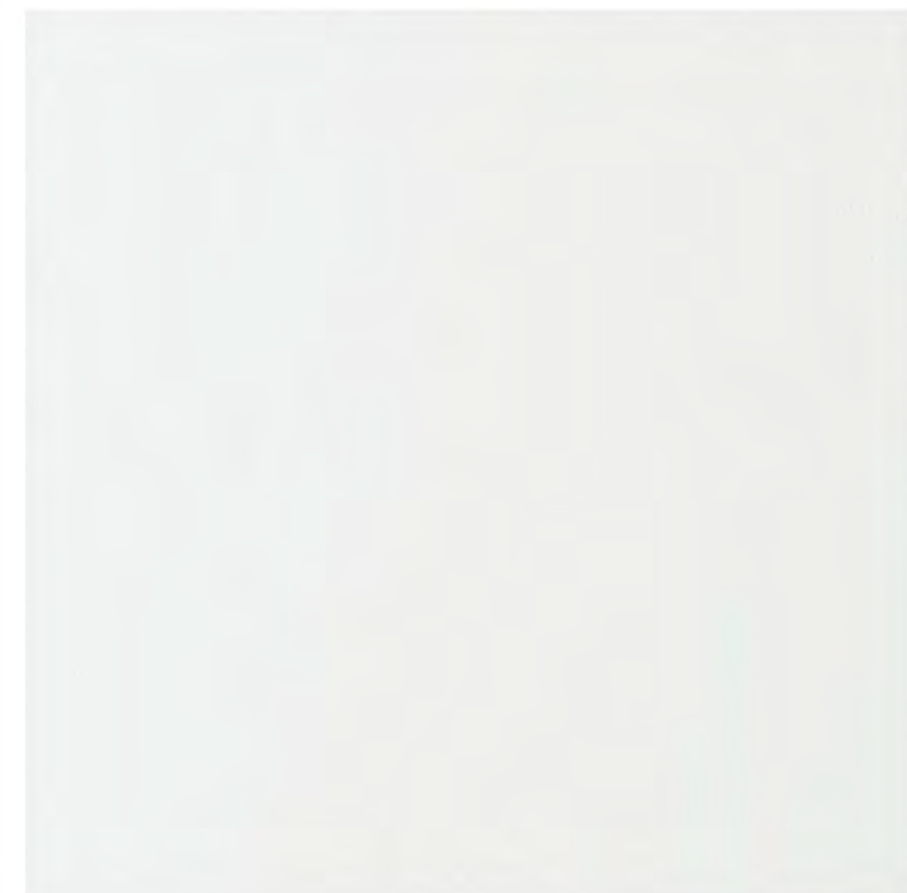
Abbotsford
203-2190 W. Railway St
V2S 2E2



1 BRICK | MUTUAL MATERIALS | COAL CREEK



2 LAP SIDING | JAMES HARDIE WOODTONE | SUMMER WHEAT



ARCTIC WHITE | SMOOTH FINISH



IRON GREY | SMOOTH FINISH



3 FIBER CEMENT PANEL SMOOTH FINISH | JAMES HARDIE | ARCTIC WHITE, IRON GREY



PEARL GREY | SELECT CEDAR MILL



IRON GREY | SELECT CEDAR MILL



4 LAP SIDING | JAMES HARDIE | PEARL GREY, IRON GREY



IRON GREY | SMOOTH FINISH



ARCTIC WHITE | SMOOTH FINISH



5 BOARD AND BATTEN | JAMES HARDIE | ARCTIC WHITE, IRON GREY

EXTERIOR MATERIAL

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE
JOB NO. 20123

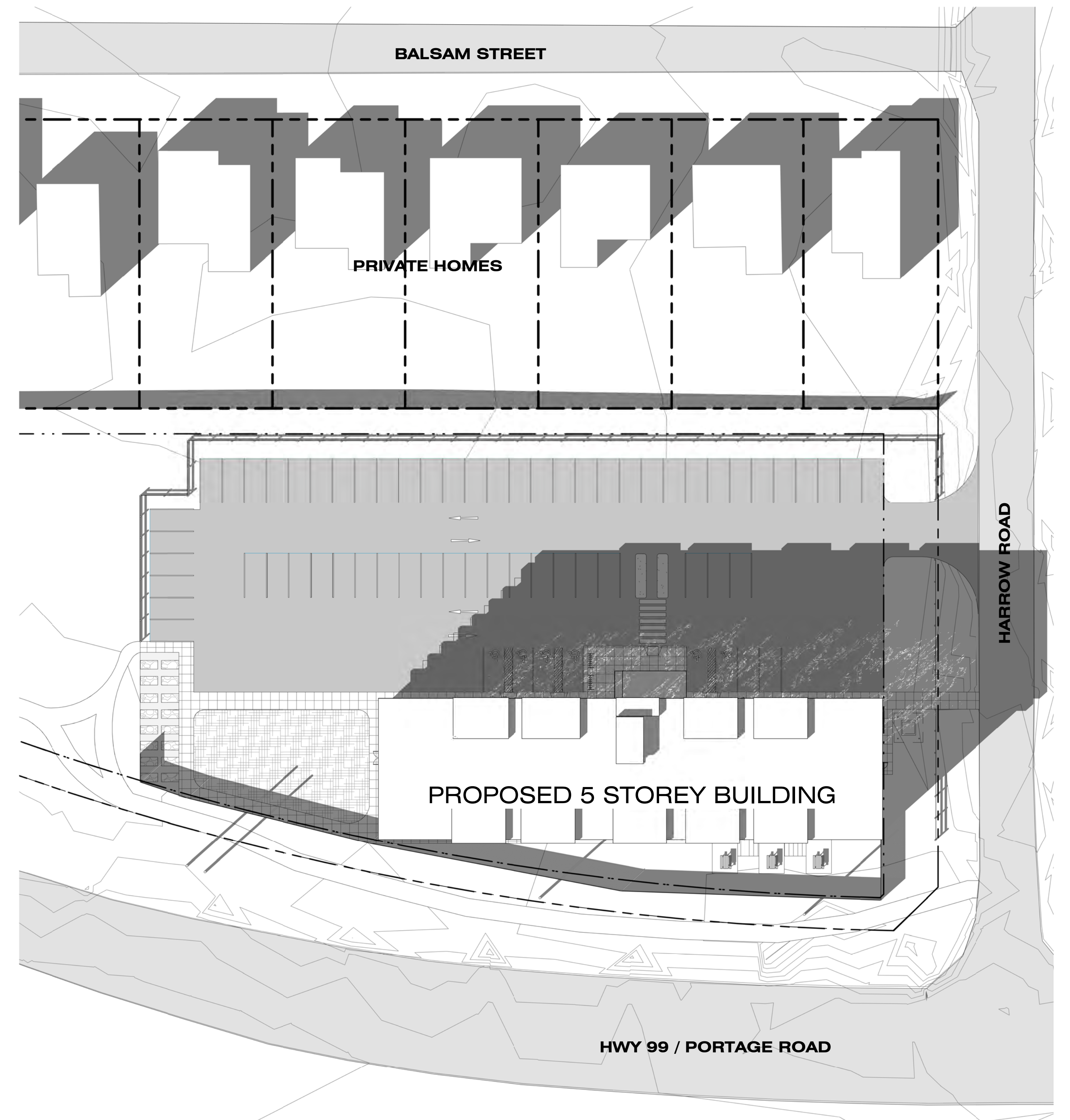
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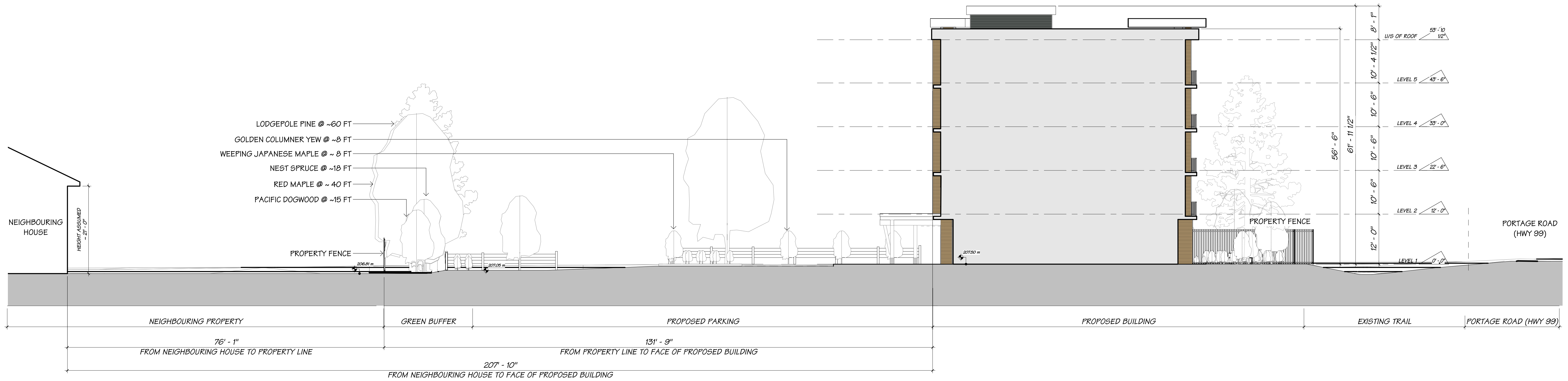
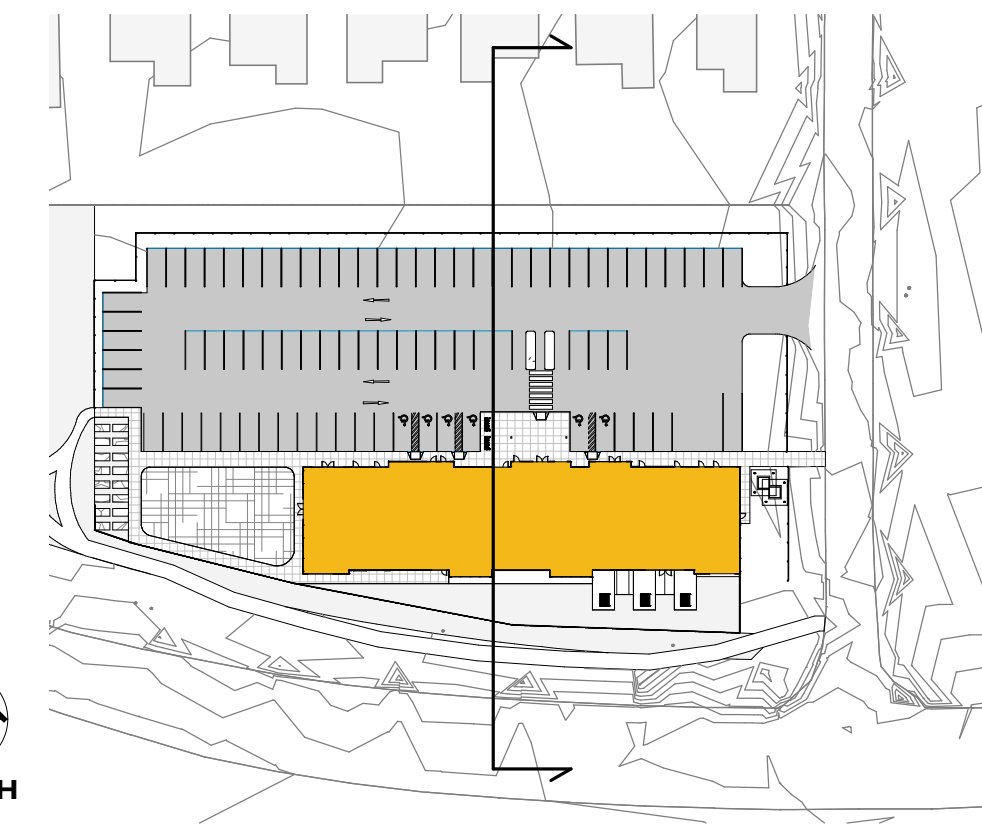
Abbotsford
203-2190 W. Railway St
V2S 2E2




SHADOW STUDY, 9AM MARCH 21 / SEPTEMBER 21
 1/32" = 1'-0"




SHADOW STUDY, 3PM MARCH 21 / SEPTEMBER 21
 1/32" = 1'-0"



SITE SECTION 02
3/32" = 1'-0"

SITE SECTION
HARROW ROAD AFFORDABLE HOUSING
 LOT 2 HARROW ROAD, PEMBERTON

SCALE As indicated
 JOB NO. 20123

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Chilliwack
 9355 Young Rd
 V2P 4S3

Abbotsford
 203-2190 W. Railway St
 V2S 2E2



EXTERIOR ELEVATION LOOKING FROM PROPERTY TO THE NORTH



VIEW FROM HARROW ROAD



VIEW FROM PORTAGE ROAD



VIEW OF FRONT ENTRANCE

RENDERINGS

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE
JOB NO. 20123

604 793 9445
soarchitects.com

Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2

Date: July 21, 2022
To: Advisory Design Review Commission
From: Scott McRae, Manager of Development Services
Subject: Major Development Permit No.88 –LiveShare

PURPOSE

The purpose of this report is to present to the Advisory Design Review Commission (ADRC) an application for Major Development Permit No.88 for the co-living affordable housing project known as “Liveshare”. The application is for one multi-family residential apartment building for 64 co-living studio units in a 22,090 square foot, three storey building.

The application has been submitted under the requirements of the Village of Pemberton Official Community Plan Development Permit Area Guidelines which require Development Permits to regulate the form and character of multi-family buildings. Accordingly, the application will be assessed against the Development Permit No.6 Multi-Family and/or Commercial Development Permit Area Guidelines.

SITE DESCRIPTION

The subject property is located at 7340 Crabapple, immediately east of the Gateway mixed residential-commercial building. The site is 1,960 square metre or 21,097 square feet in size and is currently disturbed land from previous development proposals.

The site is bordered by The Gateway mixed-use building to the west, and the Orion rental apartment building to the east. The new Mountainside townhouse complex is opposite the subject lands.

BACKGROUND

The subject lands were previously approved as a second building forming part of the Gateway development. However, the second phase did not proceed, and the lands have sat vacant since. The lands are used as informal parking for adjacent commercial uses and are disturbed by previous development efforts. The land currently slopes steeply from the Crabapple Court cul-de-sac and are at the parkade level of the Gateway building.

The existing Gateway building was approved with a substantial parking deficiency of 14 parking stalls. At the time of approvals, these stalls were secured by restrictive covenant as an obligation of the subject lands. As described later, the present application attempts to provide additional commercial parking, or shared parking, as part of the subject development.



Figure 1: Location Plan

PROPOSAL DESCRIPTION

Development Concept

The LiveShare application represents the proposed introduction of a unique housing form in Pemberton. The general concept is to create a cooperative living environment in a studio rental unit form. Each studio will be approximately 300 square feet and include a kitchenette, sleeping and washroom facilities. Cooking facilities, amenity space, and other common areas will be shared cooperatively for building residents. The intent is to create an alternative form of affordable housing, increasing the spectrum of affordable rental offerings in Pemberton.

The application is to create a new three-storey studio apartment building of 64 residential units over structured parking. Large common cooking and amenity facilities will be cooperatively shared with the 64 units. The Applicants have indicated that they intend to develop the building as a purpose-built rental building, which will be a consideration of Council through a separate

Housing Agreement Bylaw review. The Housing Agreement will be a prior-to final Development Permit issuance requirement.



Figure 2: Rendering of Portage Road Frontage

The proposed development will be accessed from a single access off Crabapple Court. There is a combination of surface parking and under-building parking. The under-building parking provides 25 parking stalls and is accessed through the neighbouring Gateway building by way of access agreement as originally contemplated in the two-phase Gateway development. There is additional bicycle/motorcycle parking in the parkade level. The surface lot is intended to be shared parking with the adjacent commercial development, providing commercial parking during business hours and resident parking in the evenings. The proposal results in a parking variance which is discussed in greater detail in the variance section of this report.

Description of Form and Character

Cornerstone Architecture has prepared form and character drawings included in Appendix 1. The building has been designed to relate to the Gateway building, but with a simpler architectural approach. The flat-roof design is anchored by some of the vertical architectural elements in the first Gateway building and utilizing the existing parkade entrance will reduce the visual impacts of the parkade.

The Portage Road frontage will provide stairped pedestrian access to Portage Road, and similarly, the building will be accessed from the parking area at the Crabapple Court entrance.

The subject property is zoned Portage Road Commercial (C-3). The following is an assessment of the proposal in the context of the Zoning Bylaw No.832, 2018 requirements:

Regulation	Bylaw Standard	Proposed	Variance Required
Maximum Density	1.5 FAR	1.05 FAR	
Maximum Lot Coverage	50%	40%	
Minimum Front Setback, Principal Building	4.5 m	4.5 m	A Variance of 0.205 m is required for the building frontage
Minimum Rear Setback	3 m	4.5 m	
Minimum Interior Side Setback	2 m	3 m	
Minimum Exterior Side Setback	4.5 m	N/A	
Maximum Building Height, Principal	10.5 m	TBC	

Parking Analysis and Variance

Parking is accommodated in an under-building parking structure accessed from Crabapple Court through the existing Gateway building. Additional surface parking is provided. The following parking analysis is based on the bylaw.

STALL TYPE	BYLAW REF.	DENSITY	REQUIREMENT RATE (1)	REQUIREMENT	PROPOSED
Residential	8.3 & 8.7	64 x studio units	1 space per unit	64 spaces	37 spaces
Residential Visitor	8.3		0 spaces per unit	0 spaces	0 spaces
Car Share	n/a		n/a	n/a	4 spaces
TOTAL				64 SPACES	41 SPACES

(1) Parking ratios reduced by 0.25 in accordance with Section 8.7 of the Zoning Bylaw.

The proposed development proposes a variance to the Village of Pemberton parking standards from the 64 stalls to 41 stalls as shown on the parking plan. There are limitations to additional on-site parking due to limited site circulation and the size of the underground parking structure.

Additionally, as mentioned, there is a covenant obligation to provide 14 stalls in support of the neighbouring commercial. The proposed solution is shared parking made available as commercial parking during business hours and resident parking overnight. Enforcement would be done by the resident manager of the building who will be on-site and coordinating this and the other cooperative parts of the building.

The proposed parking variance has been the subject of two Committee of the Whole (CoW) discussions and the CoW has recommended to Council that the application proceed based on the nature of the development, which is not anticipated to generate as much parking demand as required by the bylaw and some of the offsetting approaches taken to reduce the need for personal vehicle use.

In support of the parking variance requested for the project, the Bunt and Associates submission cites the *Resident Parking in Market Rental Sites by Unit Size (bedrooms)* dataset which suggests a parking demand of 0.47 stalls per unit for this housing form. Though the comparables are likely

from more urban municipalities with different attributes than Pemberton, the notion is that this housing form may require less than one stall per unit parking supply as required in the bylaw.

Further, the Applicants are proposing the following contributions to provide alternative modes of transportation to personal/individual automobiles:

- Shared bicycle fleet of 10 bicycles owned and managed by LiveShare;
- Car-share program of four 7-8 passenger AWD vehicles for use by residents;
- LiveShare Community App, which is an app available to LiveShare residents to arrange ride-shares.

In terms of area parking, the report notes several opportunities the Village may explore or undertake to increase street-parking in the area. The first is the previously mentioned municipal parking lot/park-and-ride located on Lot 13, which is in comfortable walking distance from the Crabapple Court neighbourhood. The second is enhanced street parking in the area, particularly on a seasonal basis.

The Applicant, at CoW direction, is exploring other means to ensure the impacts of the proposed variance are mitigated. The variance decision will ultimately be a decision of Council at the time the DP application is considered.

The Zoning Bylaw also requires certain features in the parking structure to accommodate accessible parking, electric vehicle parking, bicycle parking, and a limitation on the proportion of small car stalls permitted.

Parking Requirement	Bylaw Requirement	Required	Proposed
Accessible stalls	3 Stalls for parking lots between 61-80 Stalls	1	1
EV Parking	1 per every 10 stalls	2 covered 1 surface lot	TBC
Bicycle Parking	20% of the amount of vehicle parking required	13	38
Small Car Parking	Max 33% of stalls	Not more than 21 stalls	2 structure 2 surface

COMPLIANCE WITH DEVELOPMENT PERMIT GUIDELINES

The subject property is situated within three Development Permit Areas No. 6 Multi-Family and/or Commercial Development. The DPA No. 6 guidelines address the form and character of multi-family buildings, and particularly address siting, building form, open spaces, circulation & parking, and streetscape improvements & landscaping. The guidelines can be found in the Village of Pemberton’s Official Community Plan, Section 7.0 – Development Permit Area Guidelines.

The Advisory Design Review Commission shall review the proposal against the guidelines and provide comments on compliance with DPA No. 6.

The following table summarizes Staff’s initial review of the application against the applicable DPA guidelines:

Applicable Guideline	Comments
Objectives: 7.4.4.1	
Create livable attractive neighbourhoods	The proposed apartment building will introduce a unique housing form with units and if secured through housing agreement, the purpose-built rental building will contribute to livability. The central location of the site, and the proximity to services and schools enhances livability.
Provide visual and physical cohesiveness that reflect our small-town character	The building is scaled to three storeys and is consistent with the low-scale nature of multi-family buildings in Pemberton.
Guidelines: 7.4.4.2	
a) Siting: minimize direct visual intrusion to surrounding homes, through balconies, decks, patios, screening, off-setting windows	The orientation of the building with frontage along Portage Road in the same orientation as the neighbouring building, combined with the limited development potential of adjacent lands satisfies this guideline.
b) Building Form: break up larger buildings; ensure reflects the scale and character of area, provide sufficient and secured exterior accessed storage	The visible front façade of the building utilizes vertical plantings, and architectural elements to minimize visual impacts. Colour is also used to demarcate different building elements
c) Open Spaces: designed to accommodate passive and/or recreational activities <ul style="list-style-type: none"> • Outdoor open space for each unit • Fences only if they contribute to the attractiveness of neighbourhood and will be durable 	Individual balconies or open spaces are challenging given the form of development and size of the units. This is considered a trade-off for the affordable housing contribution to the community
d) Circulation and Parking: internal and external circulation, parking and servicing is important:	The parking structure will be enclosed and fully screened from the view of the street. Garbage facilities will be determined

<ul style="list-style-type: none"> • Situate parking areas as minor component of site when viewed from street • Fully screen all exterior services, such as garbage within an enclosure and landscaping 	
<p>e) Streetscape Improvements and Landscaping: should provide amenities for residents and surrounding neighbourhood</p> <ul style="list-style-type: none"> • Install landscaping along all property lines, except access • Provide irrigation for all landscaped areas (except natural areas) • Utilize landscaping to provide definition for pedestrian corridors and defining private or semi-private spaces • Accommodate grading on property, minimizing cut and fill, retaining walls are discouraged. • Incorporate landscaped areas within parking lots to break up large, paved areas and winter snow-storage areas. 	<p>The streetscape and landscape identified on the site plan does provide landscape buffers and streetscape improvements on the perimeter of the building and surface parking area. Additional details are required.</p>

CONCLUSION

In summary, the amended proposal is generally compliant with the DPA guidelines.

It would be appropriate for the ADRC to provide any recommendations to Council it sees fit in the form of a resolution as follows:

That the Advisory Design Review Committee recommends that Council support proposed amendment to Development Permit No. 88 “LiveShare” subject to the following recommendations:

- {To be added}

Attachments:

- A. *Architectural Drawings*



1 Context Plan
Scale: 1:1000

Building Code Summary

Referenced Document:
British Columbia Building Code 2018 - Part 3

Building Description
3 Storey Building - Parking Garage Below 3 Storey Residential

Building Classification
3.2.2.50 Group "C" Up to 6 Storeys, Sprinklered
Building Area is less than 1.800m²
Combustible Construction Permitted
Floor Assemblies Shall be 1 Hour Fire Rated
Loadbearing Walls And Columns Not Less Than 1 hour Fire Rating
Parkade Floor Assemblies And Walls To Be 1.5 Hour Fire Rated

Appendix A

Legal Description:

Lot 3, D.L. 203, Lillooet District, Plan
KAP72731

Project Team:

Project Manager/Contractor:
--

Architect:
CORNERSTONE architecture

Drawing List:

- Project Overview**
- A0.0 Cover Sheet & Statistics
- A0.1 Images & Context Photos
- A1.1 Survey
- A1.2 Site Plan
- Floor Plans**
- A2.0 Parkade
- A2.1 Level 1 (Main Floor)
- A2.2 Level 2
- A2.3 Level 3
- A2.4 Roof Plan
- Elevations**
- A3.1 South & East Elevation
- A3.2 North & West Elevation
- Sections**
- A4.0 Building 3D VIEWS

PROJECT STATISTICS

DEVELOPMENT STATISTICS			
Address:	5609 Imperial		
Total Site Area	21043 sqft		
Zone	C3		
Site Info	Permitted/Required	Proposed	Notes
Site Coverage	max. 50%	8317 sq ft	40%
Building Height	max. 34'5 1/2"		
Front Setback	min. 14'9 1/4"	14'9 1/4"	VILLAGE OF PEMBERTON BYLAW NO. 832, 2018
Rear Setback	min. 9'10"	14'9 1/4"	
Interior Setback	min. 6'6 3/4"	9'10 3/4"	
Exteriro Setback	min. 14'9 1/4"	9'10"	
Areas	Permitted/Required	Proposed	Notes
Residential Area		19200 sq ft	
Access Area		2890 sq ft	
Amenity		2336 sq ft	Excluded
FAR Areas	Permitted/Required	Proposed	Notes
	31564 sq ft	22090 sq ft	Permitted FAR 1.5 VILLAGE OF PEMBERTON BYLAW NO. 832, 2018
Total FAR Area	31564 sq ft	22090 sq ft	
Total FAR	1.50 FSR	1.05 FSR	
Unit types	Permitted/Required	Proposed	Notes
Studio		64 Units	unit area 300 sqft
Total	N/A		
Parking	Permitted/Required	Proposed	Notes
Cars			Off-street parking BL, Village of Pemberton
Residential sub total	16 Stalls	20 Stalls	8.7 (a), 0.25 stall/ unit, for affordable or rental housing
Residential	16 Stalls	20 Stalls	
• Regular		19	
• Accessible (Regular Size)		1	
Visitor		4 Stalls	
• Regular		2	
• Small Car		2	
Total	16 Stalls	24 Stalls	
Bikes			Off-Street Bicycle Parking BL, Village of Pemberton
Class A	3.2 Stalls	34 Stalls	
Class B	0.0	4 Stalls	8.1 (g), 20% of the required vehicle parking
Total	3.2 Stalls	38 Stalls	

REV.	YY MM DD	ISSUE
1	XX-XX-XX	xxx

PROJECT:

PEMBERTON GATEWAY

BUILDING CODE: ZONING:
C3

DEVELOPMENT PERMIT #

BUILDING PERMIT #

DRAWING:

COVER SHEET & STATISTICS

DRAWN | **REVIEWED**

SCALE 3/32"=1'-0" (unless noted otherwise)

PLOT DATE 2021 Jul 7

PROJECT NO. | **DRAWING NO.**

1710 | A10
A10 Meeting
July 21, 2021
Village of Pemberton
46

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Prior to commencement of the Work, it is the Contactor's responsibility to review and verify drawing dimensions, datums and levels. Discrepancies between information on this drawing and actual site conditions and/or the remaining Contract Documents shall be brought to the attention of the Architect for clarification prior to proceeding with the Work.



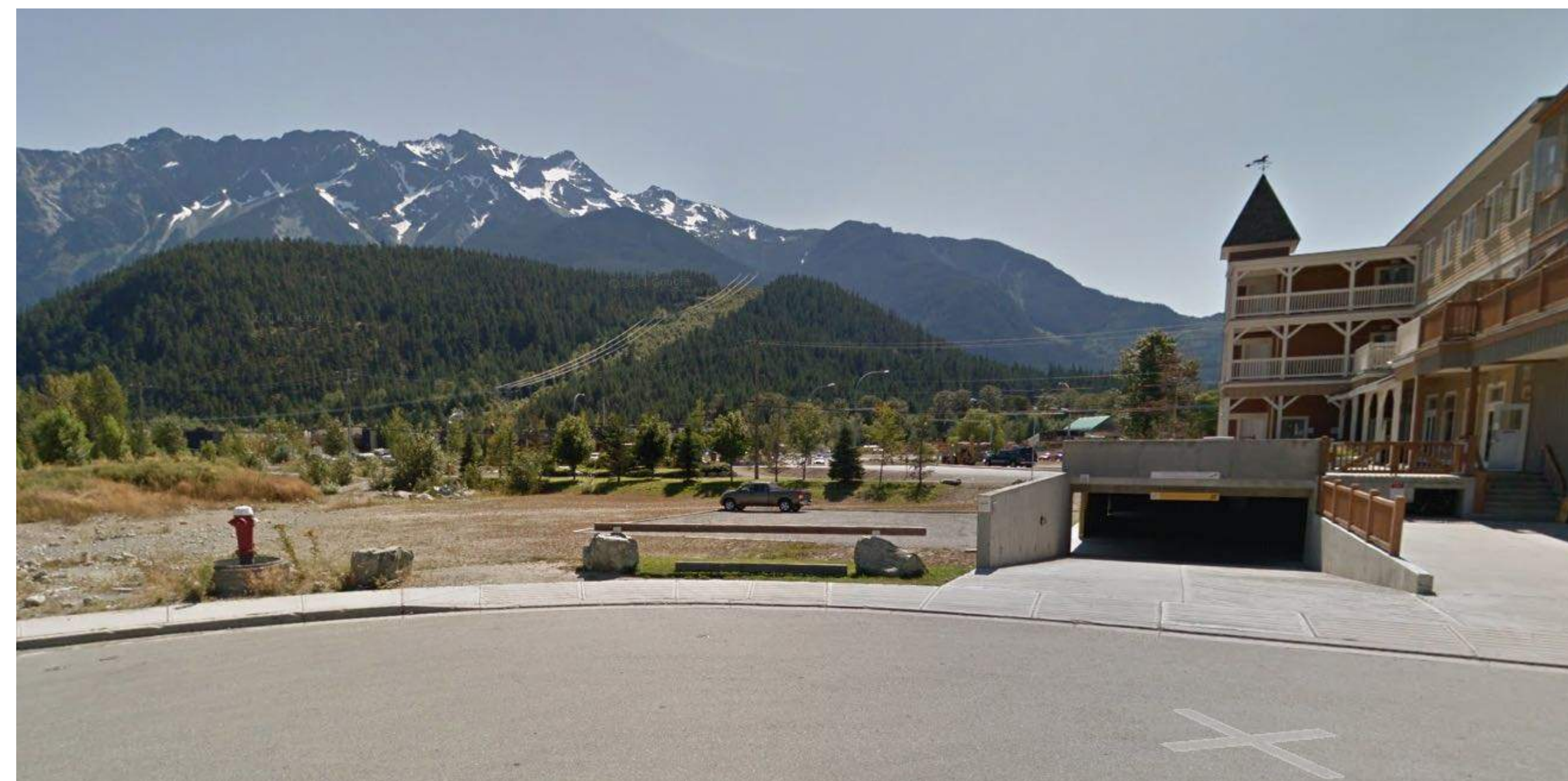
1 VIEW FROM PEMBERTON PORTAGE RD FACING NORTH



2 VIEW FROM ARBUTUS FACING INTO CRABAPPLE CT.



3 VIEW FROM PEMBERTON PORTAGE RD FACING EAST



4 VIEW FROM CRABAPPLE CT. FACING SOUTH

REV.	DATE	ISSUE
1	XX-XX-XX	XXX
	YY MM DD	ISSUE

PROJECT:

PEMBERTON GATEWAY

BUILDING CODE: ZONING:
C3

DEVELOPMENT PERMIT #

BUILDING PERMIT #

DRAWING:

IMAGES & CONTEXT PHOTOS

DRAWN REVIEWED

SCALE 3/32"=1'-0" (unless noted otherwise)

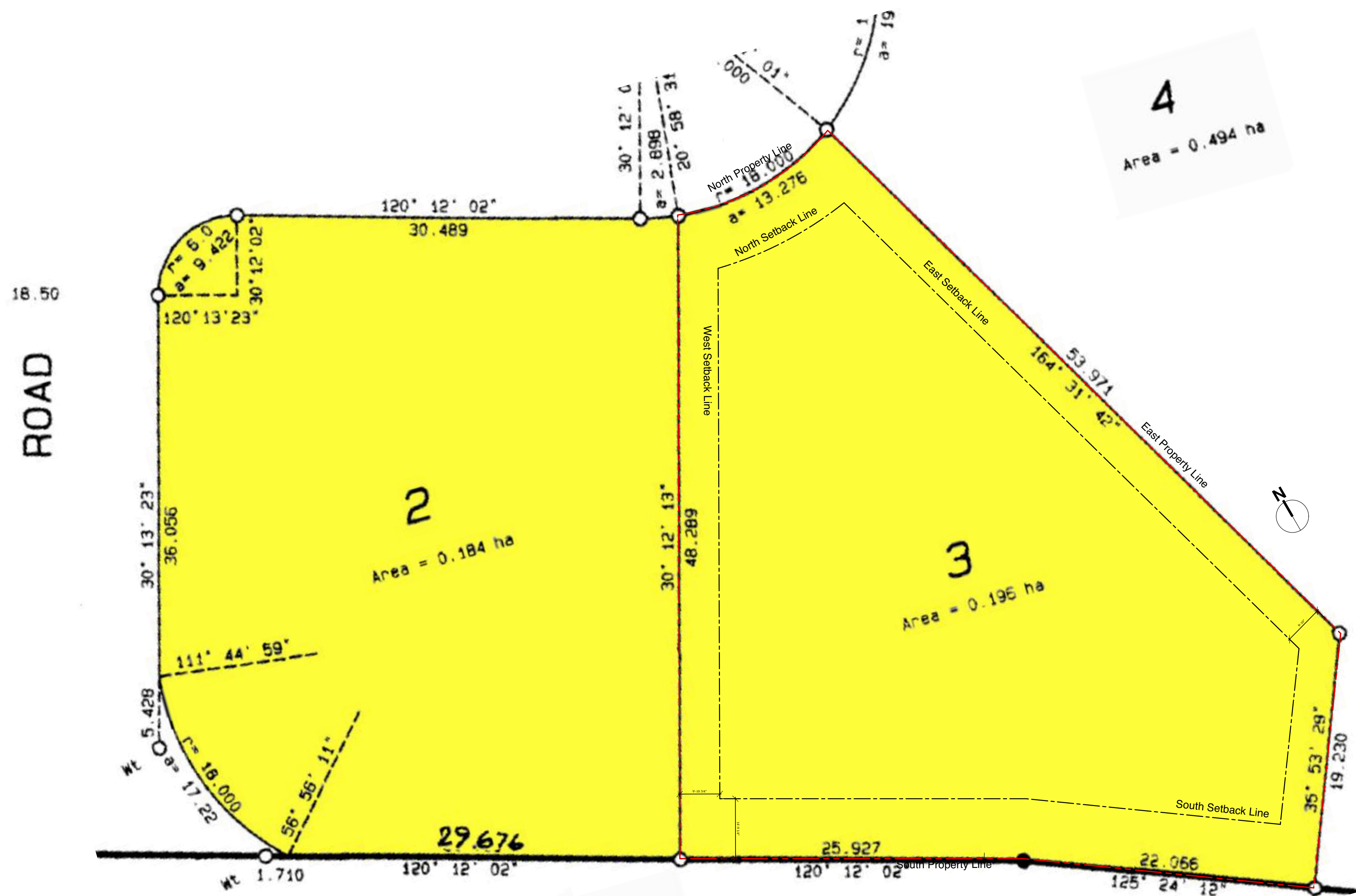
PLOT DATE 2021 Jul 7

PROJECT NO. DRAWING NO.

1710 A01
Village of Pemberton

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1	XX-XX-XX	xxx
REV.	YY MM DD	ISSUE

PROJECT:

PEMBERTON GATEWAY

BUILDING CODE: ZONING:
C3

DEVELOPMENT PERMIT #
BUILDING PERMIT #

DRAWING:

LEGAL SURVEY

DRAWN REVIEWED

SCALE 3/32"=1'-0" (unless noted otherwise)

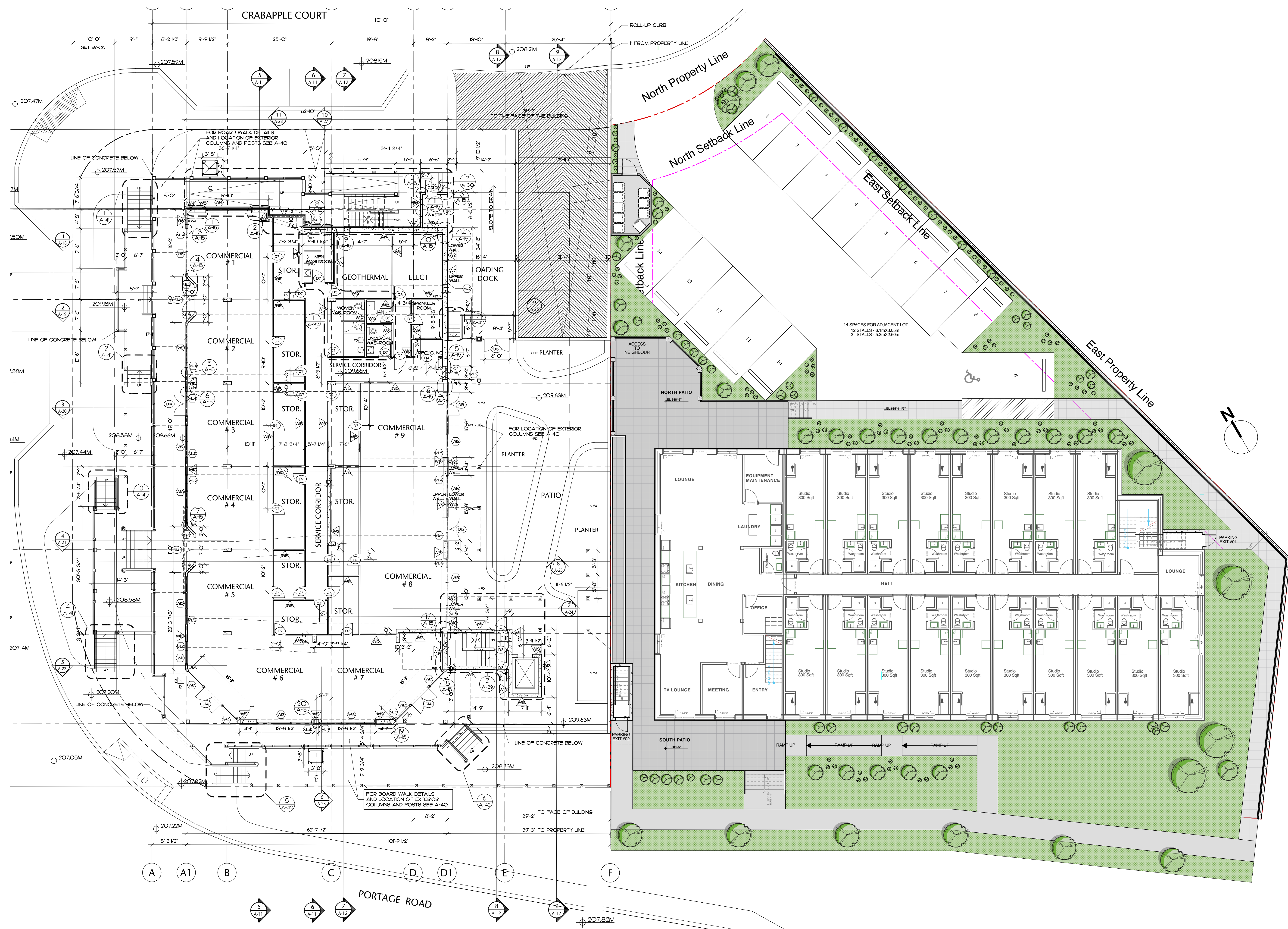
PLOT DATE 2021 Jul 7

PROJECT NO. DRAWING NO.

1710 A11
Meeting July 2, 2022
Village of Pemberton
48

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1	XX-XX-XX	XXX
REV.	YY MM DD	ISSUE

PROJECT:
PEMBERTON GATEWAY

BUILDING CODE: ZONING:
C3

DEVELOPMENT PERMIT #
BUILDING PERMIT #

DRAWING:
SITE PLAN

DRAWN REVIEWED

SCALE 3/32"=1'-0" (unless noted otherwise)

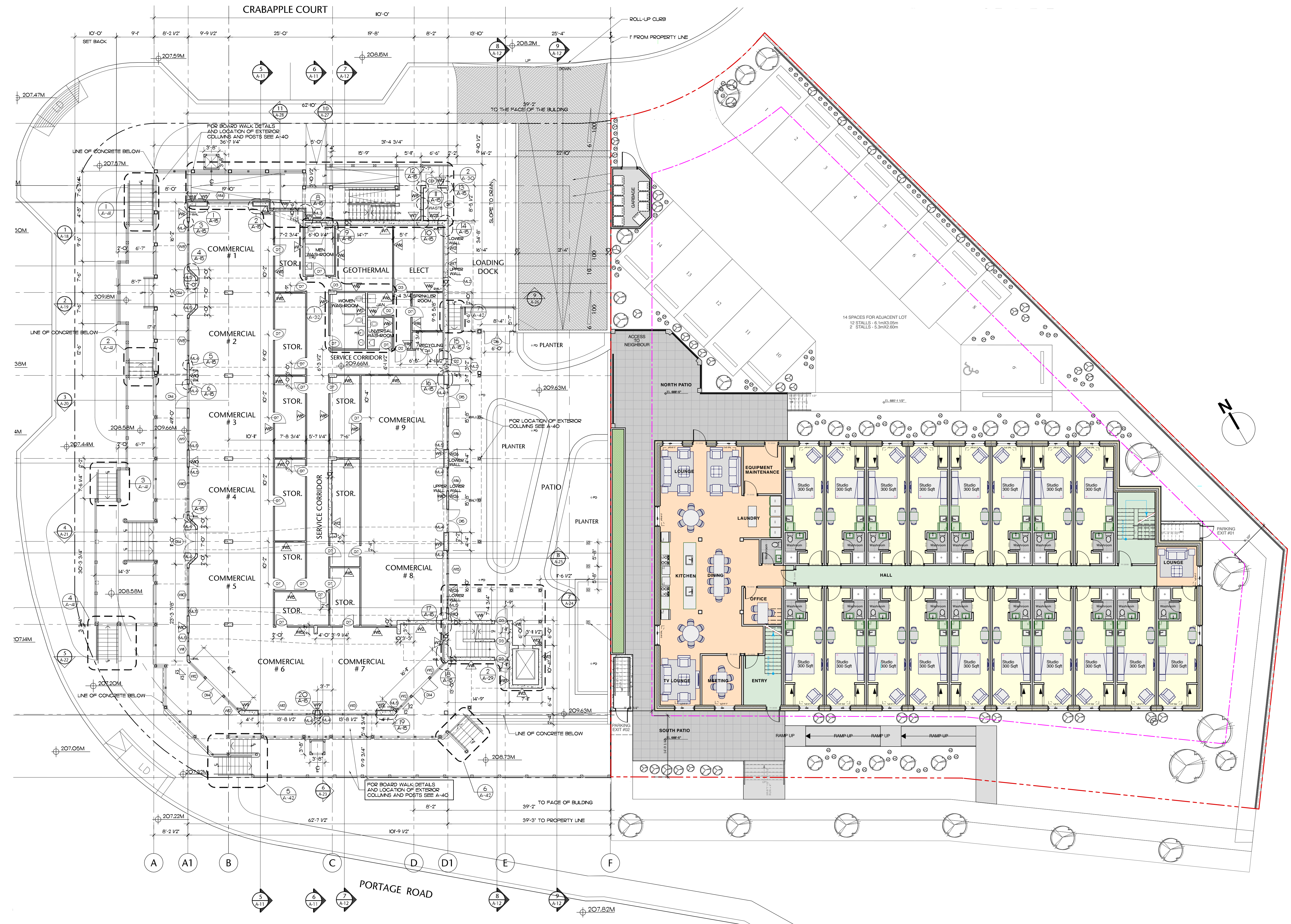
PLOT DATE 2021 Jul 7

PROJECT NO. DRAWING NO.

1710 **A1.2**
Village of Pemberton

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1	XX-XX-XX	XXX
REV.	YY MM DD	ISSUE

PROJECT:
PEMBERTON GATEWAY

BUILDING CODE: ZONING: C3

DEVELOPMENT PERMIT #
BUILDING PERMIT #

DRAWING:
MAIN LEVEL

DRAWN | **REVIEWED**

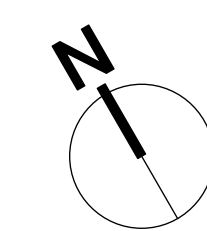
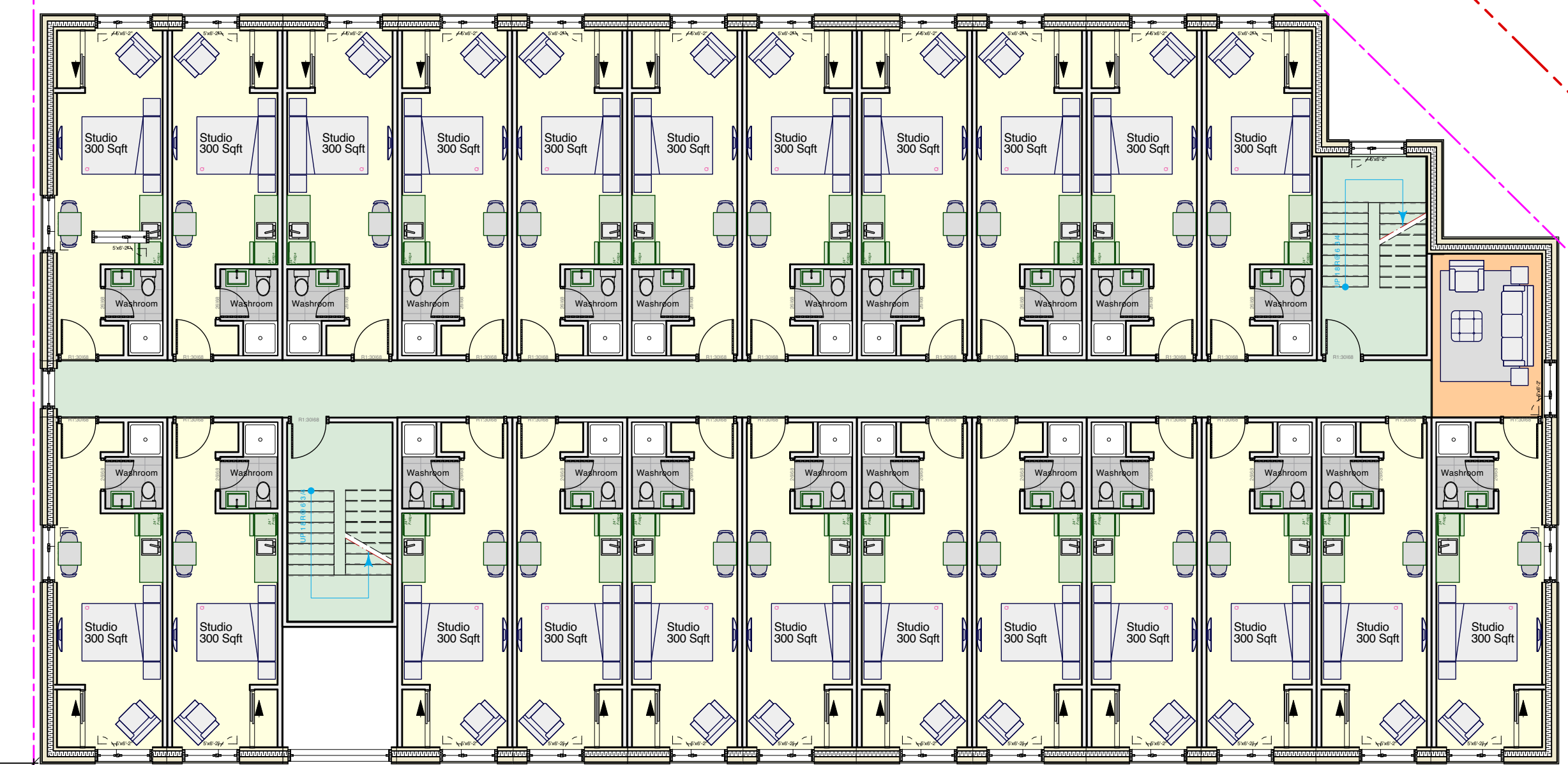
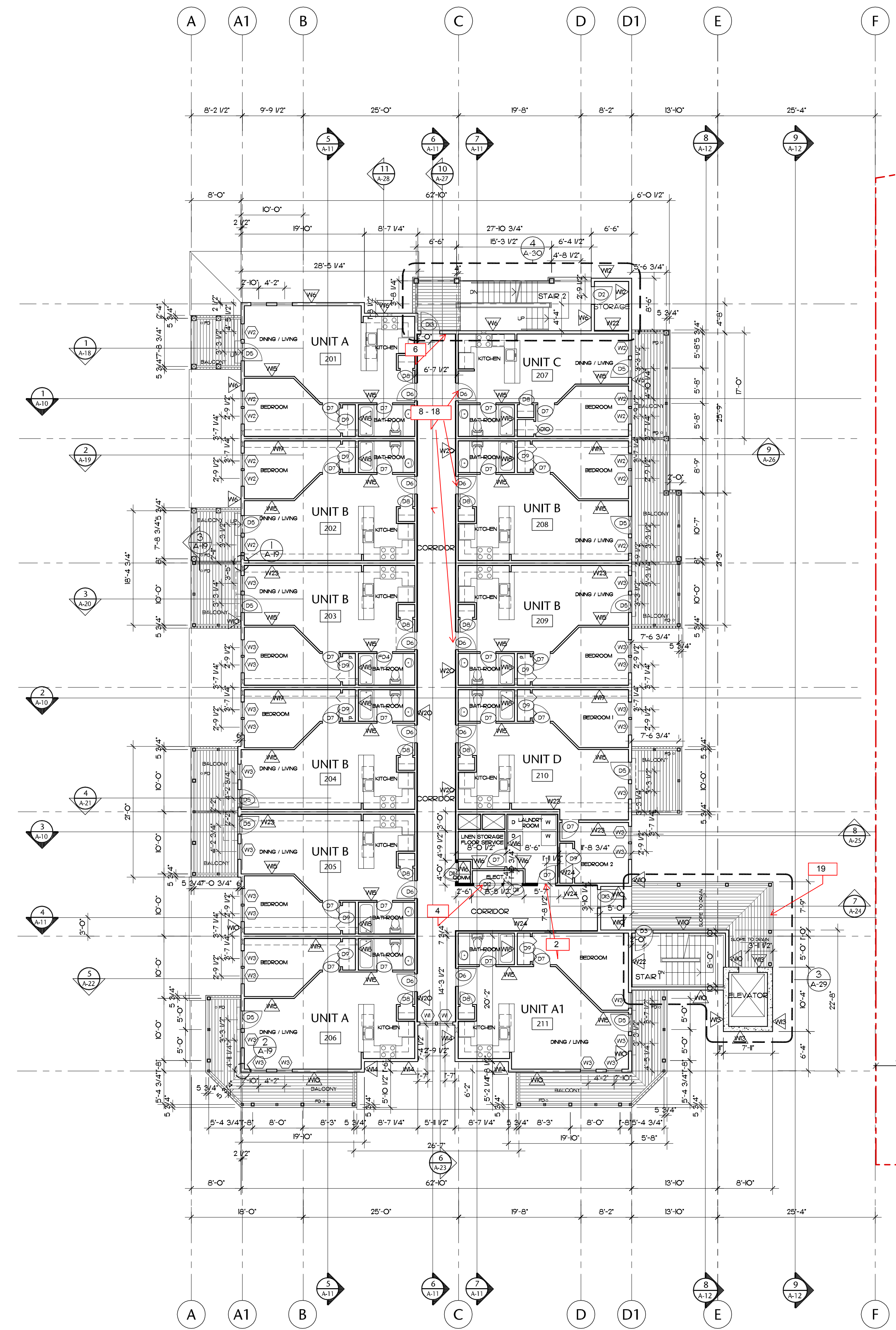
SCALE 3/32"=1'-0" (unless noted otherwise)

PLOT DATE 2021 Jul 7

PROJECT NO. 1710 | **DRAWING NO.** A2.1

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1	XX-XX-XX	XXX
REV.	YY MM DD	ISSUE

PROJECT:
PEMBERTON GATEWAY

BUILDING CODE: ZONING:
C3

DEVELOPMENT PERMIT #
BUILDING PERMIT #

DRAWING:
LEVEL 2

DRAWN REVIEWED

SCALE 3/32"=1'-0" (unless noted otherwise)

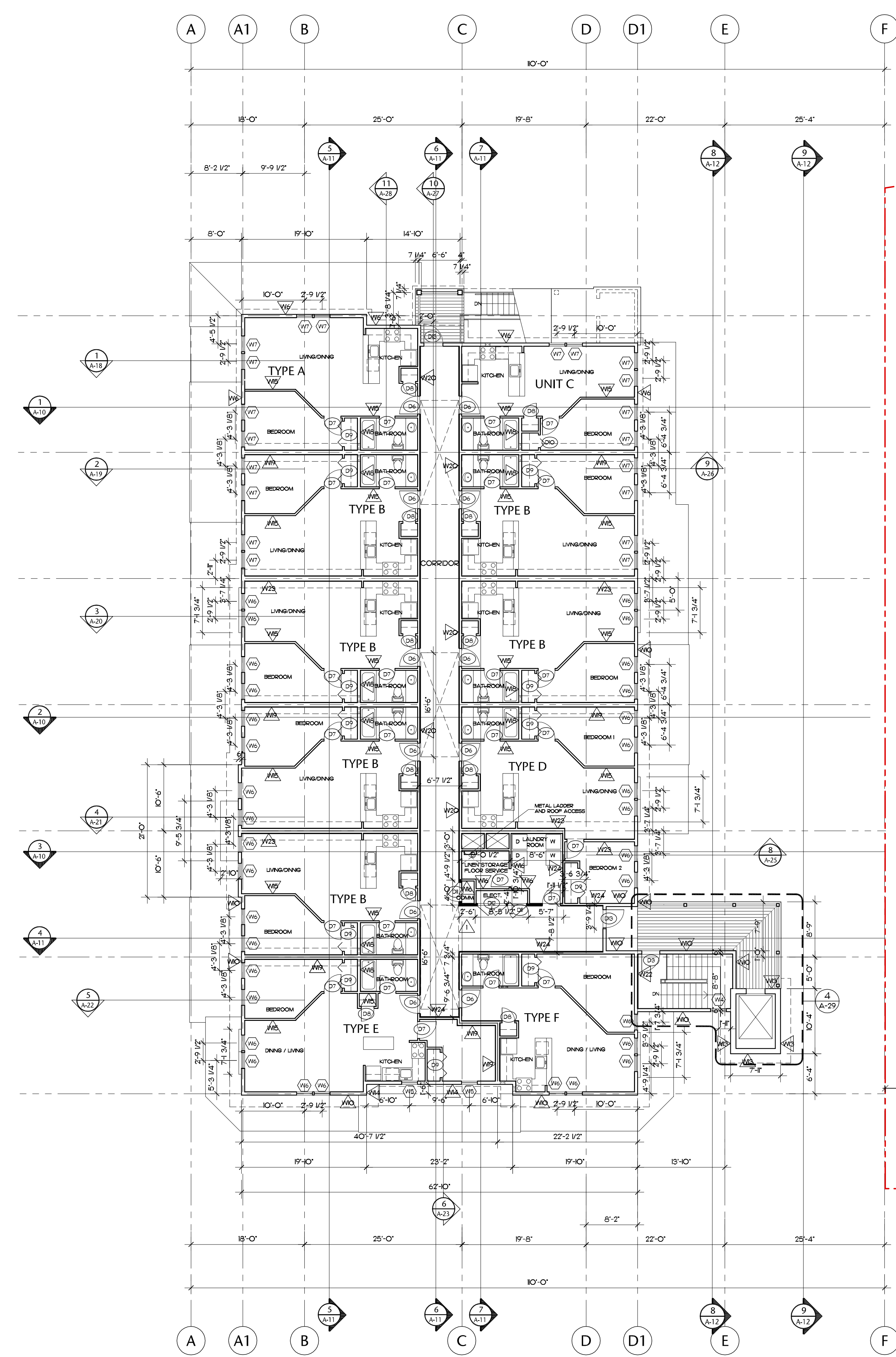
PLOT DATE 2021 Jul 7

PROJECT NO. DRAWING NO.

1710 **A22**
Village of Pemberton

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1	XX-XX-XX	XXX
REV.	YY MM DD	ISSUE

PROJECT:
PEMBERTON GATEWAY

BUILDING CODE: ZONING:
C3

DEVELOPMENT PERMIT #
BUILDING PERMIT #

DRAWING:
LEVEL 3

DRAWN REVIEWED

SCALE 3/32"=1'-0" (unless noted otherwise)

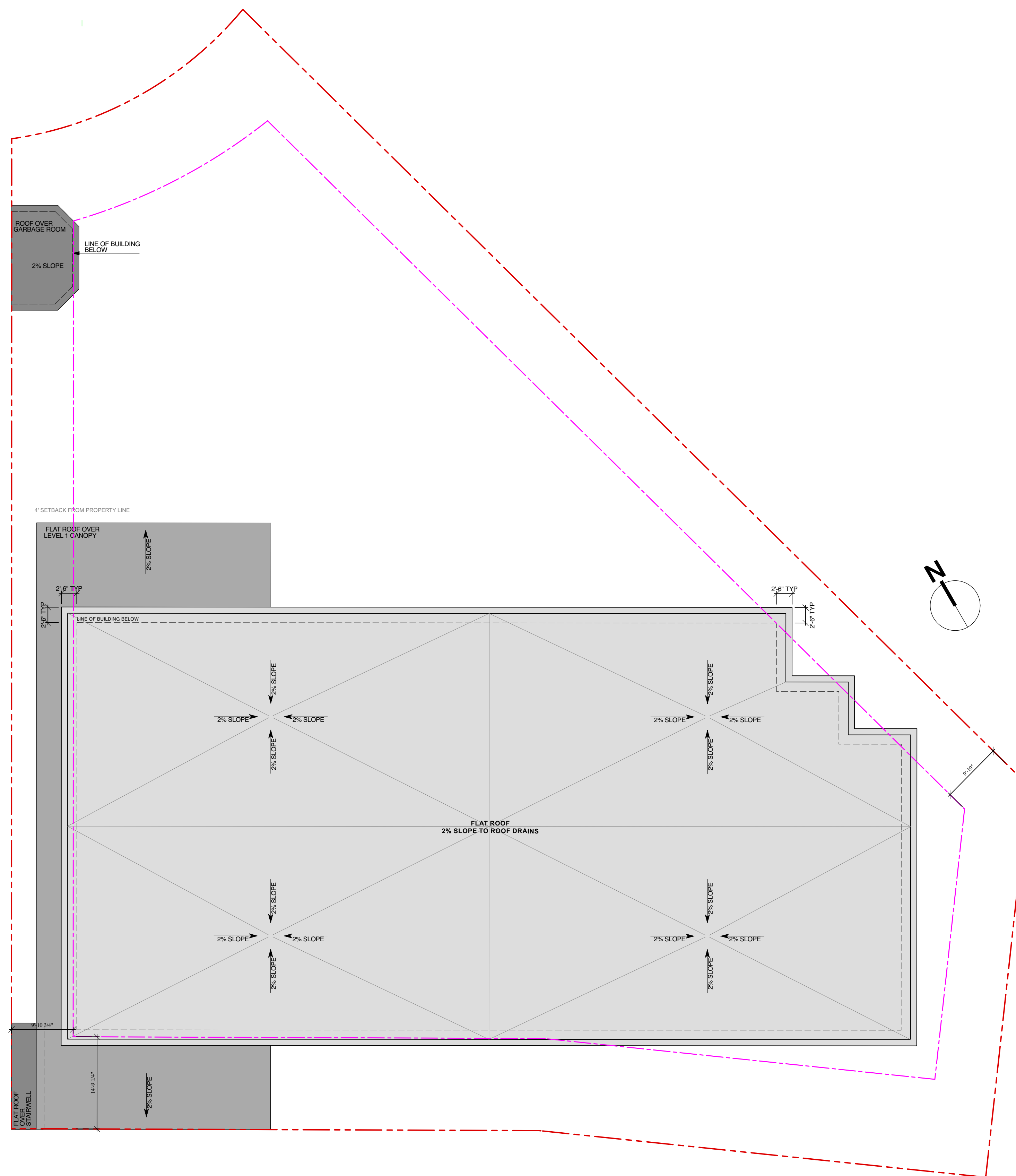
PLOT DATE 2021 Jul 7

PROJECT NO. DRAWING NO.

1710 **A2.3**
Village of Pemberton

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1	XX-XX-XX	xxx
REV.	YY MM DD	ISSUE

PROJECT:

PEMBERTON GATEWAY

BUILDING CODE: ZONING:
C3

DEVELOPMENT PERMIT #
BUILDING PERMIT #

DRAWING:

ROOF PLAN

DRAWN REVIEWED

SCALE 3/32"=1'-0" (unless noted otherwise)

PLOT DATE 2021 Jul 7

PROJECT NO. DRAWING NO.

1710 A24
Village of Pemberton

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1 NORTH ELEVATION
SC: 1/4" = 1'-0"



2 EAST ELEVATION
SC: 1/4" = 1'-0"

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PROJECT:

PEMBERTON GATEWAY

BUILDING CODE: ZONING:
C3

DEVELOPMENT PERMIT #

BUILDING PERMIT #

DRAWING:

NORTH & EAST BUILDING ELEVATIONS

DRAWN REVIEWED

SCALE 3/32"=1'-0" (unless noted otherwise)

PLOT DATE 2021 Jul 7

PROJECT NO. DRAWING NO.

1710 A3.2

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1 SOUTH ELEVATION
SC: 1/4" = 1'-0"



2 WEST ELEVATION
SC: 1/4" = 1'-0"

1	XX-XX-XX	xxx
REV.	YY MM DD	ISSUE

PROJECT:

PEMBERTON GATEWAY

BUILDING CODE: ZONING:
C3

DEVELOPMENT PERMIT #

BUILDING PERMIT #

DRAWING:

**SOUTH & WEST
BUILDING ELEVATIONS**

DRAWN REVIEWED

SCALE 3/32"=1'-0" (unless noted otherwise)

PLOT DATE 2021 Jul 7

PROJECT NO. DRAWING NO.

1710 A3.1

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1 SOUTH EAST CORNER



2 SOUTH WEST CORNER

REV.	YY MM DD	ISSUE
1	XX-XX-XX	xxx

PROJECT:

PEMBERTON GATEWAY

BUILDING CODE: ZONING:
C3

DEVELOPMENT PERMIT #

BUILDING PERMIT #

DRAWING:

BUILDING SECTIONS

DRAWN REVIEWED

SCALE 3/32"=1'-0" (unless noted otherwise)

PLOT DATE 2021 Jul 7

PROJECT NO. DRAWING NO.

1710 A4.0