



# ADRC AGENDA

## -ADVISORY DESIGN REVIEW COMMISSION-

**Agenda** for the Advisory Design Review Commission Meeting of the Village of Pemberton to be held Wednesday, March 05, 2014 at 6:30pm at 7400 Prospect Street.

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	Report Total Pages
1. CALL TO ORDER	
2. MEMBERS UPDATE	
3. MINUTES	
• Minutes of the ADRC Meeting of October 10, 2010	2
4. DEVELOPMENT PERMIT NO. 59	
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6. NEW BUSINESS	
7. NEXT MEETING	
8. ADJOURNMENT	



## Advisory Design Review Commission

**Minutes** for the Advisory Design Review Commission meeting held **Wednesday, October 10, 2010 at 6:00 pm**

**IN ATTENDANCE:** Paul Vacirca – Chair  
Kristina Salin-Co-Chair  
Kirsten McLeod-Member  
Dennis Maguire-Member  
Mark Blundell-Member  
Laurelin Fondacaro-Member

**ABSENT:** Susie Gimse-Councilor  
Ted Craddock-Councilor

**STAFF:** Caroline Lamont, Manager of Development Services  
**IN ATTENDANCE** Lorien Chilton, Planning Consultant

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### 1. CALL TO ORDER

Paul Vacirca, Committee Chair, called the meeting to order at 6:10 pm

### 2. MEMBERS UPDATE

The Chair welcomed new member Laurelin Fondacaro to the Advisory Design Review Commission.

### 3. MINUTES FROM JUNE 9, 2009

Moved/Seconded

**THAT** the minutes of the ADRC meeting held June 9, 2009 be approved as circulated.

**CARRIED**

### 4. DEVELOPMENT PERMIT NO. 68 - Pemberton Valley Nursery

The ADRC reviewed the project on October 13, 2010. The Commission moved to recommend that Council approve the project. They also had the additional comments for Council's consideration:

- Concern about the safety of the fruiting cranberry trees in front of the Nursery property (Village owned land), would like the trees removed or the fruit taken off as not to attract bears.
- Village consideration of allowing the Nursery to thin the cedar hedge immediately in front of their Portage Road frontage to provide the business more visibility. Such an enhancement could be a catalyst for public private improvement of the downtown.

Moved/Seconded

**THAT** Development Permit No. 68 be approved according to the conditions as listed in the report.

**CARRIED**

## 5. OCP – DRAFT DOCUMENT

### Development Permit Guidelines

The Commission assessed the form and character guidelines as outlined in the OCP Draft Document.

The Commission had the following comments regarding the following design guidelines:

- Guidelines need to be in place to ensure that building character is maintained in downtown and gateway developments.
- Explore possibility to work with BC Hydro to use 'shrink wrap' covering on hydro/utility containers i.e. involve community art etc.
- That the expiry dates of development permit applications and issuances be clearly stated in the development permit guidelines.

The Commission felt strongly that a guideline was needed to ensure that developers have to obtain a permit before clearing lots.

Moved/Seconded

**THAT** development permit exemptions regarding the minimum lot size require a permit to clear lots..

**CARRIED**

The Commission questioned the need for a Development Permit Area in the Industrial Park and suggested that complicated development permit requirements are likely hindering the park's success. They stressed the need to ensure that the Village encourages new businesses to set up in the Industrial Park by easing the requirements.

The Committee also advised that whereas the development permit requirements for the downtown area should be more detailed and complex, requirements for the Industrial Park should be more flexible.

Moved/Seconded

**THAT** the Development Permit Area requirements for the Industrial Park be simplified and flexible in order to encourage and entice new business to the park.

**AND THAT** Council consider the use of 'Delegated Authority' for development applications in the Industrial Park.

**CARRIED**

## 6. NEXT MEETING

The meeting date has not yet been determined.

## 7. ADJOURNMENT

The meeting adjourned at 7:40 pm

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Chair/Signature

**Date:** March 4, 2014

**From:** Caroline Lamont, Manager of Development Services

**Subject:** Major Development Permit

**Applicant:** Village of Pemberton

**Property:** Lot 6 and 7, Plan 77917, LLD  
7438 Frontier Street, Pemberton

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## **PURPOSE**

The purpose of this report is to present the Development Permit request for the Downtown Community Barn project for comment by the Advisory Design Review Commission.

## **BACKGROUND**

During the past three years, the Village of Pemberton has been making small steps towards improving the downtown. Notably in June 2009, Council adopted the *Downtown Enhancement Strategy*. The Strategy was the product of several downtown working sessions with consultant Michael von Hausen (MvH Planning and Design) and the input of many business and community interests. The Strategy's illustration is attached as Appendix A.

Further, in the summer of 2010, MvH Planning and Design was hired to complete a detailed Master Plan for Frontier Street, between Aster and Camus. This document's with illustrations and preliminary budgets also included considerable community and stakeholder input. The Master Plan is attached as Appendix B.

In early 2011, Tom Barratt Landscape Architects Ltd. was retained to continue the planning of Frontier Street and prepared a sidewalk and open space plan together with cost estimates which included design of improvements to the sidewalks, parking areas, parks and open spaces. These plans then became the basis for the Village's "shelf-ready" application for gas tax funds under the Gas Tax General Strategic Priorities Fund program. This plan is attached as Appendix C. The funding application unfortunately was not successful.

The downtown enhancement initiative was a key planning direction and action item in the Official Community Plan for 2012. In early 2012, the Council discussed the challenges and opportunities to kick start more substantial private investments through the construction of the downtown community barn that was identified in the Frontier Street Master Plan. The intent was that the barn could be a community project, whereby the construction and materials could be achieved in a *barn raising* tradition. This idea was further developed upon learning about and making contact with the Timber Framers Guild.

*The Timber Framers Guild began in 1984 as a non-profit educational association exclusively to provide training programs for timber framers, disseminate information about timber framing and timber frame building design, display the art of timber framing to the public, and serve as a general center of timber framing information for the professional and general public alike.*

## **Report to ADRC**

Downtown Community Barn

Development Permit

March 4, 2014

Later in 2012, the Timber Framers Guild accepted Pemberton's invitation to help build the barn project. The construction event would be a twelve day *barn raising* that would offer opportunities to participate in educational timber frame construction workshops. Further, in the Spring of 2013 the Village convened a working group to draw support and input on the project. This working group includes members of the Rotary Club, the Farmer's Institute, Cultural Roundtable, Winds of Change, Legion, Chamber of Commerce and Tourism Pemberton and with the leadership of the Village will coordinate the construction of the project and the hosting event.

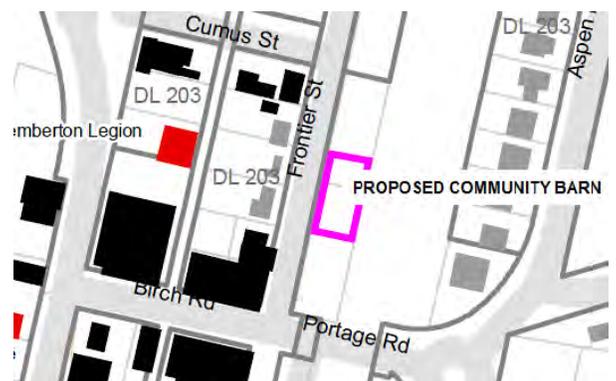
The project was not a reality until late 2013 when the Whistler Blackcomb Foundation approved a grant of \$240,000 towards the project. The Foundation recognized the value-added aspect of this project (through community donations and the Timber Framer Guild's involvement) and its ability to enhance the vitality of downtown by offering a covered community space for activities such as the farmers' market, special events, dances, festivals, picnics and performances. The open air barn would also transform Pemberton by providing a highly attractive entry feature for the downtown which was a key community recommendation of the downtown enhancement planning.

The overall project budget is approximately \$400,000 with labour (Timber Framer Guild and other volunteers) comprising \$125,000 and materials a further \$275,000. At this time the Village has been very proactive and achieving substantial community donations from individuals and businesses for the barn materials and the overall event. The barn raising will be held from May 12<sup>th</sup> to 24<sup>th</sup>, followed by the roof installation. It is the goal that the barn be usable for the Farmers Market in mid to late June. The official opening of the facility is planned for mid-July.

## **DESCRIPTION**

The Advisory Design Review Commission's consideration of the project is focused on building design review as outlined in the Development Permit Guidelines contained in the Official Community. This description focuses on the structure rather than the *barn raising* event.

The proposed downtown community barn is proposed for the existing dirt parking lot fronting Birch Street, between the CN Rail line and Frontier Street as recommended in the Downtown Enhancement Strategy. The barn will be an open air timber structure with the dimensions 50' x 150' (15.24 m x 45.72 m). The roof will be *galvalume* (aluminum zinc coated steel sheet product) which will have the appearance of corrugated steel but is easier to use, and more durable (a sample will be provided at the meeting). The building will be constructed on concrete piers with interconnected rebar. A conceptual drawing for the barn site is attached as Appendix D.



The Village has applied for a series of grants to contribute to the costs of landscaping the open space surrounding the barn. In addition the Village has recently been advised that the existing trees on the site are dying and need to be removed.

## **COMMENTS**

The ADRC reviews and provides Council with recommendations on matters respecting Village land use policies, notably the Development Permit Guidelines. The following provides an overview of the proposed open-air barn proposal and the Official Community Plan, Zoning and Design Guidelines.

**Official Community Plan** – The OCP includes key policy directions as well as land use designations. In relation to the downtown, the OCP indicates that *a key component of the success of the community is to ensure that the downtown core is vibrant and functional focal point that is capable of providing the appropriate goods, services and activities needed by visitors and residents. The implementation of the Downtown Enhancement Strategy is an action item of the OCP.*

The property is designated *Downtown* which is defined as *the central meeting place and service area for the Village and the surrounding region. The downtown core provides a diversity of uses that are needed by the greater Pemberton community and visitors which includes residential, commercial, service, mixed use, civic, institutional, assembly, parks and open spaces, light industrial and transportation and utilities uses.* The proposed barn is consistent with the OCP's land use designation as it is a community/civic use and open space.

**Zoning** – The property is zoned C-1 Town Centre Commercial, which permits civic uses and a farmers' market. The proposed site plan (refer to Appendix E) identifies the setback requirements for the structure on the property. The proposed structure effectively meets all external setbacks except for the rear setback due to the barn's location straddling two legal lots. As a result the Development Permit will need to include a variance to the rear yard setback. The proposed maximum height of 9.95 meters is less than the permitted 10.5 metres,

Although an open air structure, the barn is considered a *building* for parking generation requirements based on the gross floor area of a building. The proposed community barn will have an enclosed area of approximately 697 m<sup>2</sup>, and therefore shall provide 18 parking stalls. The barn structure, however, will also displace approximately 20 parking stalls.

**Development Permit Guidelines** The OCP contains DP Guidelines for the Village and specific for the Downtown. Appendix F provides a summary of the DP requirements.

## **POLICY REVIEW**

The proposed barn project has a few issues, in consideration Village policies, specifically:

1. **Setbacks** – The Village will be pursuing a lot consolidation as the barn is on two legal lots. Until this occurs, a variance through the Development Permit will be required with regard to the rear setbacks.
2. **Parking** – The proposed barn will generate the need for 18 parking stalls in addition to replacing approximately 20 stalls that were lost due to the development and associated

**Report to ADRC**

*Downtown Community Barn*

*Development Permit*

*March 4, 2014*

open space. In addition, the parking lot is informally used for parking and for events such as the Farmers Market, Ironman and the Slow Food Cycle. The Village intends to address this issue as follows:

- Formalize the parking that will surround the proposed barn;
  - Introduce a parking management plan that provides signage and information about the use of existing, underutilized parking spaces;
  - Acquire a property to the north of the barn for a formalized parking lot; and
  - Continue to improve the walkability in Pemberton, as to reduce the reliance on cars.
3. **Landscaping** – The proposed barn addresses the applicable design guidelines, except for the landscape plan and plantings. The Village will be working on the landscape plan during the summer (provided grant applications are successful), with implementation in the fall. The landscape plan should return to ADRC for comment once it is finalized.

**CONSIDERATION**

The Village is requesting comment from the Advisory Design Review Commission on this Development Permit application.

Respectfully submitted,



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Caroline Lamont  
Manager of Development Services

Appendices:

- Appendix A – Downtown Enhancement Strategy
- Appendix B – Frontier Street Master Plan
- Appendix C – Tom Barratt Plan
- Appendix D – Community Barn Concept
- Appendix E – Conceptual Site Plan
- Appendix F – Design Guidelines Analysis

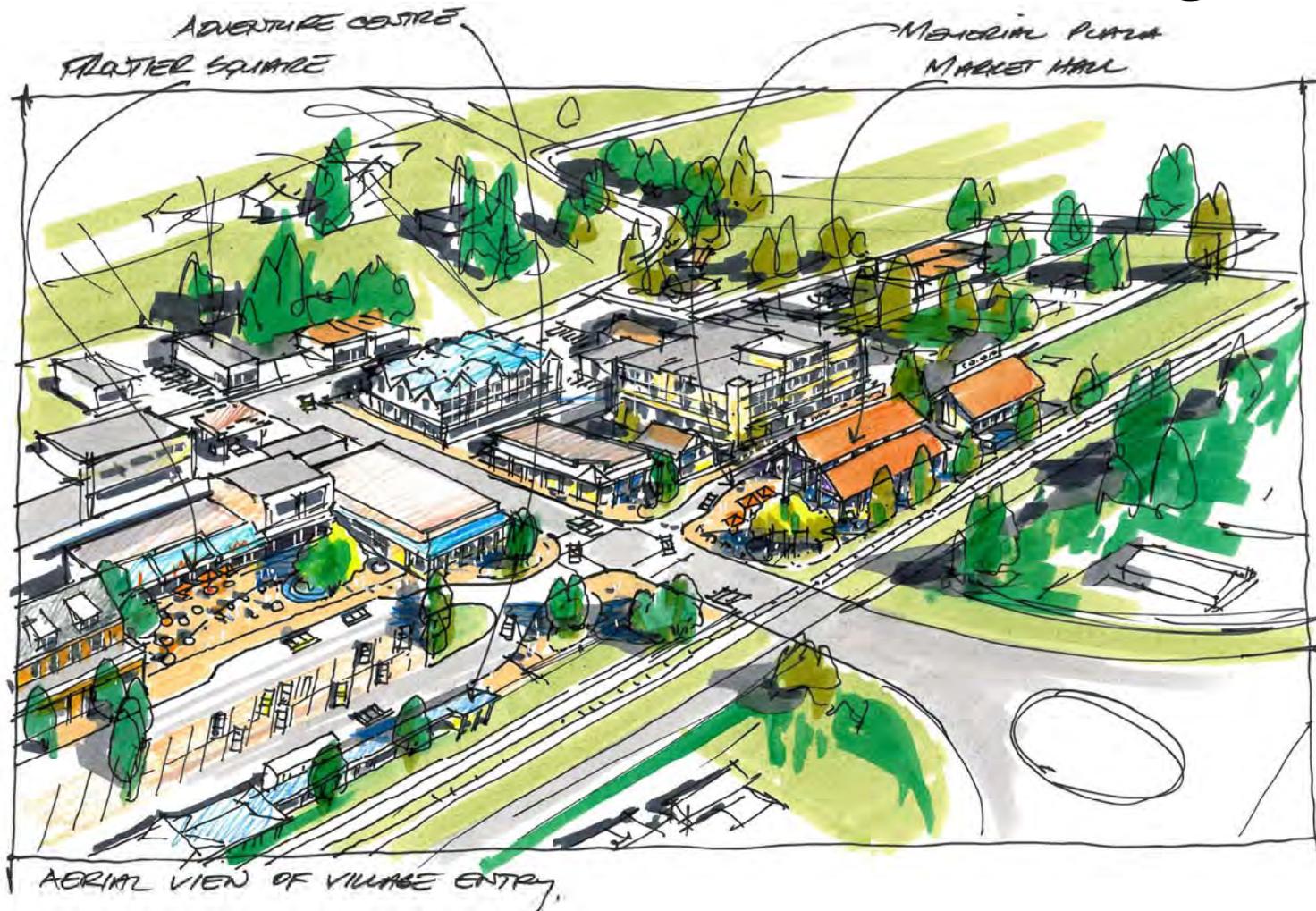
Downtown Enhancement Strategy

The sessions and exercises completed by participants in the two day workshops were then brought together to inform the downtown concept plans and strategic directions. The concept plans comprise illustrations of Pemberton's preferred downtown. Following the stakeholder workshops, Michael von Hausen translated the words into graphic design. The first concept plan identifies certain improvements to be considered for Pemberton's downtown:



# FRONTIER STREET DESIGN

## Pemberton Downtown Enhancement Program



September 13<sup>th</sup>, 2010

## **ACKNOWLEDGEMENTS**

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We would like to sincerely thank all those who contributed to the design of Frontier Street. The design process was a group effort. Community members, staff, and Councillors all helped through their active participation in the walking tour, workshops, discussions, and presentations.

The implementation of the Frontier Street Design will also take a group effort. Organization, finding, and timing will all be key ingredients to developing further details, funding sources, and the staging of each of the five design areas outlined in this report.

We look forward to help out where we can to realize this important project in the enhancement of Downtown Pemberton.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "M. von Hausen". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael von Hausen, MCIP, MLAUD, CSLA, LEED® AP  
Project Director and President  
MVH Urban Planning & Design Inc.  
September 13<sup>th</sup>, 2010

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## 1.0 PROJECT OVERVIEW

In 2009, the Village of Pemberton developed a *Downtown Enhancement Strategy* through a series of workshops and presentations, working closely with the community to reflect their vision. Frontier Street was identified as an important entrance and gateway to the Village. At the same time, Frontier Street and adjacent parcels were owned by a few land owners as well as the Village of Pemberton. This combination of factors made Frontier Street an excellent candidate to begin the more detailed design process of physical transformation in the Downtown.

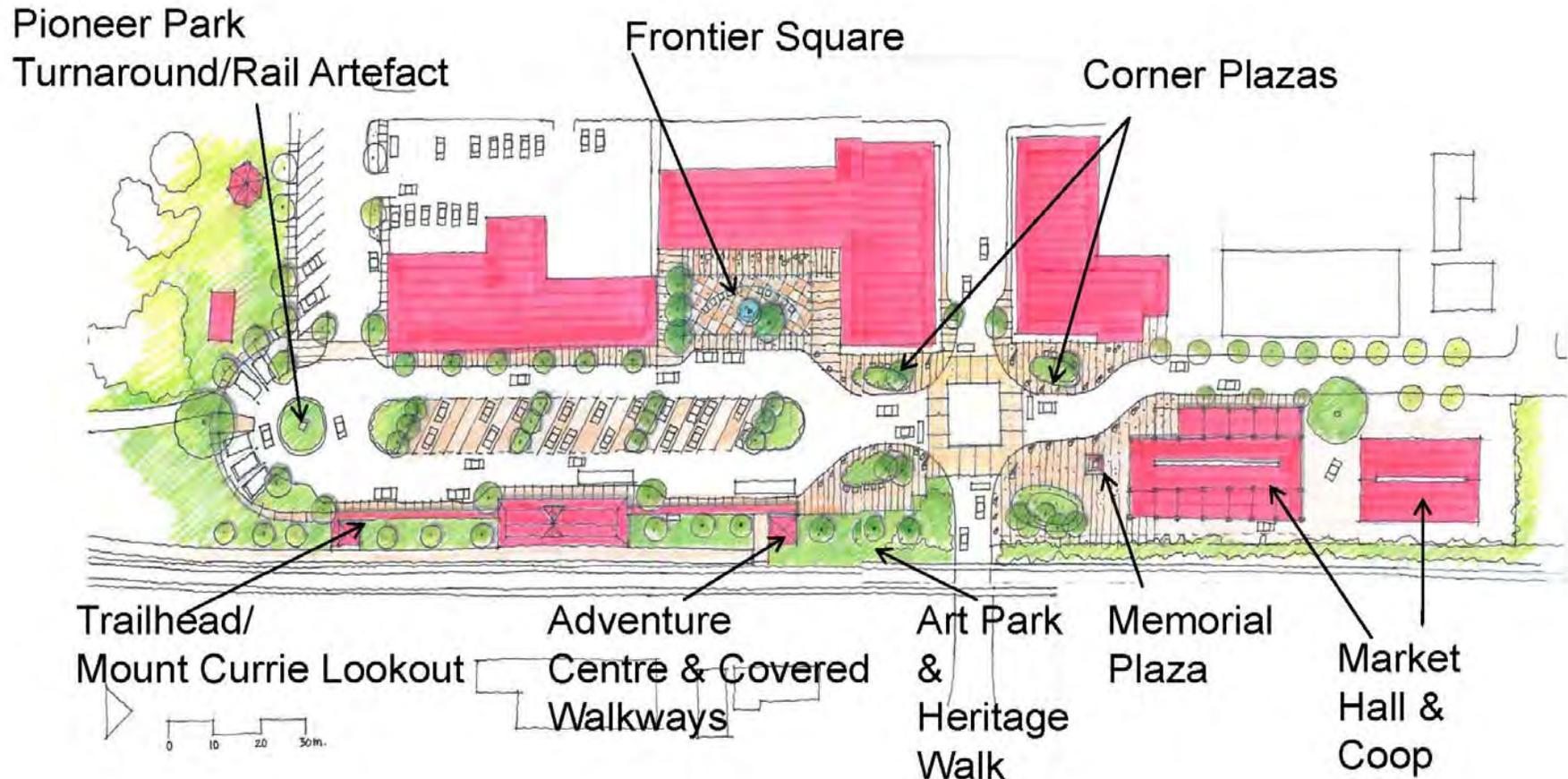
In July of 2010, MVH Urban Planning & Design Inc. was retained, building on their earlier work, to engage the community again to develop a detailed design for Frontier Street. A community walk-about, followed by an outdoor workshop, then an evening workshop resulted in a plan that was very well received by community members at the presentation the following evening.

**FRONTIER STREET REDESIGN:** The following summarizes the proposed design and programming and provides a detailed costing for the enhance Frontier Street. The Frontier Street includes the properties on both sides of the Street from Camus Street south to Aster Street, including Pioneer Park. The design (as illustrated) can be divided into two main sections: The North Section north of Birch Street, The South Section south of Birch Street to Pioneer Park.



## 2.0 DESIGN VISION

Frontier Street will be the gateway and staging area to the Village of Pemberton and the Pemberton Valley Adventure Playground. Abundant free parking, convenient transit, trendy restaurants, coffee shops, eateries, a farmer's marketplace, an adventure centre, and live performance venues will create an exciting place for local residents, businesses, and visitors to meet, celebrate, and socialize.



### 3.0 DESIGN STRATEGIES

- Increase public space by creating a public square, expanding and programming park space, and widening sidewalks.
- Extend the existing active outdoor eating and coffee shop patios into a “Frontier Square”.
- Develop a major sheltered community gathering area – “Pemberton Valley Market Hall”.
- Create an “Adventure Centre” building (business promotion centre) for the Downtown and Pemberton Valley.
- Redesign the existing parking lots and circulation so the area is safer, greened with trees, and easy to access.
- Create one intersection and four pedestrian plazas at Frontier Street and Birch Street to increase safety and create one major gateway intersection for Pemberton.
- Create a transit drop-off zone by the Transit Centre (former Railway Station) for convenience and safety.
- Extend the former Railway Station “Platform” with overhead weather protection.
- Extend Pioneer Park toward the railway tracks and add a roundabout to attract visitors to the Park area, and create a better connection to Frontier Street.
- Engage artists’ participation in the design of public features including the “Art Park” and “Heritage Walk” along the CN railway area.
- Incorporate opportunities for lots of public seating, and viewing areas, including the potential for a major viewing tower at the end of the covered walkway south of the Transit Station.
- Utilize street graphics to add colour in a cost effective manner.
- Make this the first project to celebrate the renewal of Downtown Pemberton and have everyone participate to building the project in some way.
- Build the project in phases so that the project can be funded in smaller pieces.
- Create memories, excitement, and seasonal comfort.



## 4.0 FEATURE DESIGN ELEMENTS

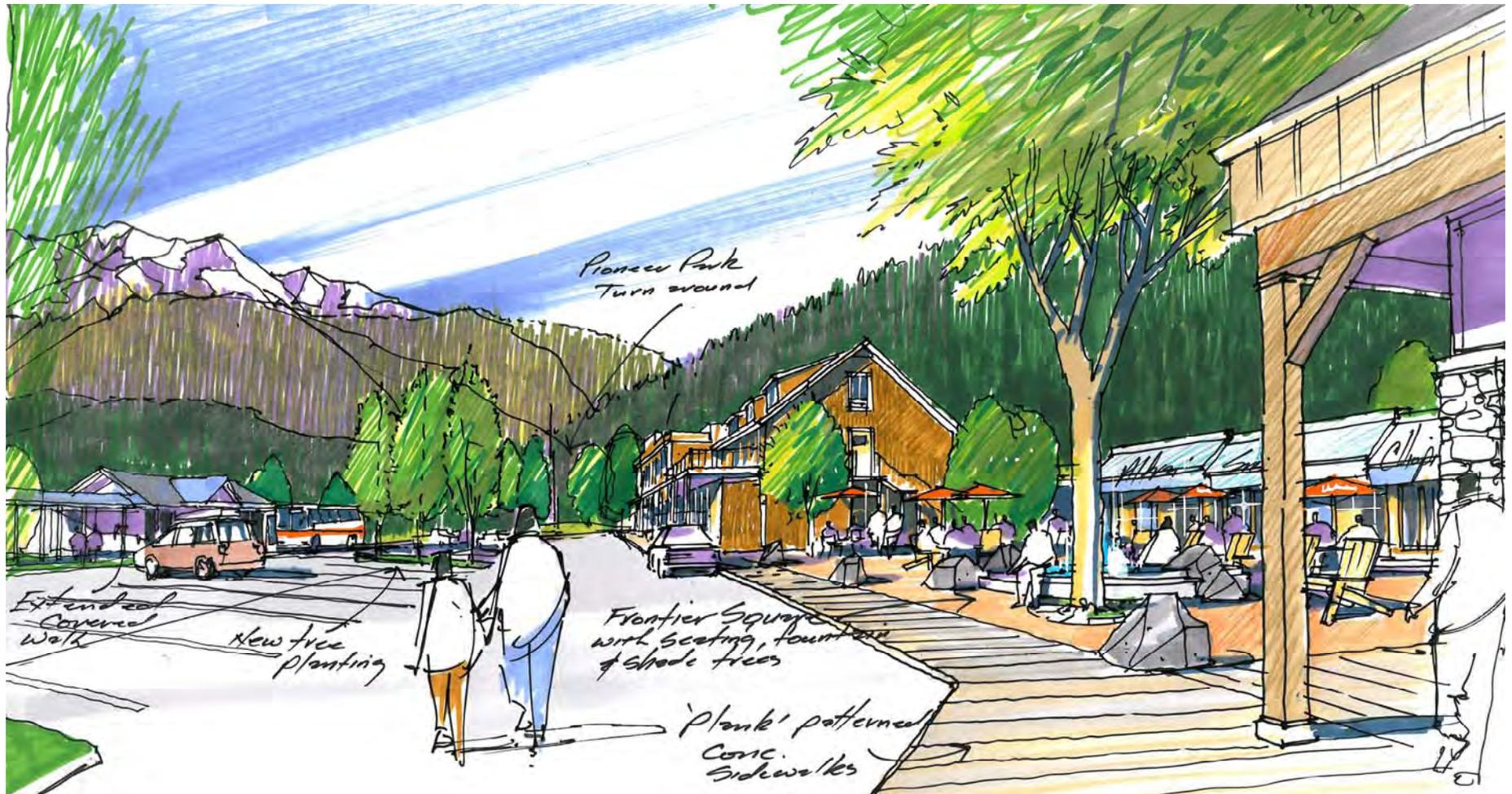
### Frontier Square

This central public square adjoining the southwest corner of Birch Street and Frontier Street provides an arrival and gathering place. Frontier Square is a natural extension of existing patio spaces created by the adjoining cafes and restaurants. A variety paving patterns will bring colour and texture to the space, creating an enhanced meeting place, sheltered area, and great sunny location to view Mount Currie. A water feature will provide a background “cooling” effect to the space and symbolize the meeting of mountains and river in the Pemberton River Valley. Select specimen tree plantings will green the space, provide selective shading, and add seasonal colour, while framing the outstanding views. Convenient vehicular drop-off spaces will be located along the east side for handicapped and convenient pick-up/drop-off.



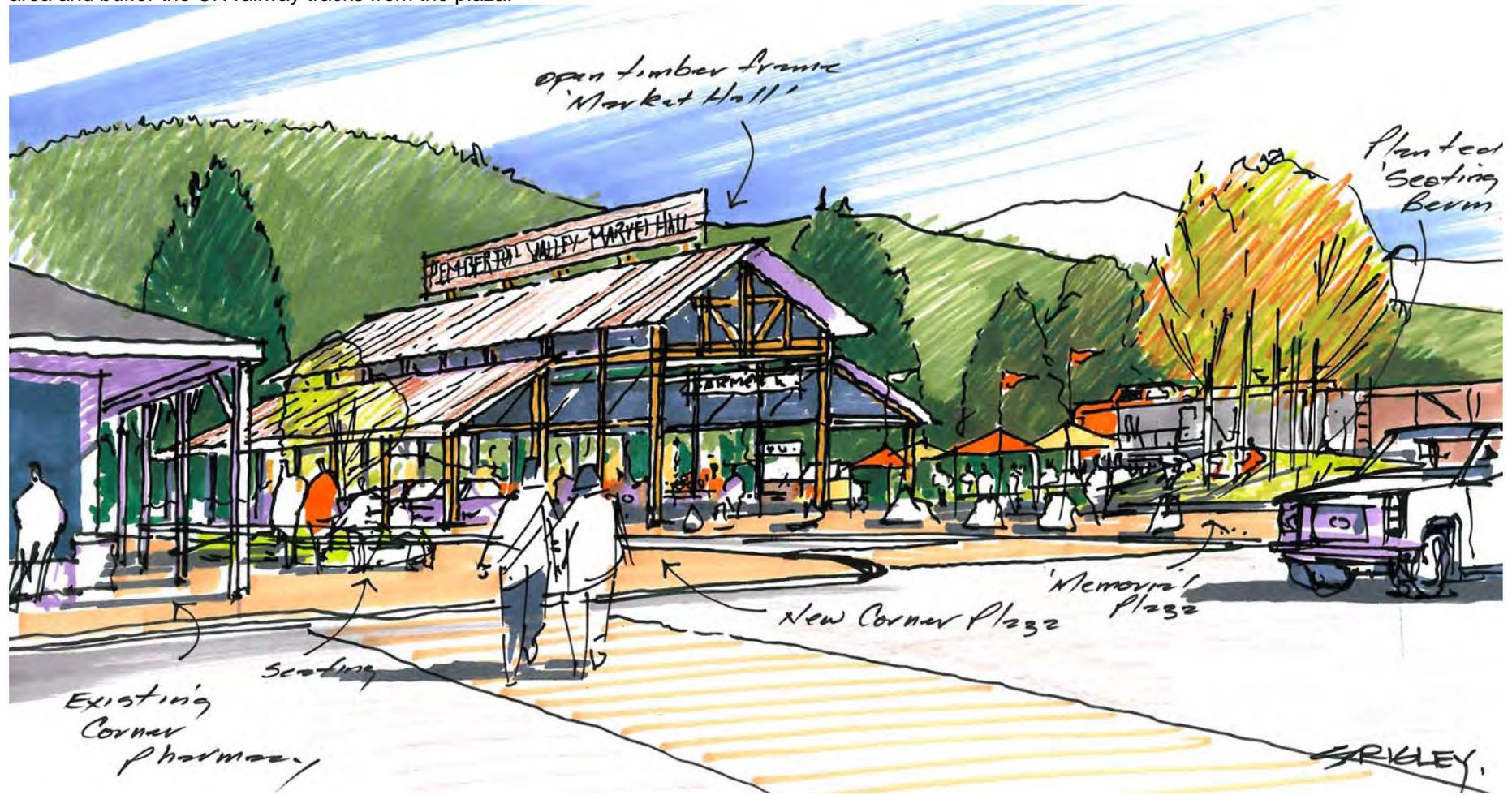
**Frontier Square** is detailed with the following elements:

- Water feature and sitting area
- Diverse patterned paving
- Unique seating for chatting and viewing
- Directional signposts
- Information kiosk
- Specimen trees
- Accent lighting
- Special rock features to define the space
- Bike racks, recycling bins.



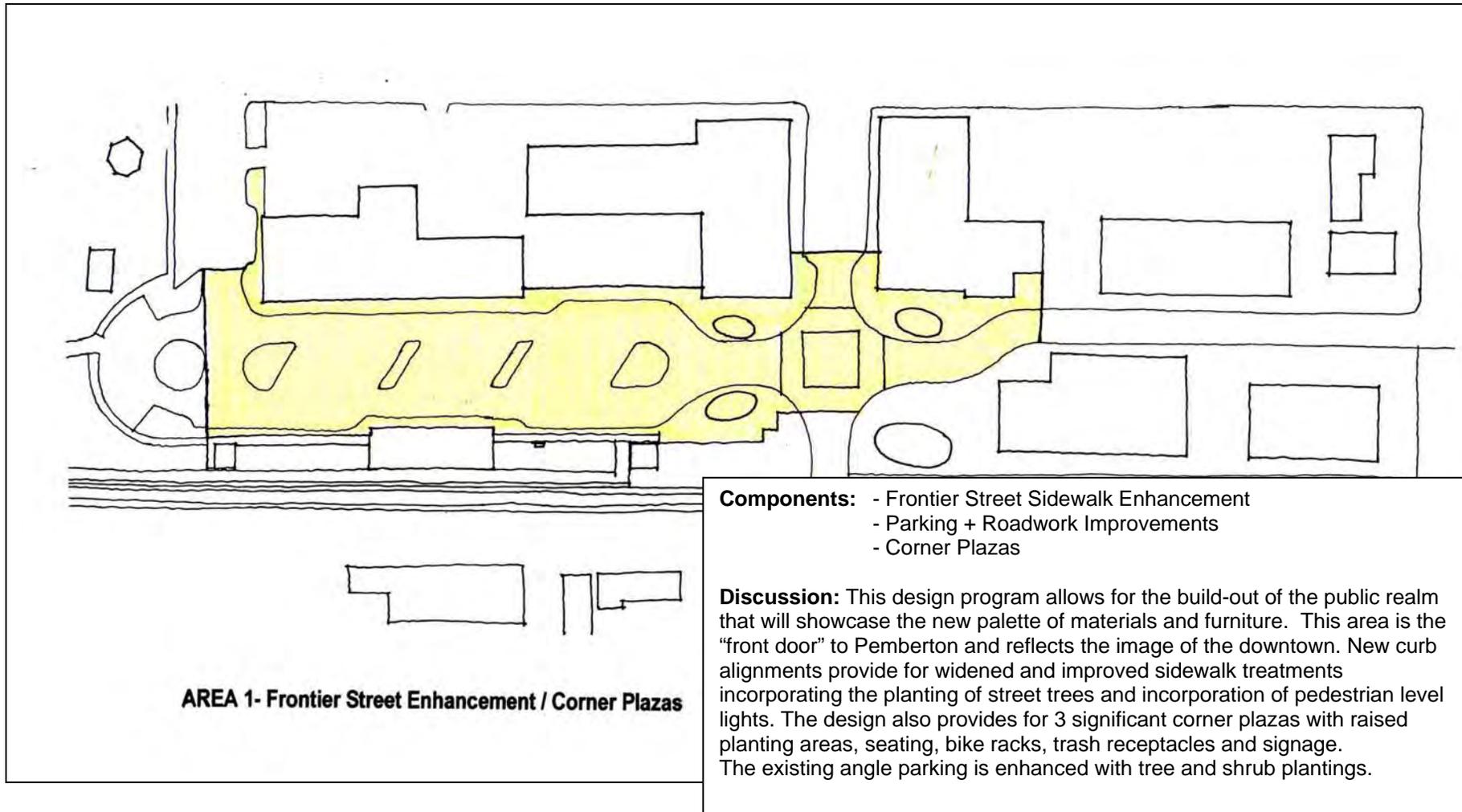
## Pemberton Valley Market Hall

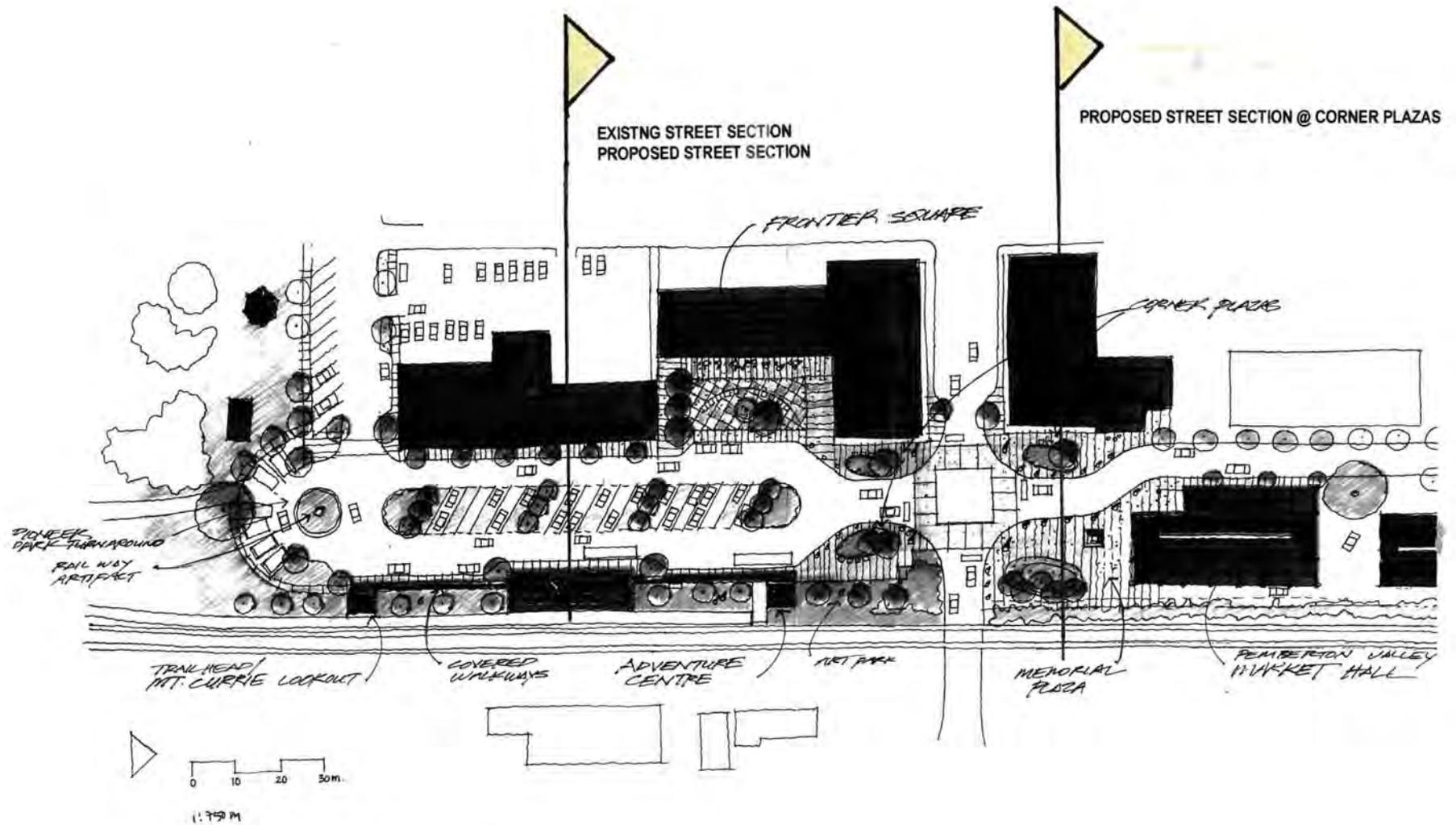
The "Hall" will be a classic "Pemberton Valley" barn structure with exposed post and beam construction. Its charm will be in its rustic and open nature – inviting residents and visitors to participate! Activities can range from a weekly Pemberton Valley Farmer's Market, to traditional barn dances, summer evening free movies, and other entertainment, cultural festivals, and performances. The barn structure is economical to both erect and maintain with options for heaters and other temporary enclosures during colder months. The Market Hall will also include a "Memorial Plaza" as a commemoration place and relocation area for the Cenotaph located outside the existing Legion building not far from the Plaza. This location will provide shelter (Market Hall) for potential poor weather conditions on Memorial Day and a more generous space to remember. A grassed mound adjoining the plaza will provide a sitting area and buffer the CN railway tracks from the plaza.



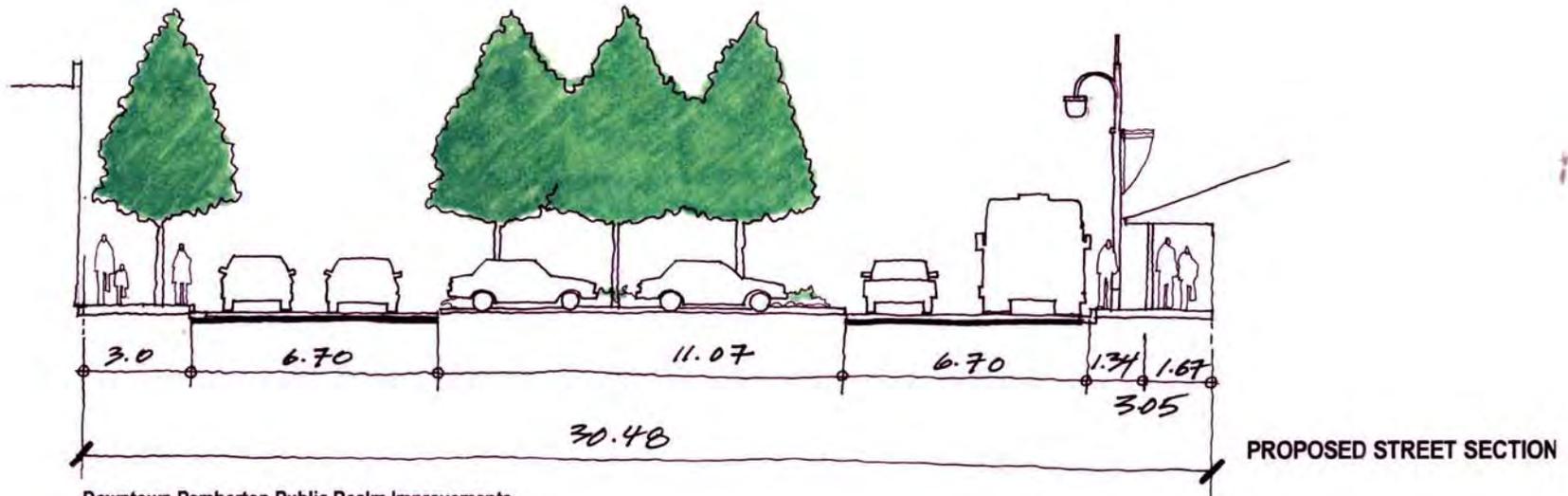
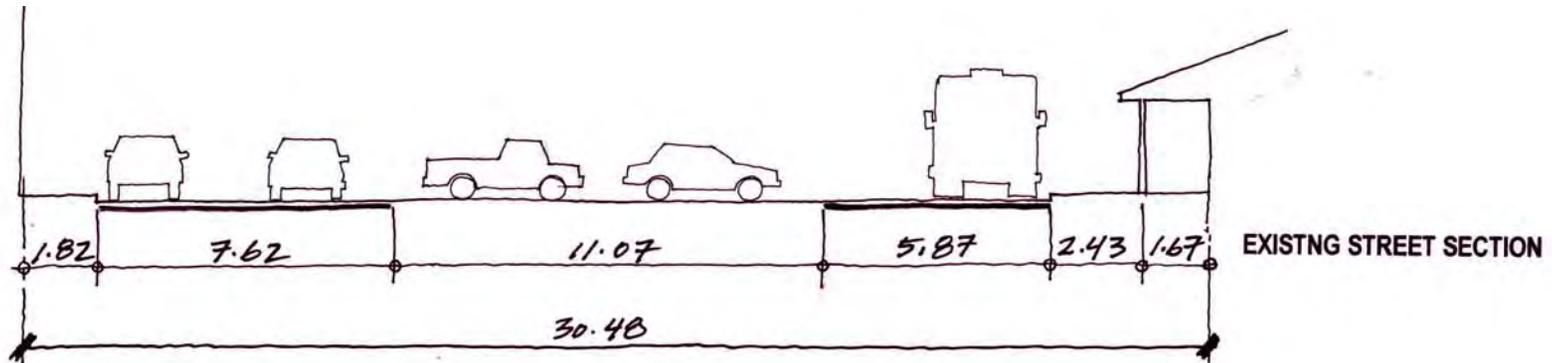
## 5.0 COSTING AND DESIGN PROGRAM DETAILS

The following are grade "C" preliminary cost estimates for the costing of the reconstruction of Frontier Street and the associated amenity improvements extending and adjacent to the Street. For cost and individual project purposes, the street has been divided into 5 design areas that can be funded and built separately.



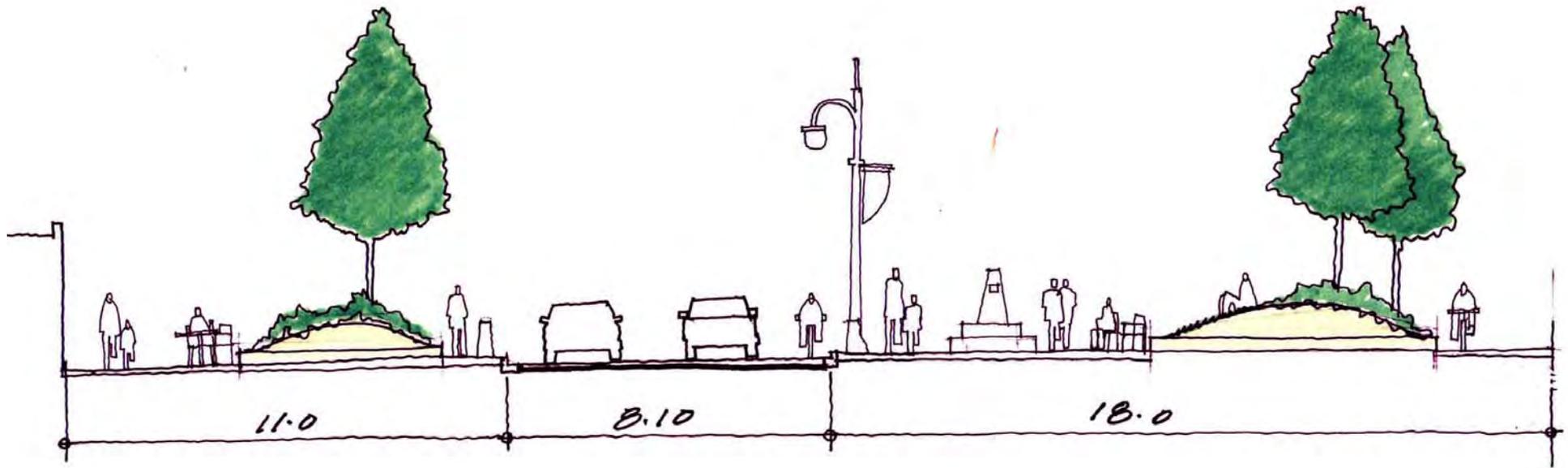


Downtown Pemberton Public Realm Improvements  
STREET SECTIONS



**Downtown Pemberton Public Realm Improvements  
AREA 1 – Frontier Street Sections  
Design Strategy**

1. Maintain existing angle parking dimension of 11.07 m.
2. Balance existing travel lane dimensions. The existing pattern has a 7.62 m. southbound lane and a 5.87 m. northbound lane. The proposed re-design would provide for equal 6.70 m. travel lanes in both directions allowing for curb drop-off and eliminating the conflict of passing standing buses.
3. The existing sidewalk on the Pemberton Hotel frontage is widened to 3.0 from 1.82 m. and the existing bus terminal frontage is reduced from 4.10 to 3.01 m.
4. Street parking is accommodated with lay by parking as illustrated on the plan.



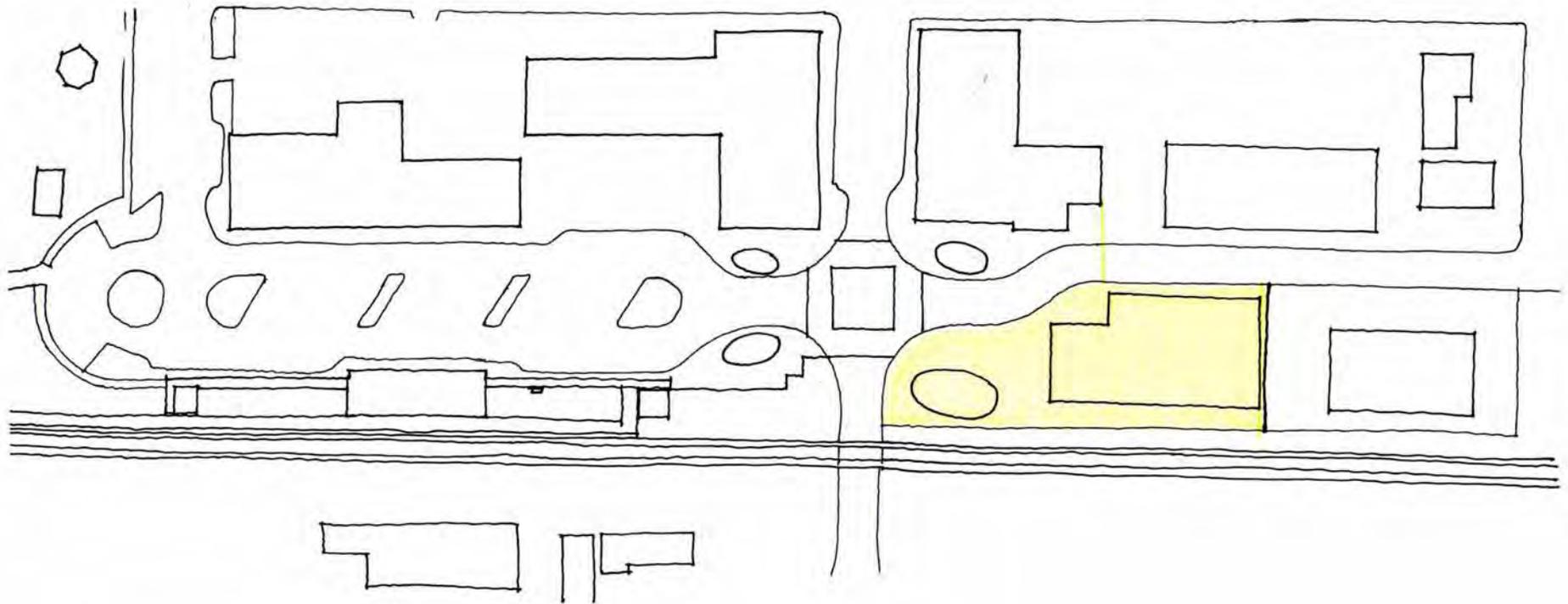
## PROPOSED STREET SECTION @ CORNER PLAZAS

Downtown Pemberton Public Realm Improvements  
 AREA 1 and 2  
 Design Strategy

1. Develop corner plazas at the Birch Road/Portage Road and Frontier Street intersection. These will provide for expansion of the public realm creating spaces for meeting and gathering. The addition of landscape planting, seating, pedestrian level lighting, signage, bike racks and banners will create a welcoming entry to downtown.

**Area 1: Frontier Street Sidewalk Enhancement  
Parking + Roadwork Improvements  
Corner Plazas**

- Civil curbs demolition 245 lin.m @ \$25	\$6,125
- New sidewalk curbing 515 lin.m @ \$100	\$51,500
- New parking island curbing 60 lin.m @ \$100	\$6,000
- Demolition of existing sidewalks 450 m2 @ \$25	\$11,250
- Demolition of existing asphalt paving 1275 m2 @ \$25	\$31,875
- Civil services: new catch basins allowance 10	\$5,000
- Site preparation 1210 m2 @ \$20	\$24,200
- Roadway demolition/preparation for crosswalks 290 m2@ \$50	\$14,500
- Roadway crosswalks, cast concrete 290 m2 @ \$100	\$29,000
- Cast concrete paving – sidewalks 675 m2 @ \$100	\$67,500
- New asphalt paving topping 13,145 m2 @ \$30	\$394,500
- New parking line marking allowance	\$10,000
- Ornamental street lights 30 @ \$7800	\$234,000
- Benches 10 @ \$2,000	\$20,000
- Trash receptacles 10 @ \$1000	\$10,000
- Tree grates 10 @ \$2000	\$20,000
- Bike racks 5 @ \$1500	\$7,500
- Bollards 20 @ \$2000	\$40,000
- Banners 30 @ \$500	\$15,000
- New street trees 28 @ \$1,000	\$28,000
- Structural soil trench 120m3 @ \$80	\$9,600
- Planting 470 m2 @ \$80	\$37,600
- Raised planter seat walls 30 m3 @ \$1000	\$30,000
- Irrigation allowance	\$15,000
- Wayfinding signage allowance	\$20,000
 Sub-Total	 \$1,138,150
Design/Contingency 30%	\$341,445
<b>Total Area 1</b>	<b>\$1,479,595</b>



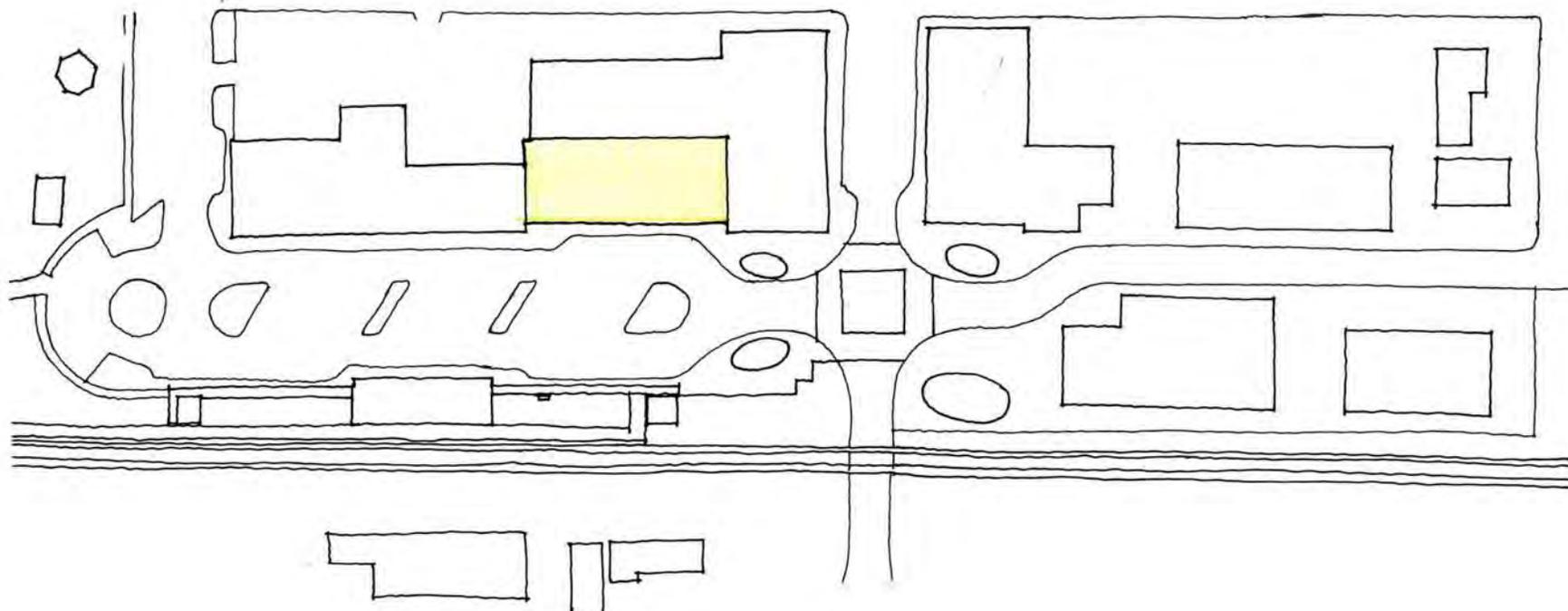
**AREA 2- Memorial Plaza / Market Hall**

**Components:** - Memorial Plaza  
 - Market Hall

**Discussion:** This design program allows for the development of a Memorial Plaza which is the 4<sup>th</sup> corner plaza completing the intersection. It commemorates the World War Veterans and is the new location of the re-located Legion Cenotaph. It provides for a community gathering and celebration space incorporating lighting, seating, and a planted and grassed mound. The centerpiece is the Market Hall Community Building, a covered public events space for markets and celebrations. The Market Hall becomes a landmark structure and symbol of the Pemberton Valley.

**Area 2: Memorial Plaza  
Market Hall and Co-op**

- Site preparation 1820 m2 @ \$20	\$36,400
- New curbing ( included in Area 1 costing)	
- Cast concrete paving-plaza + surrounds 745 m2 @ \$100	\$74,500
- Ornamental street lighting ( included in area 1)	
- Feature lighting@ Cenotaph allowance	\$10,000
- Legion Cenotaph relocation/pediment base allowance	\$10,000
- Benches 9 @ \$2,000	\$18,000
- Trash receptacles 5 @ \$1,000	\$5,000
- Bike racks 3 @ \$1500	\$4,500
- Bollards 12 @ \$2,000	\$24,000
- Banners ( included in Area 1 street lights)	
- Planting/Grass berm 145 m2 @ \$80	\$11,600
- Raised planter seat wall 15m3 @ \$1,000	\$15,000
- Irrigation allowance	\$5,000
- Market Hall structure 720m2 @ \$2000	\$1,440,000
 Sub-total	 \$1,654,000
Design/Contingency 30%	\$496,200
<b>Total Area 2</b>	<b>\$2,150,200</b>

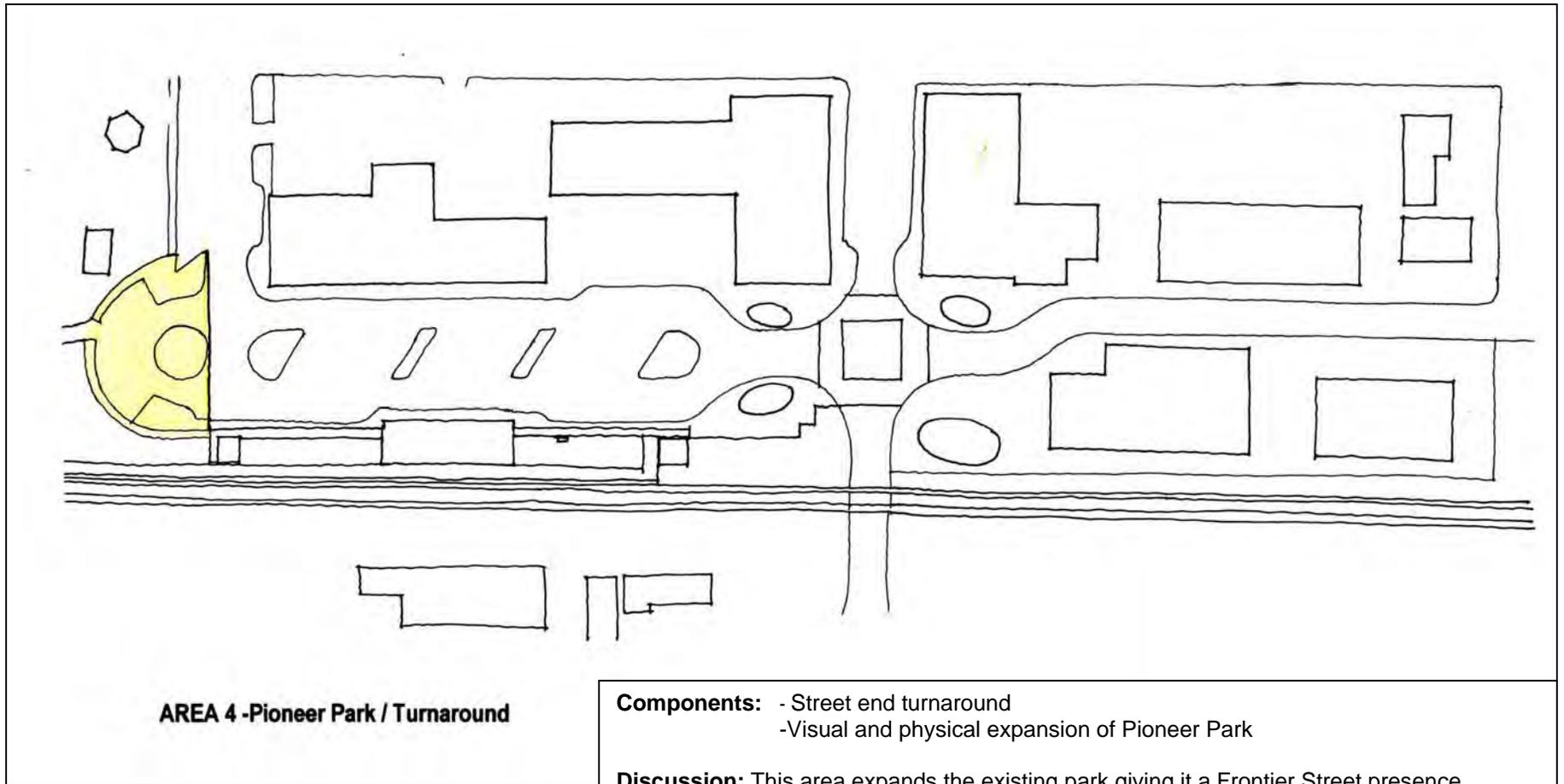


**AREA 3- Frontier Square**

**Discussion:** This design program shapes a significant public space replacing an existing public parking lot serving existing businesses. It expands the public realm exploiting views of Mt. Currie while providing a focal water feature, seating and tree planting. It provides for expansion of existing businesses outdoors for dining and display.

### Area 3: Frontier Square

- Demolition of existing asphalt paving 640 m2 @ \$25	\$16,000
- Site preparation 640 m2 @ \$ 20	\$12,800
- Cast concrete paving 440 m2 @ \$100	\$44,000
- Unit paving 240 m2 @ \$120	\$28,800
- Feature lighting 6 @ \$ 10,000	\$60,000
- Water feature allowance	\$150,000
- Feature "Pemberton" benches 10 @ \$ 3,000	\$30,000
- Tree planting 4 @ \$1,000	\$4,000
- Structural soil trench 20m3 @ \$80	\$1,600
- Ornamental planting pots 10 @ \$ 500	\$5,000
- Bike racks 2 @ \$1500	\$3,000
- Irrigation allowance	\$5,000
Sub-total	\$360,200
Design/Contingency 30%	\$108,000
<b>Total Area 3</b>	<b>\$468,200</b>



**AREA 4 -Pioneer Park / Turnaround**

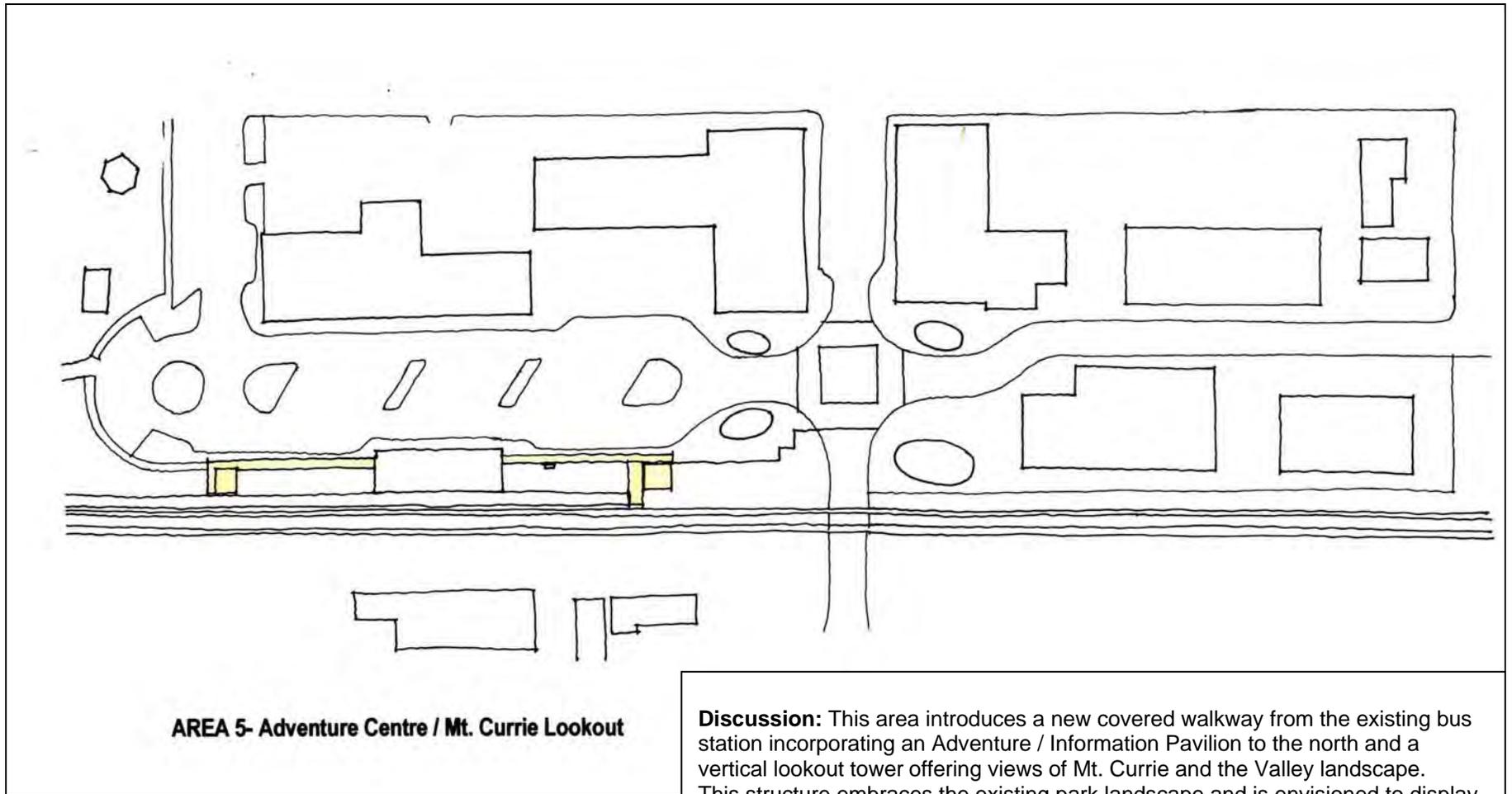
**Components:** - Street end turnaround  
 -Visual and physical expansion of Pioneer Park

**Discussion:** This area expands the existing park giving it a Frontier Street presence. It provides a planted island that showcases the last remaining railway water channel artifact currently lost in overgrown plantings nearby. It provides oversized vehicle parking, sidewalk improvements curbing and paving.

**Area 4: Pioneer Park Turnaround**

- Site preparation 800 m2 @ \$20	\$16,000
- New curbing 1150 lin.m @ \$100	\$115,000
- Asphalt paving 415 m2 @ \$30	\$12,450
- Concrete sidewalk paving 150 m2 @ \$100	\$15,000
- Parking line marking allowance	\$5,000
- Planting 100 m2@ \$80	\$8,000
- Relocation of railway artifact/base allowance	\$10,000
- Irrigation allowance	\$5,000

Sub-total	\$186,450
Design/Contingency 30%	\$55,935
<b>Total</b>	<b>\$242,385</b>



**AREA 5- Adventure Centre / Mt. Currie Lookout**

**Discussion:** This area introduces a new covered walkway from the existing bus station incorporating an Adventure / Information Pavilion to the north and a vertical lookout tower offering views of Mt. Currie and the Valley landscape. This structure embraces the existing park landscape and is envisioned to display art and heritage pieces.

**Area 5: Art Park / Heritage Walk**

Adventure Centre/Covered Walkway

Mt. Currie Lookout/Trailhead/ Covered Walkway

- Site preparation 250 m2 @ \$20 \$5,000
- Adventure Centre structure/covered walkway 110m2 @ \$1500 \$165,000
- Mt. Currie Lookout Structure/covered walkway 180 m2 @ \$1500 \$270,000
- Concrete paving 30 m2 @ \$100 \$3,000

Sub-total	\$433,000
Design/Contingency 30%	\$132,900
<b>Total Area 5</b>	<b>\$565,900</b>

<b>Total Estimated costs</b>	<b>\$3,771,800.00</b>
<b>Design/Contingency 30% Total</b>	<b>\$1,134,480.00</b>
<b>Total Cost</b>	<b>\$4,906,280.00</b>



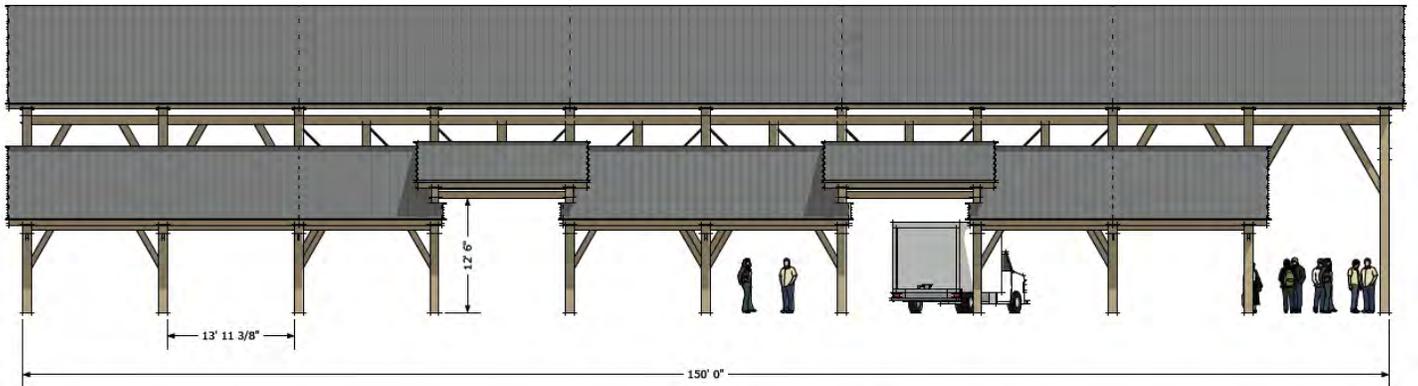
**TOM BARRATT LTD.**  
 LANDSCAPE ARCHITECTS  
 405 Duane Street, Suite 200  
 Pemberton, BC V3B 1A5  
 TEL: 250.338.1111  
 WWW.TOMBARRATTLTD.COM

**Pemberton Downtown  
 Routing & Open Spaces**

**Proposed Downtown  
 Concept P**

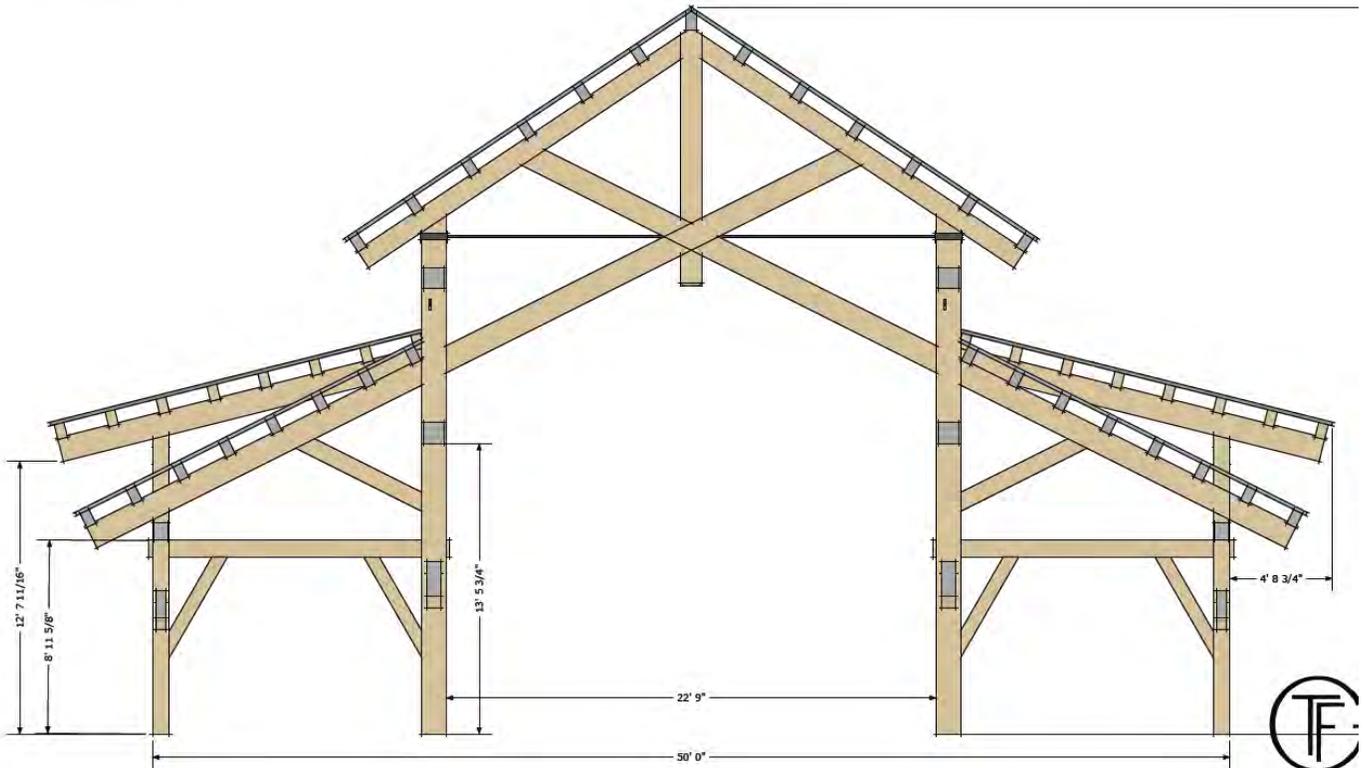
DATE: **March 2011** SCALE: **1:1**  
 DRAWN BY: **W. Barratt**  
 CHECKED BY: **W. Barratt**  
 PROJECT NO.: **075**  
 SHEET NO.: **1**  
 TOTAL SHEETS: **12**

*Note: All dimensions are in meters unless otherwise specified. All elevations are in meters above sea level.*

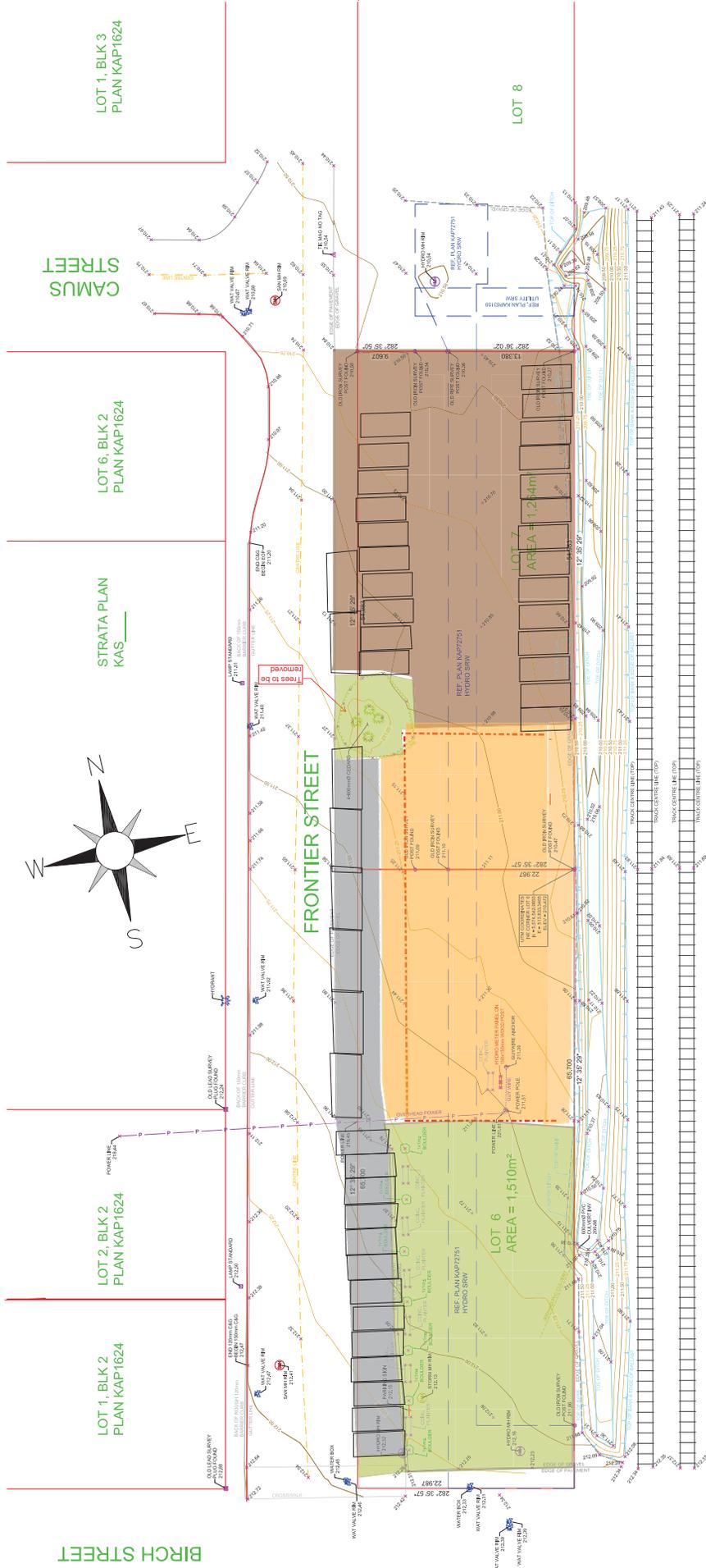


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PLAN SHOWING TOPOGRAPHY AND SITE FEATURES ON LOTS 6 & 7, DL 203, LILLOOET DISTRICT, PLAN KAP77917

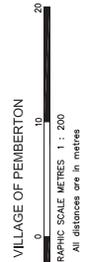


REM. CN RAILWAY  
PLAN A-20

- NOTES:**
- FIELD SURVEY COMPLETED JUNE 27, 2013
  - 4-DIGIT DENOTES SPOT ELEVATION IN METRES
  - CONTOUR INTERVAL = 0.2 METRES
  - BEARINGS & LOT DIMENSIONS ARE DERIVED FROM PLAN KAP77919

**GEOREFERENCE NOTES:**

1. THIS PLAN IS GEOREFERENCED AT THE NORTHEAST CORNER OF LOT 6, DL 203, LILLOOET DISTRICT, PLAN KAP77917. UTM COORDINATES ARE DERIVED FROM THE WHISTLER FEDERAL STATION GEODETIC CONTROL MONUMENT #991626.
2. THIS PLAN INDICATES GROUND DISTANCES DERIVED FROM THE MOST RECENT CORNER OF LOT 6, DL 203, LILLOOET DISTRICT, PLAN KAP77917. A COMBINED SCALE FACTOR OF 5.9967174 IS APPLIED TO GROUND DISTANCES TO OBTAIN UTM COORDINATES.



<p><b>DOUG BUSH SURVEY SERVICES Ltd.</b> Douglas J. Bush, ASCT., RGS Applied Science Technologist (Geomatics) Unit 181 Phone: 932-3314 / Fax: 932-3039 E-mail: doug@dbss.ca / http://dbss.ca</p>	<p><b>REVISION:</b></p>	<p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>• ELEVATIONS ARE GEODETIC DERIVED FROM WMS MONUMENT #1068</li> <li>• ELEVATIONS ARE GEODETIC DERIVED FROM THE NORTHEAST CORNER OF LOT 6, DL 203, LILLOOET DISTRICT, PLAN KAP77917. A COMBINED SCALE FACTOR OF 5.9967174 IS APPLIED TO GROUND DISTANCES TO OBTAIN UTM COORDINATES.</li> </ul>	<p><b>Date:</b> July 29, 2013</p>	<p><b>Client:</b> VILLAGE OF PEMBERTON</p>	<p><b>SCALE:</b> 1:200</p>
			<p><b>Project:</b> 10306.CRD</p>	<p><b>Project:</b> 7438 &amp; 7444 FRONTIER STREET</p>	<p><b>JOB NO.:</b> J13030</p>

### Development Permit Areas for the Form and Character of Development

Guidelines	Compliance
<b>Siting recognize and complement the site's existing conditions, topography, natural vegetation, hydrology, solar exposure, site circulation and view corridors.</b>	
Design for solar exposure to public spaces (summer shade and winter sun)	Yes, provides shade and shelter
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).	Yes, open air, at grade structure
Provide barrier free access.	Yes, at grade
<b>Building Form - Buildings are to be consistent with Pemberton's small town character and reflect its rural traditions of strong, simple and functional building forms. It is not the intent that the Village adopt a specific architectural style or theme.</b>	
Provide a cohesive design program for the development (i.e. structural, mechanical, lighting and landscaping)	Yes, traditional timber frame structure.
Reduce the mass and scale of buildings through design features such as variations in roof form, wall recesses/projections, texture/colour, vertical accents...	Yes, roof structure undulates and provide timber detailing
Design buildings to positively address the public realm on street frontages and sidewalks.	Yes, strong street appeal
Encourage decks, balconies and porches to provide sunny, usable outdoor spaces.	Yes, proposed landscaped area to south of the barn structure
Create interest with the roof structure using architectural features such as chimneys, cupolas, towers and venting.	Yes, the roof will draw on the traditional metal character and eave lines will provide timber detailing
Face main entrances to the street, being clearly visible and directly accessible from the sidewalk.	Yes, there is clear identification of access points
Create interest by varying use of the building's scale, modulation, materials and colour in the placement and detailing of elements entrances, lighting, graphics and street furnishings.	Yes, modulation in the roof structure and varying materials of the wood beams, supports and roof. Unique lighting fixtures are also proposed.
<b>Construction Materials – The building should be sufficiently durable to withstand Pemberton's varied climate while also exhibiting quality construction and a small town character.</b>	
Use exterior materials that have been traditionally applied and/or are durable for the area including stone, wood, brick, and glass.	Yes, Timber and metal roofs are both traditionally used and durable.
Discourage the use of the following exterior building materials: vinyl siding, plywood, particle board and synthetic materials such as cultured stone.	Yes, these materials will not be used on the exterior of the structure.
Stucco and tile for large areas should be discouraged.	Yes, these materials are not proposed.

Apply exterior building colours that complement nature's spectrum; earth hues and the natural colours of foliage, grass, sky and woods.	Yes
Complement neighbouring roof lines/pitches.	Yes
Anchoring buildings with continuous durable finishing providing a sense of permanence and protection from street level impacts.	Yes, significant timber beams, which will be protected with proposed hard and soft landscaping
Use muted or natural roof colours and where appropriate	Yes
<b>Streetscape Improvements and Landscaping—The development should provide amenities for residents and visitors, while also adding interest to the street and showcasing local businesses.</b>	
Incorporate planting consistent with the Village's standards contained within the Plant List.	TBD, the landscaping plan is being developed and will comply with the requirements noted.
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.	
<b>Accommodate grading on individual properties, minimizing cut and fills and discourage retaining walls.</b>	
Incorporate Low Impact Development Techniques into site, service and landscape planning	Existing situation will be retained
Provide irrigation for all landscaped and open areas	Yes, irrigation will be provided
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.	Yes, it is the intent that landscaping will be incorporated into parking areas a snow storage areas identified.
<b>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.</b>	
Ensure that garbage and recycling receptacles and dumpsters are provided and located within a lockable building (bear proof).	Yes, provided
Accommodate efficient snow removal, including designated snow storage and drainage areas for access roads, loading and parking areas.	Yes, to be determined in landscape plan
Abide by the Village Construction Requirements as not to unsafely or inconveniently disrupt adjacent business operations or pedestrian movements during construction.	Yes, see Site Alternation requirements below
<b>Snow Management – Site and building design shall mitigate the challenges related to freezing temperatures and precipitation.</b>	
All developments shall manage snow through the siteplan design and building form.	Yes, snow stays are proposed
Restrict snow from dumping or being dumped onto adjoining streets, sidewalks and right of ways.	Yes, will be incorporated into the landscaping plan

Mitigate freeze/ thaw cycle impacts including snow shed, roof drip, icicles, ice dams, and water infiltration.	Yes
Prevent roofs from shedding towards pedestrian walkways, points of entry and loading or parking areas.	Yes
<b>Lighting – Provide a lighting plan for new development.</b> 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.	Yes, the lighting will be down shielded
<b>Crime Prevention Through Environmental Design Principles</b>	
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 users, and increase risks (deterrent) to offenders.	Yes, the structure will have lighting and high visibility on the street.
Site landscaping should have clear sight lines, prevent concealment, direct users safely, be permeable and maintain relationships (eyes on street).	Yes, will be incorporated into the landscape design
Avoid building designs, public amenities/services and street furniture that create excuses for loitering, nuisance and criminal behaviour.	Yes, the programming of the space and internal amenities will consider
<b>Site Alteration– Mitigate the impacts of a new development specifically related to site clearing, preloading and ongoing construction activities, by:</b>	
Identify 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);	Yes, will be provided
Identify the location of any construction offices and related parking (preference to locate within existing development, limit use of temporary trailers);	Yes, but only for 10 days
Indicate the location of storage areas and type of materials to be stored, as well as garbage/waste/recycling containers. Such storage shall not be attractants to wildlife; and	Yes, but only for 10 days