

STARK

fitzgerald
CONSTRUCTION | DEVELOPMENT

The attached is a project summary of the proposal to rezone lands at 7421, 7423 & 7425 Prospect Street, Pemberton. These 3 single lots have been amalgamated into one continuous lot.

As the lands fall within OCP “urban growth” and “downtown”, the intent is for the owners to work with the planning department to rezone the lands from C1 to a CD zone.

The current owners wish to redevelop the lots to a mixed use residential and commercial building consistent with similar projects in the neighbouring downtown.

This document should be read in combination with the rezoning plans produced by STARK.



Massing of building from Foughburg park

SUBJECT LANDS:



Site plan with surrounding context

LOCATION:

The site is positioned in the downtown core, on the intersection of Prospect St & Aster St. To the east of the site is Foughburg Park, with a 2-storey building immediately to the south across Aster St. The west, the site borders a statutory right of way itself, adjacent to the BC Hydro works building. Prospect Street is largely low sloping across the frontage of the lots, whilst Aster Street slopes uphill in a westerly direction.

The properties are owned by 1268913 BC Ltd. (Fitzgerald Building Co.)



aerial view showing existing three buildings across property

LEGAL DESCRIPTION:

The legal descriptions are LOT 1 DISTRICT LOT 203 LILLOOET DISTRICT PLAN EPP124721, PID – 031-847-226

EXISTING USE:

The site currently consists of three single family homes, one of which operates as a Thrift store.



street view at aster & prospect junction

A site survey has been conducted which is included in the Architectural package.

OCP

The existing OCP designations align with the proposals being that they are downtown and within the urban growth area.

Official Community Plan – MAP The lands are currently designated as ***Residential*** use within the Urban Growth Boundary.

The following provides the designations of the lands in the OCP Maps:

A	Within Urban Growth Boundary
B	Land Use Downtown
C	Development Permit Downtown
G	Proposed Open Space & Greenways and Proposed Public Parks Access from property across Prospect to Foughburg Park
I-1	Water Servicing Indicates an existing watermain & future watermain
I-2	Sanitary Servicing Adjacent to sewer main
J-1	Transportation Aster & Prospect are collector roads.
J-2	Public Transportation and Sidewalks Existing Illuminated sidewalks down Aster and adjacent to the lots. Proposed illuminated sidewalks along the Prospect frontage.
L	Land Constraints None
M	Fire Protection Within the Village of Pemberton Fire Protection Area

ZONING:

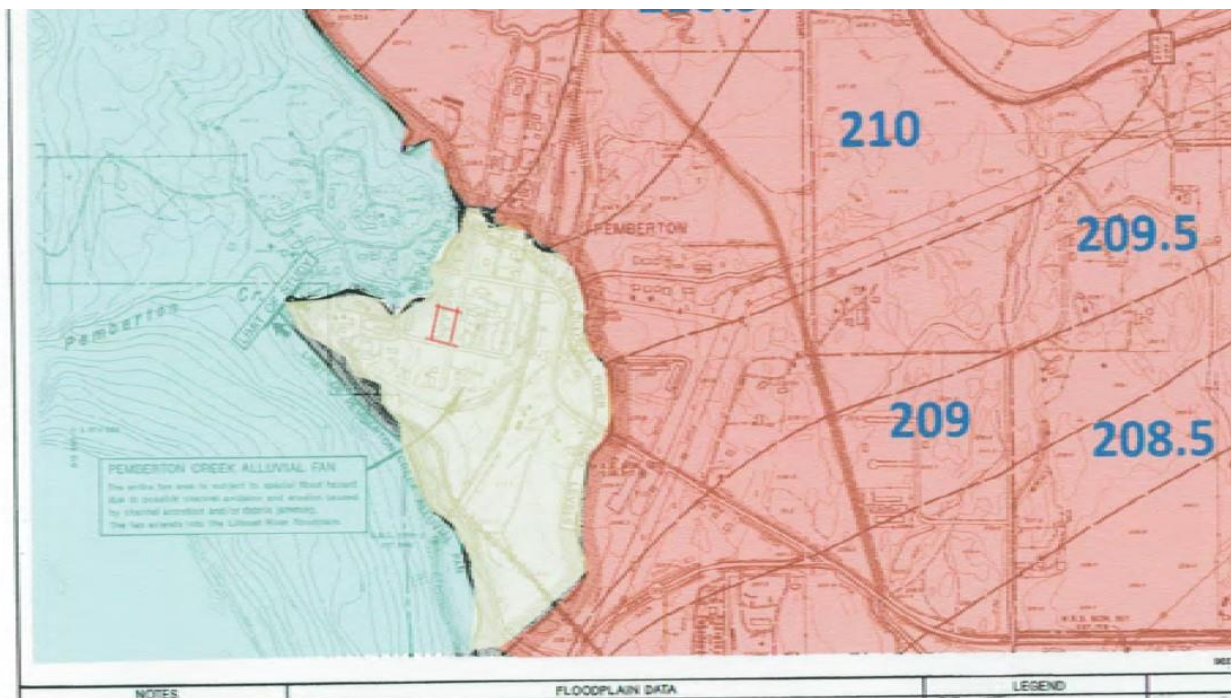
The current sites are all zoned **C-1 "Town Centre Commercial 1"**, zoned to allow a multitude of commercial uses as well as residential combined with commercial use. The existing zone, with minor variances to parking and height would have accommodated the proposed design. It was suggested by Planning that a rezoning be applied for, rather than vary height (10.5m to 17.5m) to accommodate the 4th storey. The site density of C-1 at 2.5FAR would have allowed for the proposed density within 4 storeys. The proposed development is approx. 2.1FAR.

PROPERTY AREA:

The three lots in aggregate measure approx. 23,538 ft² / 2,186 m² or 0.54 acre

FLOOD PLAIN:

The site is in one of the higher areas of downtown Pemberton.



FCL schedule b (red rectangle indicates approx. location of site)

A geodetic topographical survey was carried out by Doug Bush Surveying on 10th October 2021. The survey showed minimum geodetic heights of 217.09m in the northeast of the site, with the highest point of the site being in the southwest corner of the site, at 219.00m.

Current Flood Regulation Bylaw Map 716, 2021 shows the areas of the site as being wholly within "Requires Geotech" area. (Schedule B).

The proposed underground parkade would have an approx. top of slab of 215.22m. Significantly higher than required FCLs of surrounding areas shown on Schedule B, which range from 206.5m to 211.5m.

The applicant would engage a Geotechnical Engineer to provide information regarding the suitability of the underground parkade at Building Permit submission.

PROPOSED DEVELOPMENT

Design Intent

Initial discussions with the Village of Pemberton generally supported the project, with the implication that a rezoning, rather than a variance for height and parking was appropriate, as the proposed FAR and uses of the project aligned with the existing C-1 zone.

The building is designed as a place maker or node in downtown, making use of its prominent location as an important junction in the downtown core.

Given its proximity to Foughburg park, and the continuation of Prospect and Aster streets, the ground floor of the building is intended to be home to a number of businesses and offices, sized appropriately for Pemberton, to encourage the use of the spaces by small and growing local businesses. A wrap around, covered patio would be used by the businesses on the ground floor, to help activate the street and provide shelter and outdoor amenity to the businesses.

The building itself, pursues a human scale to the street side elevation, with planting and landscaping, glazing and access into the commercial units and access into the apartments. Natural materials such as stone (for walls) and wood texture (for soffits), creates a tactile and warm space.

Above the lower floor, the building is articulated with covered balconies set into the façade. This works to create interest in the massing, whilst a restrained colour palette reduces the complexity of the façade. Balconies would have solid balustrades, to reduce the glazing on the residential areas, whilst providing privacy to owners and reducing visual busyness that can sometimes accompany owners use of balconies for storage / plants / BBQs etc.

The upper floor is set back from the lower three floors by 7' and a total of 15' setback from the property line along Prospect Street. The primary aim of this is to reduce the massing of the fourth storey whilst providing balcony space for the upper units. To maintain the west coast style, the upper penthouse decks are protected by a cantilevered roof canopy.

In relation to the current OCP policies, the design works to maintain the downtown as a commercial hub, as well as a social focal point for the Village of Pemberton. The building provides, interest, convenience and encourages a pedestrian and bicycle friendly downtown setting.

The Downtown Enhancement Strategy suggest the building meet a number of considerations which the proposal meets.

- Provide a mix of land uses at increased densities.
- Be environmentally, socially and economically sustainable.
- Ensure great, focused and designed open spaces.
- Be pedestrian, bike and stroller friendly and accessible.
- Provide a strong sense of arrival.
- Ensure appropriate parking and transit facilities.
- Be economically vibrant.
- Showcase the natural assets.
- Share Pemberton's authentic identity; and
- Work together to meet stakeholder and community needs

UNIT COUNT

Conceptually, the unit mix is as follows.

Residential	No of Units	Approx Area of Units (m2)
1st Floor Residential	2 12 3	Studio (50.5 m ²) One Bedroom (71.6-91.5 m ²) Two Bedroom (96.2 m ²)
2nd Storey Residential	2 12 3	Studio (50.5 m ²) One Bedroom (71.6-91.5 m ²) Two Bedroom (96.2 m ²)
3rd Floor Residential (Penthouse)	5 6	One Bedroom (102 m ² – 139.4 m ²) Two Bedroom (77m ² - 97 m ²)
Total Units	45	

With the property being zoned C-1 as existing, the development seeks to stay as close to the existing zoning of the land and those adjacent, as illustrated by the table below.

	C-1	Proposed
Permitted Uses	Commercial, Civic, Restaurant Service uses.	Residential and Commercial, Restaurant and Service uses.
Permitted Accessory Uses	Residential Bed and Breakfast Home Occupation	
Max FAR	2.5	2.1
Max Lot Coverage:	100%	73%
Min Lot Size	220 m2	2,816 m2
Min Lot Width	12 m	60.12 m x 36 m
Min Principal Building Width		
Min Front Setback	0 m	0 m
Min Rear Setback	4.5 m	4.5 m
Min Interior Side Setback*	0	0
Min Exterior Side Setback:	0	Same as front setback
Max Building Height, Principal: 10.5 m	10.5 m	17.5 m
Max Building Height, Accessory: 4.6 m	4.6	n/a

PARKING RATIONALE

Based on standard parking zoning requirements, the proposal would generate the following baseline parking needs.

BASE LINE

	Formula	Requirement
4 x Studio	1 space/unit	4
29 x One Bedrooms	1 space/unit	29
12 x Two Bedrooms	1.75 space/unit	21
Visitor	0.25 space/unit	11.25 (12)
Total		66
1,000 m2 commercial	0.25 space/100 m ² *	2.5 (3)
Bikes		-

The applicant would propose the following parking requirements.

PROPOSED

	Formula	Proposed
4 x Studio	1 space/unit	4
29 x One Bedrooms	1 space/unit	29
12 x Two Bedrooms	1.25 space/unit	15
Visitor / Commercial	6 per building	6
Total		54
1,000 m2 commercial	0.25 space/100 m ² * = 2.5 (3)	6 off-street (shared with visitor parking)
Bikes	Min 2 Class A per unit (90)	150

The underground parking can accommodate a total of **54** spaces.

Given the area available underground and the desire to reduce car trips within the Pemberton downtown core, the necessity for providing both off-street commercial and visitor stalls exclusively could be minimized. The baseline requirement for commercial requires 3 off street parking and 12 visitor stalls. Since the commercial establishments will primarily function during the day and visitors are expected to frequent in the evening hours the development suggests utilizing 6 x shared off-street stalls for commercial use during daytime hours and visitor stalls during evening hours/overnight. This approach optimizes the space and serves the intended purpose effectively.

Commercial/Visitor shared stalls would be accessible to the public and a secure garage door would provide separation to the other 48 residential stalls for tenant use only. It is the developer's intent to supply ALL underground parking spaces as EV Ready. 10 x stall will have primary connections installed.

Pemberton's public transport offers 2 bus routes, route 99 (local) and 100 (connector to whistler) that run from the blackbird bakery 2 minutes walk from the proposed development. The proximity to local transport and amenities makes cycling and walking a preferable option. The scheme

proposes a generous number of **150** secure Class A bike stalls (more than 3 stalls per home) to encourage and support a more protected, cycling friendly community.

AFFORDABILITY

The unit mix, layout and size have been carefully considered and designed to respond to the needs of a rapidly growing community within Pemberton. Providing a variety of practical studio, 1 and 2 bed apartments would be appealing for residents looking for a more affordable, low maintenance and centrally located home. Providing smaller and more efficient layouts maximizes land use, supports density and walkability, offers environmental benefits, and meets the needs of a diverse range of residents.

COMMUNITY AMENITY CONTRIBUTIONS

During the preapplication meeting, staff mentioned the potential for Community contributions, however a final proposal of what these would entail has not been discussed.