

Eaglecrest Drive

464 Eaglecrest Drive, Gibsons, BC

PROPOSAL SUMMARY

Welcome to the Eaglecrest Drive Public Information Meeting

INFORMATION MEETING FORMAT

PURPOSE

1. To discuss the site and solicit community feedback on schematic ideas.
2. Understanding the community's ideas, visions, and feedback regarding the potential development for this site.
3. Discuss options, constraints and ideas with you - neighbours, residents and planners.

1. **Sign In** - Please sign in at the entrance on the sheet provided.

2. **Circulate** - Please circulate the room at your leisure, view the information boards, engage with the architects and owners and give us your feedback and architectural ideas.

3. **Exit Survey** - Please fill one out after reviewing the information boards.

We will gather your ideas into a report, that will guide our proposal and further our design moving forward. Your input will help guide the design process and better enable us to proceed with this exciting project.

THANK YOU - for assisting in shaping the potential development of this exceptional site.



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ANKENMAN MARCHAND

Ankenman Marchand Architects (AMA) has been operating for more than 25 years, with a long track record of participatory planning work and community engagement. We understand the development issues and have noted the negative effects that poor quality developments can have on communities.

That's why we take great pride in engaging with community stakeholders right from the beginning. Our "grass roots" approach allows us to fully appreciate the specific opportunities and constraints that a particular development will have, with respect to neighbouring residents and the broader community. We design every project in co-operation with the community in order to ensure the most livable and appropriate development.



AMA
25
years



Since 1994, the TC Development Group has specialized in identifying, creating and constructing exceptional development opportunities and communities in some of BC's most desirable areas, from concept to completion. Over the years we have brought hundreds of visions to life, changing surrounding landscapes with our hallmark reputation for creativity, quality and craftsmanship.

We achieve these results through a deeply instilled work ethic and a combination of attention to detail, care, passion, dedication, innovation, and a deep commitment to each and every project that we undertake. Residential and commercial, every TCD development exemplifies our company's **commitment to the highest of standards.**

With every project, we set out to create a finished product that exceeds our expectations, is of exceptional quality, creating and ensuring lasting value and a source of pride.

Our approach towards development and building, combined with our own personal goals - is to constantly strive for excellence. Our developments are an extension of our commitment to create environments that are highly desirable to live-in, promote community, generate economic growth and are sustainable. We do not just simply build buildings. We create sought-after and inspiring environments for the purpose of forming and sustaining communities so that we may ultimately enhance the quality of life for all those who occupy it.

The TCD Development Group has created numerous notable and exceptional, award-winning communities in beautiful British Columbia and we look forward to creating a successful and desirable community here in Gibsons.



Landscape Architect



Damon Oriente Ltd.
LANDSCAPE ARCHITECTS

Landscape Architect



Judith Reeve Consulting Ltd.
Registered Landscape Architect

Surveyor



STRAIT LAND SURVEYING INC.

Civil Engineering



APLIN MARTIN
ENGINEERING ARCHITECTURE PLANNING SURVEYING

Traffic Engineer



ANKENMAN MARCHAND
ARCHITECTS



WHO ARE WE

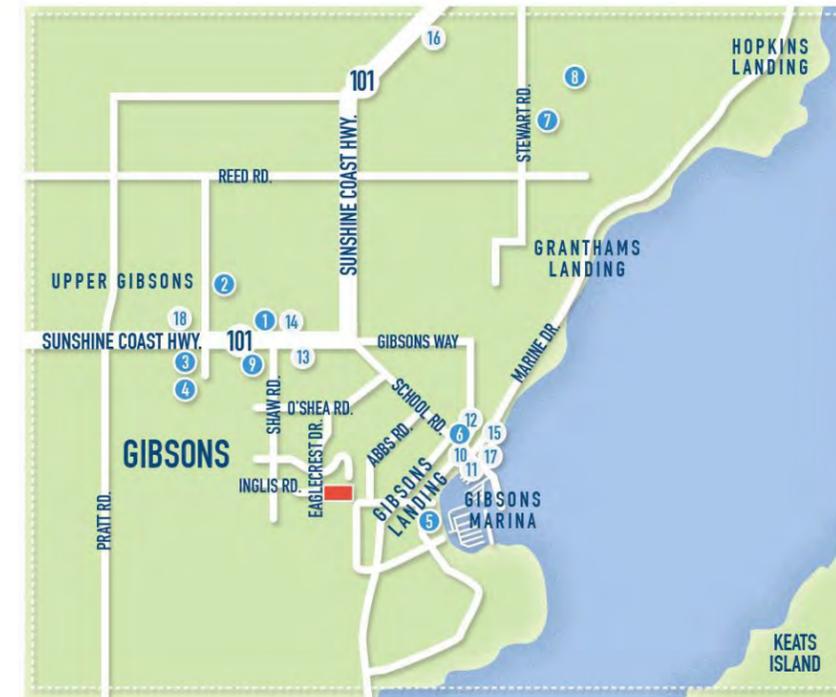
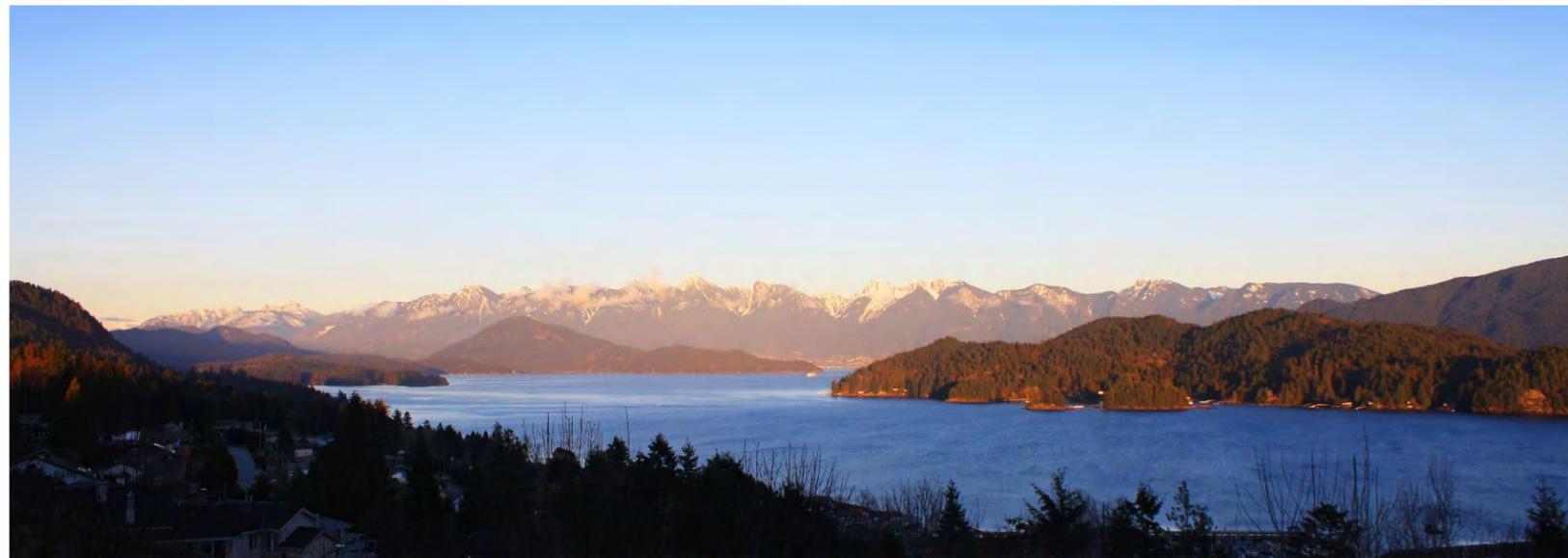
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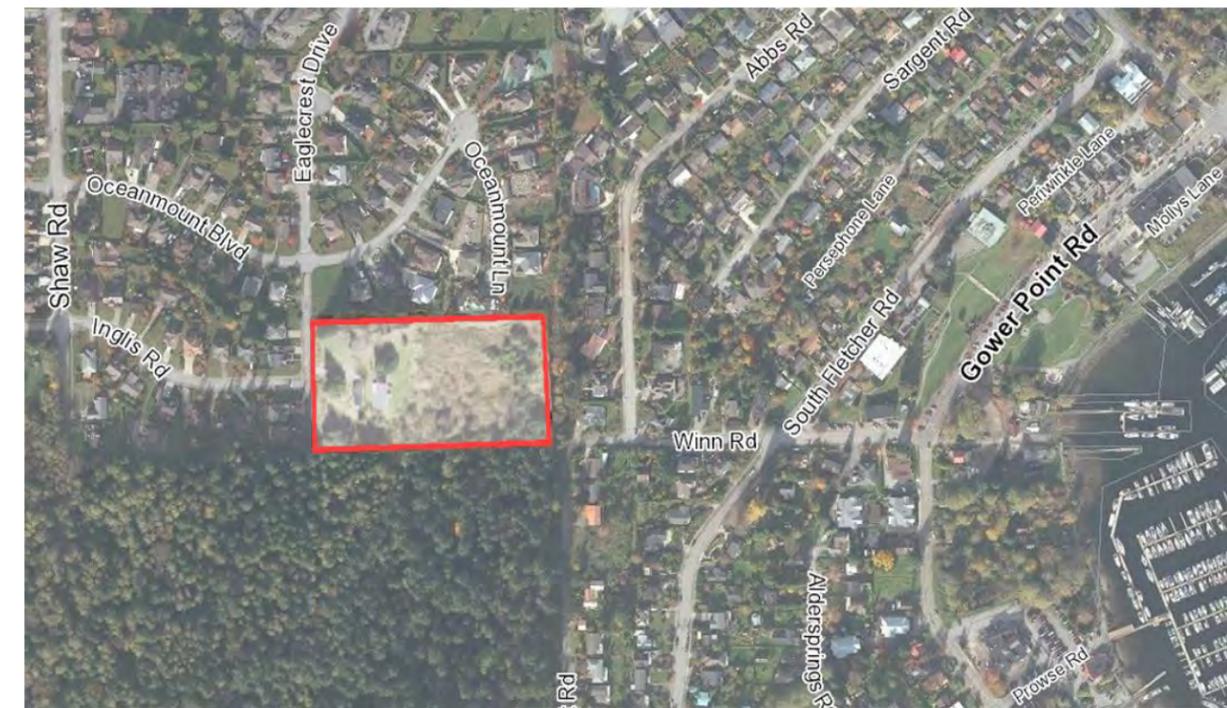
Introduction & Site Description:

- This 5-acre site fronts onto, and is currently accessed from both Eaglecrest Drive and Stewart Road.
- It is within walking distance to the Town of Gibsons and the associated amenities such as shops, services and restaurants as well as the harbour and marina.
- The site offers unprecedented views over the harbour, Georgia Straight, Keats Island and the North Shore mountain range beyond.
- The site is very steeply sloped, and has some single-family residential bordering the north & across Eaglecrest to the west, greenspace & an associated trail system and parkland located at the south. Multi-unit residential is located along Eaglecrest.
- The current OCP supports the density as being proposed.
- After extensive community consultation, this proposal has strived to amalgamate this feedback into the appropriate balance for the site, by offering a much-needed blend of housing typologies for all ages, abilities and income-brackets that include:
 - Empty Nesters (single level living)
 - Seniors (single level living)
 - Disabled (every unit accessible)
 - Young Families (townhomes)
 - First time buyers



Nearby Services/Amenities

- 1 Sunnycrest Mall
 - » London Drugs
 - » Super-Valu
 - » BC Liquor Store
 - » CIBC + Royal Bank
- 2 Gibsons Rec Centre
 - » Ice Rink
 - » Gym, Squash and Racquetball Courts
- 3 Gibsons Pool
- 4 Gibsons Curling Rink
- 5 Post Office
- 6 GPAG (Gibsons Public Art Gallery)
- 7 Shirley Macey Fields and Dog Park
- 8 Soames Hill
- 9 Gibsons Cinema
- 10 Molly's Reach
- 11 Smitty's Oyster House
- 12 The Nova Kitchen
- 13 Sita's Spag Shack
- 14 Sita's Sushi
- 15 Nagomi Sushi
- 16 Persephone Beer Farm
- 17 Gramma's Pub
- 18 Blackfish Pub



Q.1 Is this site stable enough for any development?

Yes. The steeper portion of the site is being proposed to be left in its natural state along with additional planting and other features that will ensure the slope is even more stable than it is today. It is only the upper and lower areas of the site where development is being proposed.

Q.2 Why is there development proposed on both the upper area and lower area of the site?

Many reasons:

- The visual and physical proximity to the waterfront and associated views are very different in both areas of the site. Dividing the project allows future residents to choose between these two areas, including walking opportunities to either the lower village or the existing shops and services located along Gibsons Way.
- By breaking the project in two, it allows it to be phased over time, providing less potential impact on the community.
- It ensures that neither area produces excessive traffic onto the existing road systems.
- It ensures a very large green area to be retained in the middle of the site, accessible to all.
- It reduces any potential massing of the buildings.

Q.3 Is this proposal inclusive of as many potential users as possible?

Yes - we are proposing a wide variety of unit mixes, types and sizes suitable for all socio-economic demographics and those with disabilities.

Q.4 Does the density of this proposal exceed that which is envisaged in the Official Community Plan?

No

Q.5 Will there be any on-site amenities?

Yes, we anticipate a wide variety of amenities for both the future residents as well as the existing community at large. We have itemized potential amenities throughout our presentation and have asked in our exit surveys which you feel may be most used and beneficial to the project and the community at large.

Q.6 What will the streetscape along Eaglecrest Drive look like?

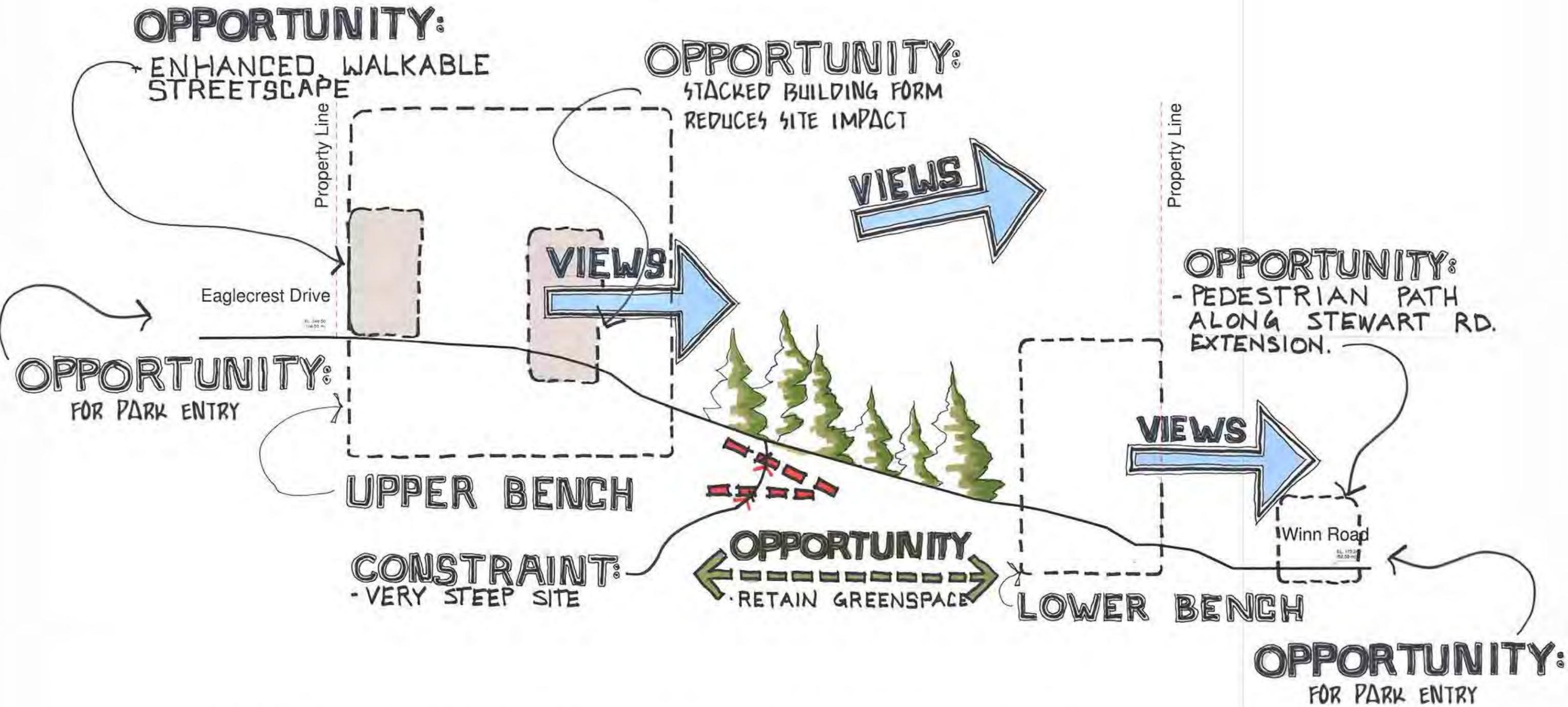
As this is the area of the site that will be primarily seen by the public, a great deal of thought has been given to this streetscape, with features that include:

- Four distinct buildings that replicate single family homes that mirror the existing single family homes along the west side of Eaglecrest;
- Height of which are only two storeys along Eaglecrest.
- No garage doors along Eaglecrest promoting a pedestrian-first streetscape that include front entry doors steps and porches, street trees, continuous sidewalks, low level lighting, grass boulevard etc.

Q.7 What's in it for the general public?

There are many public benefits that will be realized should this project come to fruition including:

- Potential trail heads at the top and bottom of the site with a continuous, safe pedestrian path that links lower and upper Gibsons.
- A potential funicular that allows the disabled or seniors to enjoy the same benefits.
- A large improved park system that forms part of the experiences listed above.
- A North/South pedestrian connection along the currently unimproved Stewart Road allowing existing residents better access to lower Gibsons.
- Improved economic/employment/property tax base for the Town of Gibsons.
- The ability for existing Gibsons residents to downsize and stay in their own community with care-free/maintenance-free living.



OPPORTUNITIES & CONSTRAINTS

Eaglecrest Drive

464 Eaglecrest Drive, Gibsons, BC

PROPOSAL SUMMARY

First Planning Principles:

Before considering any development proposal for this site, it is important to recognize, in addition to ensuring all types of housing are fully inclusive, the following:

- Provide a safe, walkable community that allows residents, guests and immediate neighbours full access to the site by providing access points throughout.
- Ensure that as many future residents have the advantage of the remarkable views the site has to offer as possible.
- Provide a friendly, inviting streetscape along Eaglecrest and the newly formed Inglis Road extension with building styles, scale and feel that does not compete with, and is consistent with the surrounding established neighbourhood.
- Provide a wide variety of pedestrian and visual experiences while wayfinding through the site to ensure a very pleasant experience, and to ensure there are no "cookie-cutter", formula-driven planning principles.
- Ensure the project enhances, (not depletes from) the Town of Gibsons when seen from afar (ocean for example).



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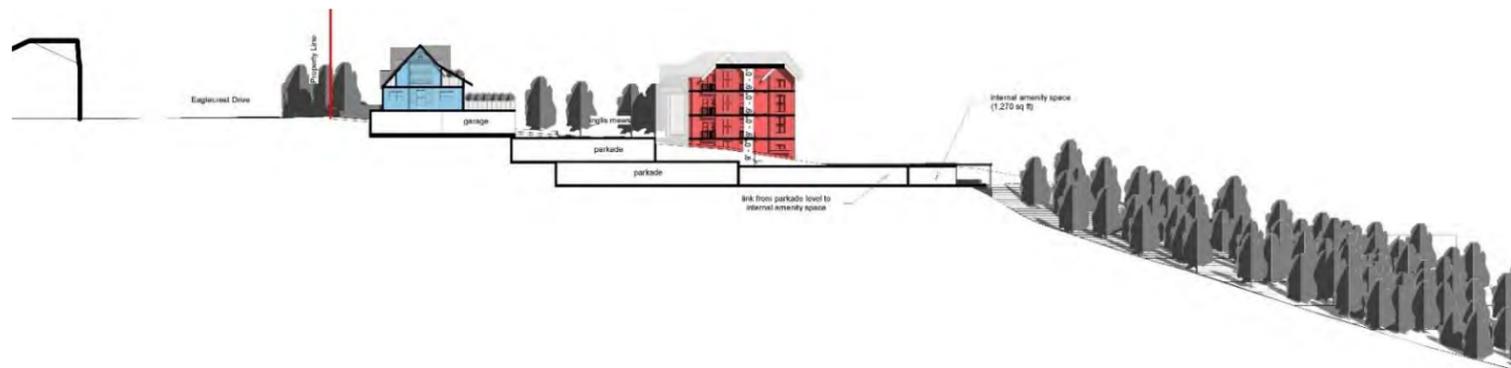
Preliminary Design Rationale:

Though the site planning and overall concepts are in very early stages, the basis for these early schematics are based on the following:

- Due to the site's extreme topography and available access from both the western edge of the property (Eaglecrest), as well as the eastern edge (Stewart and Winn Roads), it is logical to divide the site into three components: the lower bench, a natural park space in the middle, and an upper bench.

Upper Bench:

- Traditional/seaside architectural with articulated facades, comprised of four buildings along Eaglecrest, with a large gap in centre allowing one point vehicular and main pedestrian access, as well as suitable side-yard setbacks.
- These building forms are contextually related to the single family homes across Eaglecrest.
- This ensures a pleasant pedestrian experience along Eaglecrest without having a series of individual parking garage doors.
- Once entered onto the site, there is a direct visual unencumbered link to the easterly views beyond, via a grand rotunda/view point that links to common amenity below, the park space and eventually the Town.
- A park entry point (trailhead) is being proposed at the SW corner.



Eaglecrest Drive

464 Eaglecrest Drive, Gibsons, BC

PROPOSAL SUMMARY



The condominium buildings have been broken down into a small scale representing single family form, creating a liveable, walkable streetscape.



Upper Bench:

- The internal mews road allows front door access to individual buildings, fire Truck access, ease of underground parking access and unencumbered pedestrian movement.
- A large rotunda is being proposed, creating a suitable vantage point to the remainder of the site and the views beyond.
- This rotunda is also the formal access point for a continuation of the pedestrian experience - down into the amenity area and the greenspace beyond located in the middle of the site.

Eaglecrest Drive

464 Eaglecrest Drive, Gibsons, BC

PROPOSAL SUMMARY



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464 Eaglecrest Drive, Gibsons, BC

PROPOSAL SUMMARY

Middle of Site - Upper (Heart of Project):

The middle of the site has been divided into two main areas. At grade is common amenity for the project residents, with opportunities such as an amenity building, children's play area, view look-out rotunda, on-site agriculture, outdoor eating, lounge area etc.



Outdoor eating and lounge areas



Outdoor Kitchen

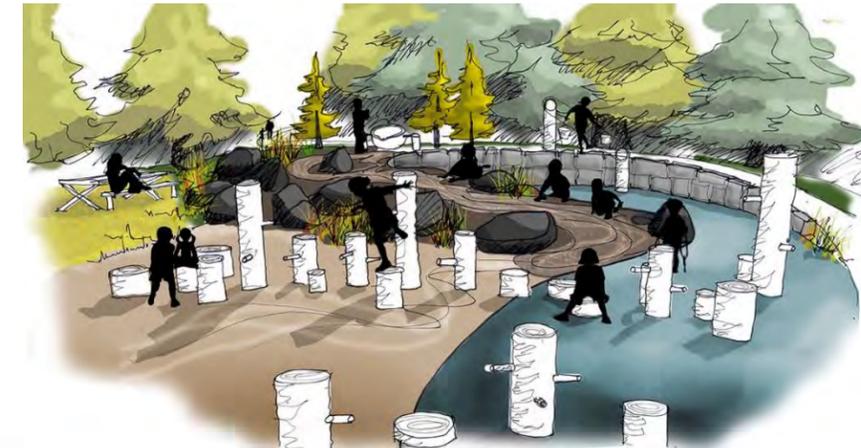


External hot-tub/spa



Water element at view look-out rotunda

Natural adventure/children's play area



Eaglecrest Drive

464 Eaglecrest Drive, Gibsons, BC

PROPOSAL SUMMARY

Middle of Site - Lower (Heart of Project):

The second open area of the site is a community area that links the Inglis Trail system to the South through the site. Wayfinding activities could include interpretive signage, vantage points, water feature discoveries, etc.



Developers considering a funicular / tram connecting Winn / Stewart Rd to Eaglecrest Dr to tie in amenities.



Soft surface trails connecting lower & upper benches



Stormwater infiltration ponds



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464 Eaglecrest Drive, Gibsons, BC

PROPOSAL SUMMARY



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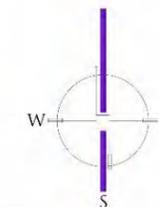
PROPOSAL SUMMARY



Key Principles of the Landscape Concept:

- To blend the new development into the surrounding area and create new landscape amenities for the residents, and enhance the existing Neighbourhood trail connections.
- Eaglecrest Dr: Landscaping will follow the adjacent rural residential streetscape. Sidewalks, street trees and grass boulevards will upgrade the pedestrian access.
- Inglis Mews: Generous volume between the buildings allows for street trees, lawn, groundcover and shrub planting on both sides. The entry extends east to become a pedestrian area leading to the amenity building and activity spaces beyond.
- Lower Bench: Pathway at the corner of Stewart and Winn Rd, up to the building entry plaza. Stewart Rd Right-of-Way will become a green corridor with a curving path that accesses the new residences.
- To the North the project will retain areas of landscape, reinforcing the separation from the existing single family houses. To the South the site will have a new, publically accessible trail connecting to the existing Inglis trail. This weaving trail and forest planting are intended to 'blur' the property line, creating a natural transition to the forest.

- The interior wild natural area is predominantly deciduous trees (birch, alder, maple) and the understory is ferns, hardhack, oceanspray, salal, and associated coastal shrubs. Many of the trees show stem damage, likely from wind, and appear to be in generally poor condition. The plan proposes to retain appropriate trees and areas of native plants, and clean up and replant other areas. It is hoped that some areas will become sloped meadow spaces, with a series of terraced stormwater retention ponds. Seating, interpretive elements and paths is also proposed.



Circular and curved edges repeated in paving patterns.
Circular water element at car's viewpoint



Green roof on amenity building



Community eating and cooling area, possible pizza oven and BBQ



Soft surface trails through retained and enhanced tree and shrub areas.
Simple bridges over stormwater channels and drainage ways



Narrow, curved stormwater infiltration ponds built into slope - 11 progressively with stormwater volume.



Simple bridges over stormwater channels and drainage ways

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Project: **EAGLECREST**
464 Eaglecrest Drive, Gibsons, BC

Drawing: **CONCEPTUAL LANDSCAPE SITE PLAN**

Issue: 10 December 2016 Presentation to Municipal Planning Committee
03 January 2017 Presentation to Regional Council
01 March 2017 Rezoning

Scale: 1/32" = 1'-0"
Date: Dec 2016
Developer: Permit No. Dev. Permit No.
Building Permit No.: Site, Permit No.
Project Number: 2016-019

Dwg: **LC.01**

Eaglecrest Drive

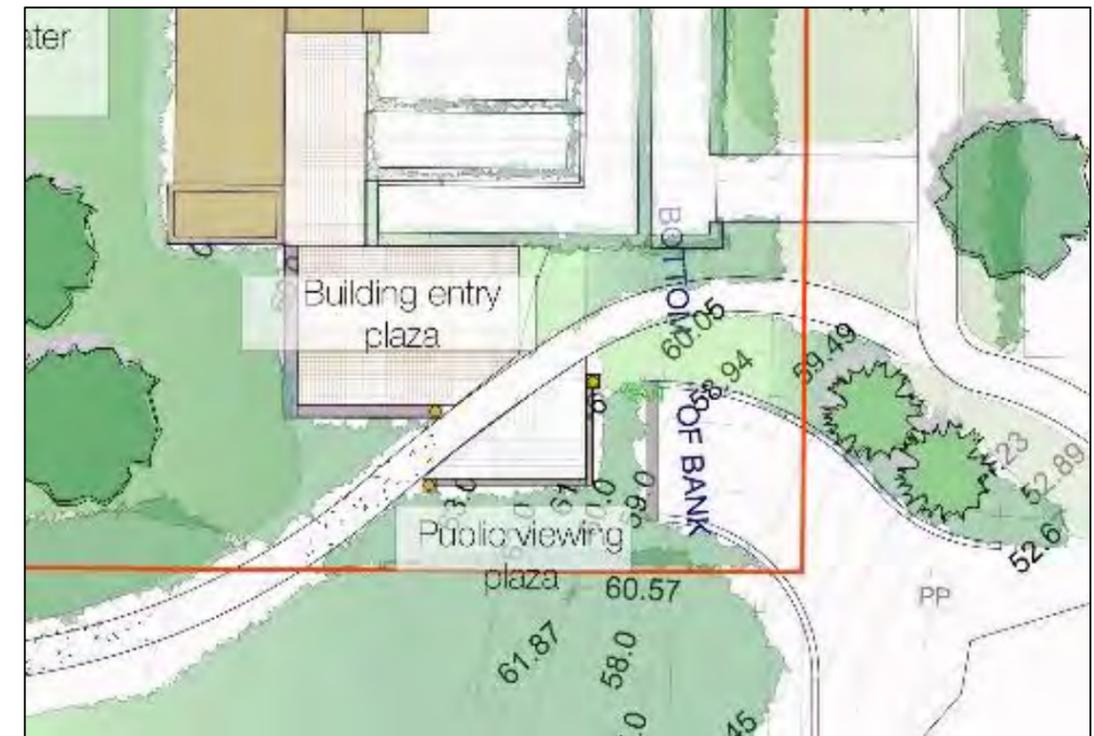
464 Eaglecrest Drive, Gibsons, BC

PROPOSAL SUMMARY



Lower Bench - Pedestrian Component:

- Note: North/South pedestrian link along Stewart Road (indicated with blue dashed box).
- This pathway also becomes the entry point via individual entry courts for the ground level units.
- A large gap in the middle of the building will provide a visual continuum of the East/West axis defined through the site.
- This will be read as a pure pedestrian- oriented component of the project.
- A pathway is also indicated at the point where Winn and Stewart Roads intersect; which will provide a connection up to the building entry plaza.
- This path will then continue up to the Upper Bench, as an East/West pedestrian link, connecting to the existing Inglis Trail also.
- We will create a parkade entry point immediately adjacent the road intersections and access to the under building parkade. (indicated with black dashed box)
- 2-4 storey buildings offering tremendous views over the straight and the marina can take place in this location.
- May be an ideal spot to situate an affordable housing component due to its proximity to the town.
- The building entry point also celebrates the trail head (entry).



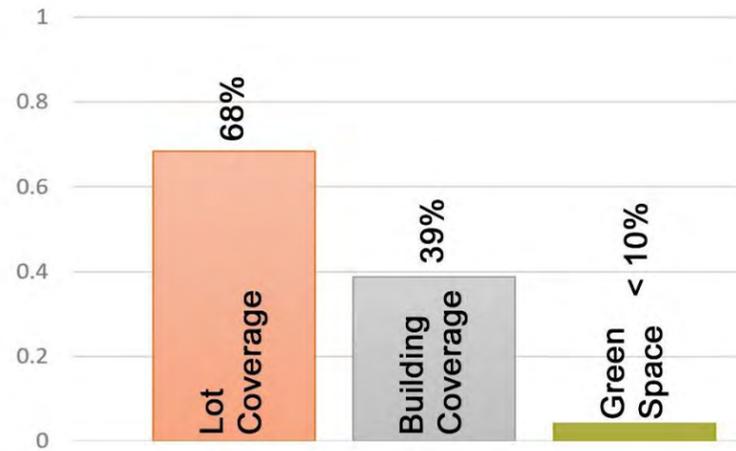
Eaglecrest Drive

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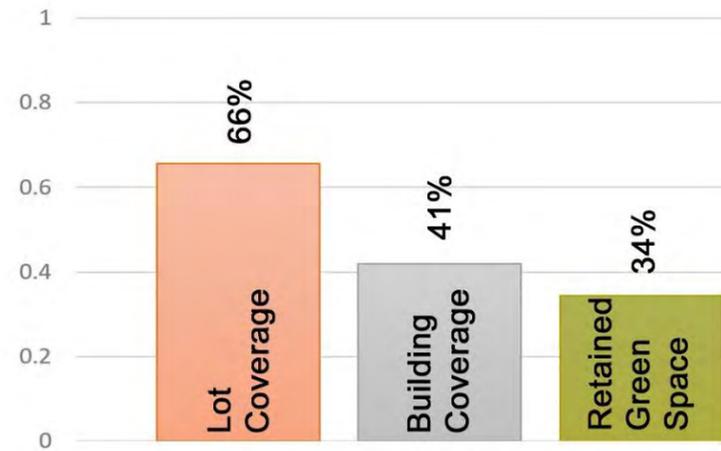
Layout Based on Current OCP Constraint

44 - 3 Storey 1350sq.ft Duplex Units
Total 88 Units
Gross Floor Area 118,800sq.ft
Floor Area Ratio: 0.54



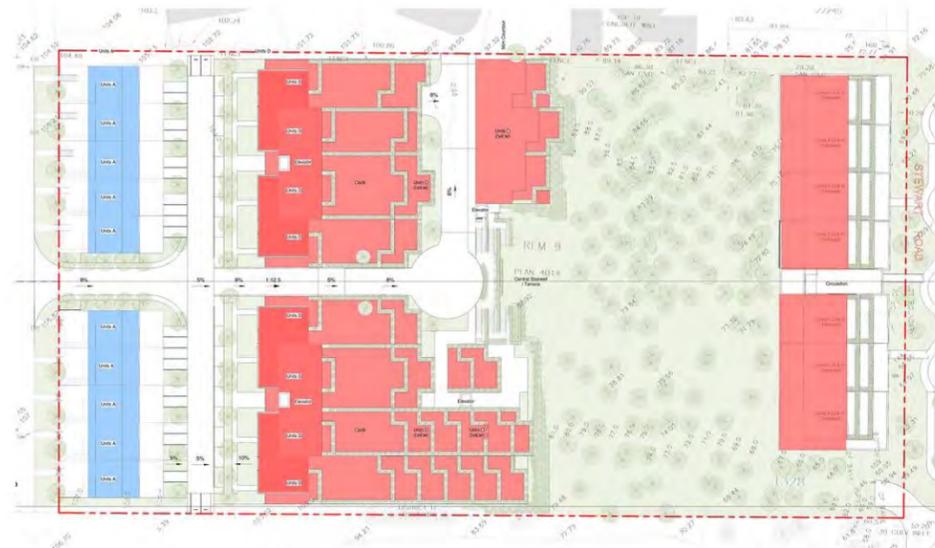
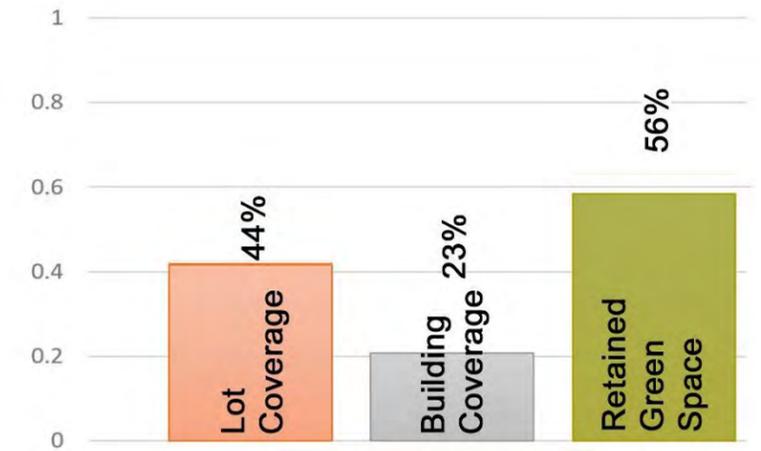
Second Version Scheme

10 - 3 Storey Townhomes with basement
& 74 - Upper Bench Single Level Apts
& 28 - Lower Bench Single Level Apts
Gross Floor Area 132,930sq.ft
Floor Area Ratio: 0.62



Where We're At

4 - 2 Storey Duplex Townhomes with basement
& 52 - Upper Bench Single Level Apts
& 40 - Lower Bench Single Level Apts
Gross Floor Area 145,474.90sq.ft
Floor Area Ratio: 0.66



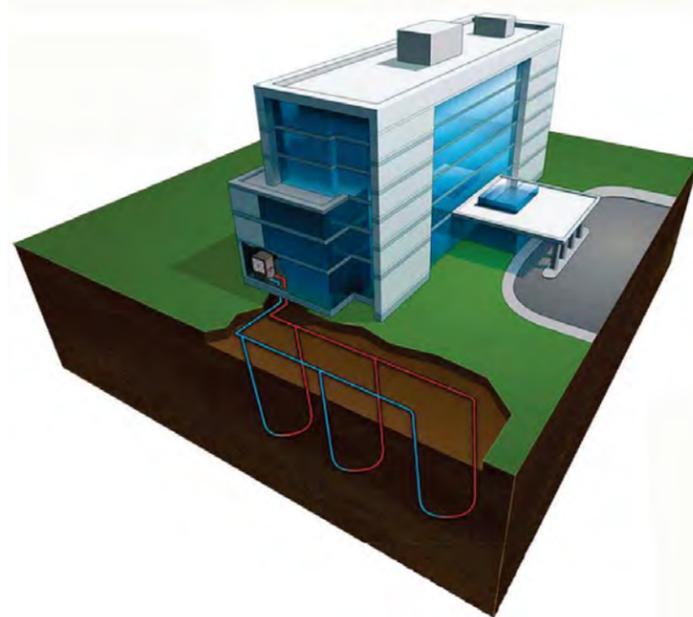
Sustainable Design is Green Design

As developers, we believe that we have the responsibility to create new projects that enable us to move with the times, if not stay one step ahead. Both in the way we do things and in the way that our built environments move us forward. That is why TCD maintains an ongoing commitment in leading the industry forward.

We believe that today's new homes and living environments should create a meaningful connection between craftsmanship, technology, enjoyment and sustainability. This explains why our unique approach focuses on combining innovative building techniques with proven quality construction practices in order to provide the ultimate in livability.

Geothermal Energy

Geothermal Energy is energy obtained from the heat of the earth. Its as simple as that. It is a sustainable energy technology that avoids traditional methods of heating and cooling and favors a natural and environmentally friendly solution.



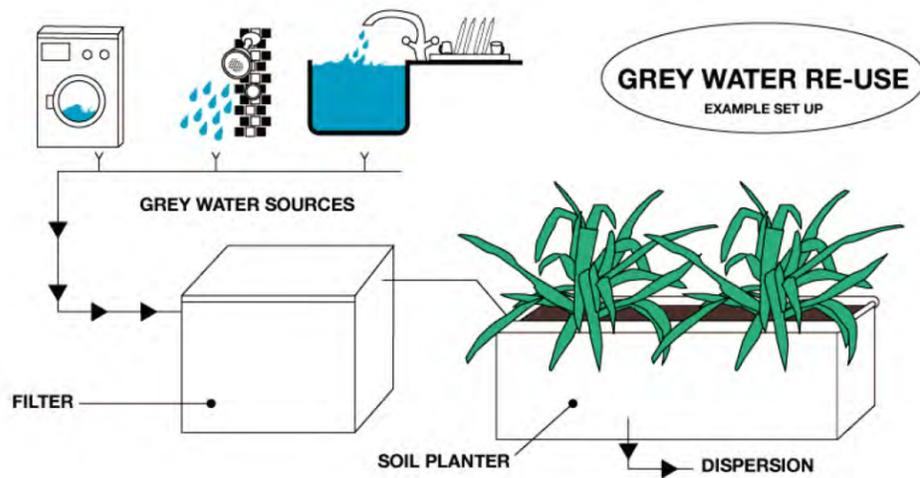
Indigenous Vegetation and Landscaping

To avoid invasive species and excessive costs related to upkeep, the landscape plan will primarily involve only plants and trees that are found organically in the Gibsons. Not only does this reduce the environmental impact of the site, but it also sustains the areas natural character and aesthetic.



Local and Green Building Materials

It is important to us as developers to ensure we create something that reflects and parallels the character of the environment in which it will exist. We will use both sustainable building materials that reflect the feeling within the Gibsons identity, as well as try our best to source these materials locally in order to further anchor our project within the local character.



Grey Water Recycling

One of the most difficult aspects of creating an environmentally sustainable project is how it deals with its water. There are many systems out there that deal with this issue by recycling specific portions of used water for things such as toilet flushing and plant irrigation, and we will strive to include as much of this technology within our new development.



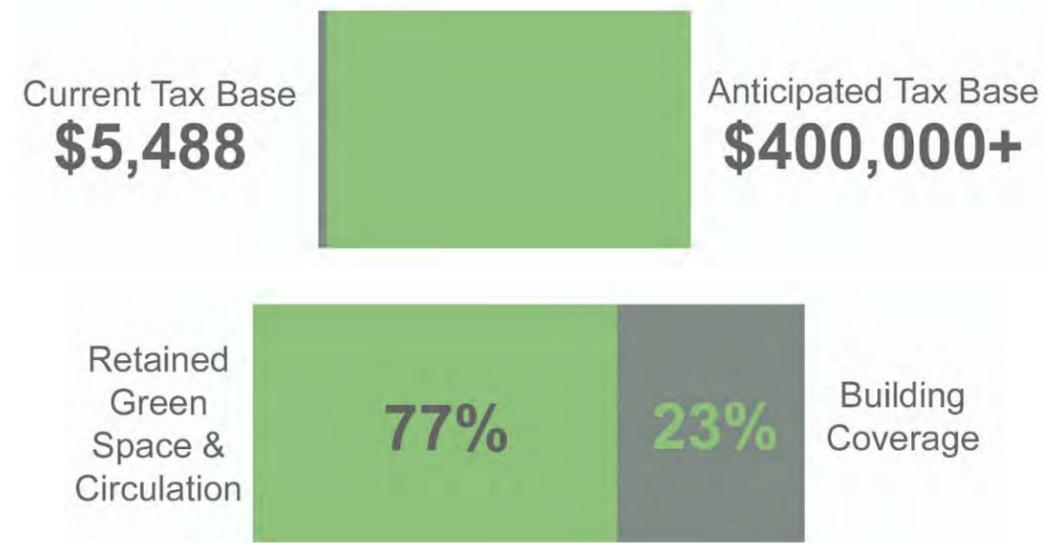
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This project, to be developed over several years provides the following benefits to the Town of Gibsons:

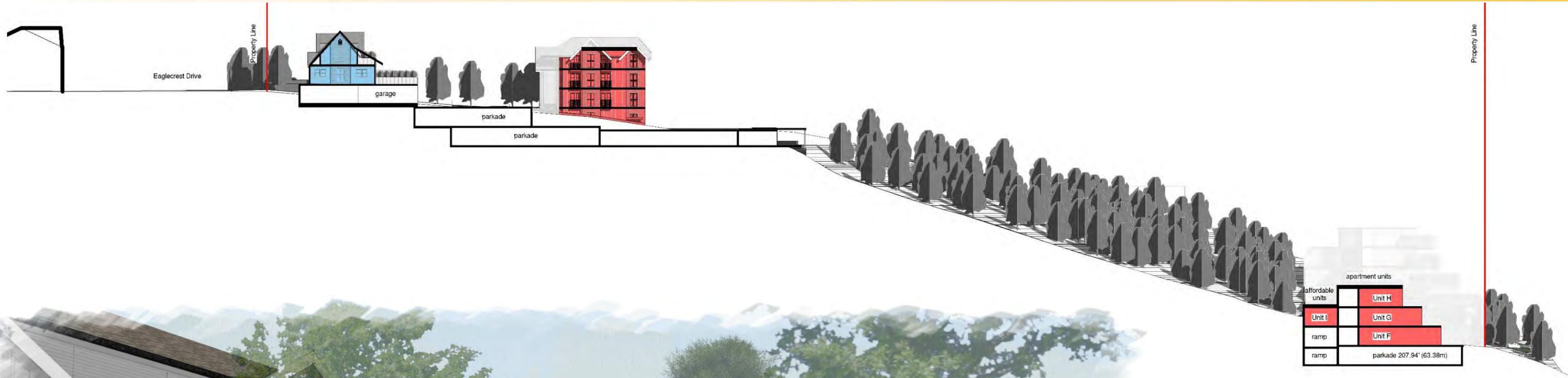
- Significant economic stimulus. This project will create hundreds of direct jobs over a several year period that will boost the local trade and supply industry.
- Communal agriculture that will promote healthy and sustainable living.
- Much-needed affordable housing component implemented into program.
- Spin-off employment will also be created with new residents. This will assist all local restaurants, shops and services.
- Offering home office opportunities will create less reliance on the automobile and assist future residents with commerce undertakings.
- Providing more green space for future and current residents to enjoy, with communal gathering areas and a trail system that links the existing and future communities together.
- Provides a wide variety of housing choices for all socio-economic and ability demographics.
- Provides appropriate architecture that blends with the existing neighbourhood and the natural environment.
- Generating an increased tax base for the town.



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apartment units	
affordable units	Unit H
Unit I	Unit G
ramp	Unit F
ramp	parkade 207.94' (63.38m)

