# DEVELOPMENT PERMIT

NO. **DP- 2013-01**

TO: **Hyak Marine Services Ltd.**
**Klaus and Monika Fuerniss**
**(permittee)**

ADDRESS: **c/o Art Philips**
**521 Bridgeman Road**
**Gibsons, B.C.**
**V0N 1V1**

1) This Development Permit is issued subject to compliance with all of the Bylaws of the Town of Gibsons applicable thereto, except those specifically varied or supplemented by this Permit.

2) The Development Permit applies to those "lands" within the Town of Gibsons described below:

| Parcel Identifier | Legal Description | Civic Address |
|---|---|---|
| 007-359-870 | Lot 2, Block A, District Lot 686, Plan 14197 | 377 Gower Point Road |
| 007-359-829 | Lot 1, Block A, District Lot 686, Plan 14197 | 385 Gower Point Road |
| 011-118-202 | Lot 1, except the east 157 feet, Block A, District Lot 685, Plan 5579 | 397 Gower Point Road |
| 011-117-524 | Lot A (see 450146L) of Lot 1, Block A, District Lot 685, Plan 5579 | 689 Winn Road |
| 011-118-211 | Lot 2, Block A, District Lot 685, Plan 5579 | 407, 409 Gower Point Road |

As well as foreshore and water areas, as outlined in the drawings.

3) The lands are within Development Permit Area No. 5 for form and character.

4) The lands described herein shall be developed strictly in accordance with the terms and conditions and provisions of this Permit, and any plans and specifications attached to this Permit which shall form a part thereof.

5) The form and character is required to conform to the following plans:

- *Development Plans*: *Prepared by Omicron, titled "George Hotel and Residences Design Issued for form and character DP", dated May 6, 2016.*
- *Landscape Plans: Prepared by PMG Landscape Architects, titled "The George Hotel and Residential Units", dated 13.sept.24 last revised 16.may.09*
- *Parking provision: As outlined in the Traffic and Parking study section 8, prepared by Creative Transportation Solutions dated September 2015.*

6) In conjunction with the plans outlined under 5, the following further specifications apply:

- *External signage on the Gower Point Road façade to clearly indicate the presence of twelve (12) public parking stalls in the parkade.*
- *External lighting fixtures required to be night sky friendly, shining downwards and avoid a nuisance light spill to adjacent properties.*
- *Prior to Building Permit written confirmation of the details of parking provision and strategy based on the current program outlined on the development plans listed above.*
- *Wayfinding signage on the plaza level and at the waterfront walkway to aid in connecting pedestrians to the waterfront either via use of elevator or stairs*
- *Water features are required to use recirculating water systems, and are subject to any relevant drinking water restrictions.*

7) This Development Permit applies to the form and character on the site. For details shown in off-site areas the plans may be subject to change following the provisions of a Servicing Agreement.

8) Minor changes to the aforesaid drawings that do not affect the intent of this Development Permit or the general appearance of the buildings and character of the development may be permitted, subject to the approval of the Director of Planning.

9) If the Permittee does not commence the development permitted by this Permit within twenty-four months of the date of this Permit, this Permit shall lapse.

10) This Permit is NOT a Building Permit.

11) As a condition of the issuance of the Building Permit, Council requires that the Permittee provide security for the value of **$ 312,501** to ensure that the on-site landscaping component of the development is carried out in accordance with the terms and conditions set out in this permit.

(a) The condition of the posting of the security is that, should the Permittee fail to carry out the development hereby authorized according to the terms and conditions of this Development Permit within the time provided, the Town may carry out the development or any part of it by its servants, agents or contractors and deduct from the security all costs of so doing, it being understood that the surplus, if any, shall be paid over to the Permittee.

(b) If on the other hand, the Permittee carries out the landscaping component of the development permitted by this Development Permit within the time set out herein, the security shall be returned to the Permittee.

(c) Prior to issuance of a Building Permit, the Permittee is to file with the Town an irrevocable Letter of Credit or Certified Cheque as security for the installation of hard and soft landscaping in accordance with approved plans, such Letter of Credit to be submitted to the Town at the time of the Building Permit application.

(d) The Permittee shall complete the landscaping works required by this permit within six (6) months of issuance of the Occupancy Permit.

(e) If the landscaping is not approved within this six (6) month period, the Town has the option of continuing to renew the security until the required landscaping is completed

or has the option of drawing the security and using the funds to complete the required landscaping. In such a case, the Town or its agents have the irrevocable right to enter into the property to undertake the required landscaping for which the security was submitted.

(f) Upon completion of the landscaping, a holdback of 10% of the original security, plus any deficiencies, will be retained for a 1-year period, to be returned upon written final approval from the Landscape Architect.

(g) The following standards for landscaping are set:

(i) All landscaping works and planters and planting materials shall be provided in accordance with the landscaping as specified on the Site Plan and Landscaping Plan which forms part of this Permit.

(ii) All planting materials that have not survived within one year of planting shall be replaced at the expense of the Permittee.

AUTHORIZING RESOLUTION PASSED BY COUNCIL

THIS THE xx DAY OF <month>, 201X.

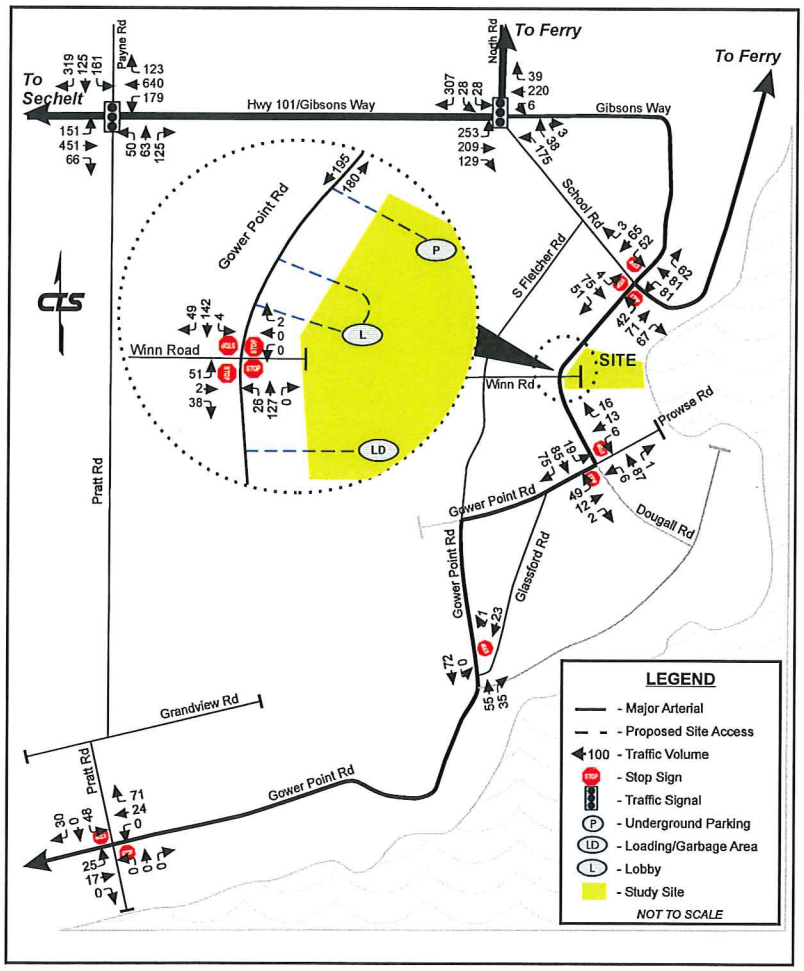
ISSUED THIS ___ DAY OF _____, 201X.

| | |
|---|---|
| _____ | _____ |
| Wayne Rowe | Selina Williams |
| Mayor | Corporate Officer |

# The George Hotel and Residences Traffic & Parking Study

Prepared for

**Klaus Fuerniss Entreprises Inc.**



Prepared by

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SEPTEMBER 2015

## 8.0 PARKING

**TABLE 7** summarizes the required parking supply as per the Zoning Bylaw (Part 6 – Off Street Parking and Loading, Bylaw No. 1065, 2007). From the bylaw requirements, a total of 242 parking stalls would be required.

**TABLE 7**
**PARKING SUMMARY**

| Item | Quantity | Units | Rate (Bylaws) | Stalls Required | Stalls Proposed |
|---|---|---|---|---|---|
| Apartment | 35 | units | 1.5/unit | 53 | 69 |
| Tourist Accommodation | 116 | rooms | 1/room | 116 | 147 |
| Restaurant | 134 | seats | 1/8 seats | 17 | |
| Café | 106 | seats | 1/8 seats | 13 | |
| Waterfront Restaurant | 174 | seats | 1/5 seats | 35 | |
| Retail | 1200 | sq ft | 1/484 sq ft | 3 | |
| Replace existing on-street parking | | | | 17 | |
| | | | ***TOTAL*** | ***254*** | ***216*** |

Please note the following with respect to the parking requirements in **TABLE 7**:

1. The hotel room rate assumes 100% room occupancy and 1 vehicle per unit which represents the worst case scenario; and
2. There is no separate calculation for the spa / pool as they are treated as an ancillary facility for the hotel complex.
3. The marina was excluded from the parking calculations as it is intended for the exclusive use of visitors and guests to the hotel.

As the parking supply is currently projected to be 216 stalls, there is a tentative shortfall of 38 parking spaces (or 15%) which from a traffic engineering point of view is considered to be a modest parking variance request. To determine if a parking variance is technically supported for this site, this is normally done by one of the following two methods:

1. A detailed parking survey of a proxy site nearby is undertaken where the level of vehicle traffic generation and parking demand is similar to the proposed development and the actual demand can be quantified and then used to estimate the demand for the site; or

2. Conduct a literature research to determine what parking variance credits may be applicable to the proposed development.

Because the proposed development will be one of the largest resort hotel developments on the Sunshine Coast and the only one located in a downtown setting with a proposed

dock for small cruise ships in front of the hotel, there is no suitable proxy site available for a comprehensive parking survey. Therefore, a literature research was conducted to determine if a 15% parking variance could be technically supported for the proposed development. The proposed development has the following unique characteristics which will help reduce the anticipated vehicle and parking demand for the site:

1. The proposed development is located in downtown Gibsons with significant amenities (e.g. shopping, restaurants, etc.) within walking distance of the site for its guests and visitors. Many larger municipalities in BC have reduced off-street parking rates for downtown settings to reflect the reality that parking demand is often lower in downtowns.

2. The proposed development will have a dedicated van shuttle that will connect the hotel with the nearby BC Ferries terminal at Langdale to pick-up and drop-off walk on passengers travelling to or from Horseshoe Bay.

3. The proposed development will have a dedicated pier to accommodate mini cruise ships carrying up to 150 passengers.

A literature review determined that there is a national trend towards reducing off-street parking rates in urban centres because excess parking was frequently being built. Prior to reducing their off-street parking rates, municipalities such as the City of Seattle were offering credits of 15% to applicants to reducing their parking supply if the development was located within 800 feet (or 244 metres) of a street with a major transit route. Current Bus Route #1 connecting Langdale Ferry Terminal with downtown Gibsons, Roberts Creek and Sechelt would satisfy this condition, warranting a reduction in the parking requirement of 40 spaces.

Most recently, the Victoria Transport Policy recently published a paper titled "*Recommendations for Improving LEED Transportation and Parking Credits*" on 17 January 2015. In that paper, the author Todd Littman discusses how densifying developments from one to two or more stories can reduce vehicle demand by 5 to 15% without even considering if the development is a single land use or mixed use development. In addition, further reductions of 5 to 15% in vehicle demand can be achieved by being in close proximity to a major transit route.

Therefore, there is strong literature support to support a parking variance of 15% for the proposed development due to its location in a downtown setting, its close proximity to a major transit route and the provision of a dedicated shuttle bus between the hotel and Langdale ferry terminal.