

November 15, 2022
04-22-0266

Alireza B. Meibodi P.M.P, M.Sc.
TRC Construction Managers
[REDACTED]
[REDACTED]
[REDACTED]

Dear Alireza:

**Re: 835 Gibsons Way, Mixed-Use Development
Parking Supply Review**

Bunt & Associates has prepared the attached parking supply review for the proposed mixed-used development at 835 Gibsons Way in Gibsons, BC. This study was completed to assess the proposed parking supply as it is below the Bylaw minimum requirement. As such, we have provided our recommended parking allotment for the commercial retail and daycare uses, residents and visitors as well as potential Transportation Demand Management measures to support the proposed parking supply.

We trust that this letter will be of assistance to you. Please do not hesitate to contact us if you have any questions or comments.

Yours truly,
Bunt & Associates

A handwritten signature in blue ink, appearing to read "Jason Potter".

Jason Potter, PTP
Associate | Senior Transportation Planner

A handwritten signature in blue ink, appearing to read "Anita Odchimar".

Anita Odchimar, EIT
Transportation Analyst

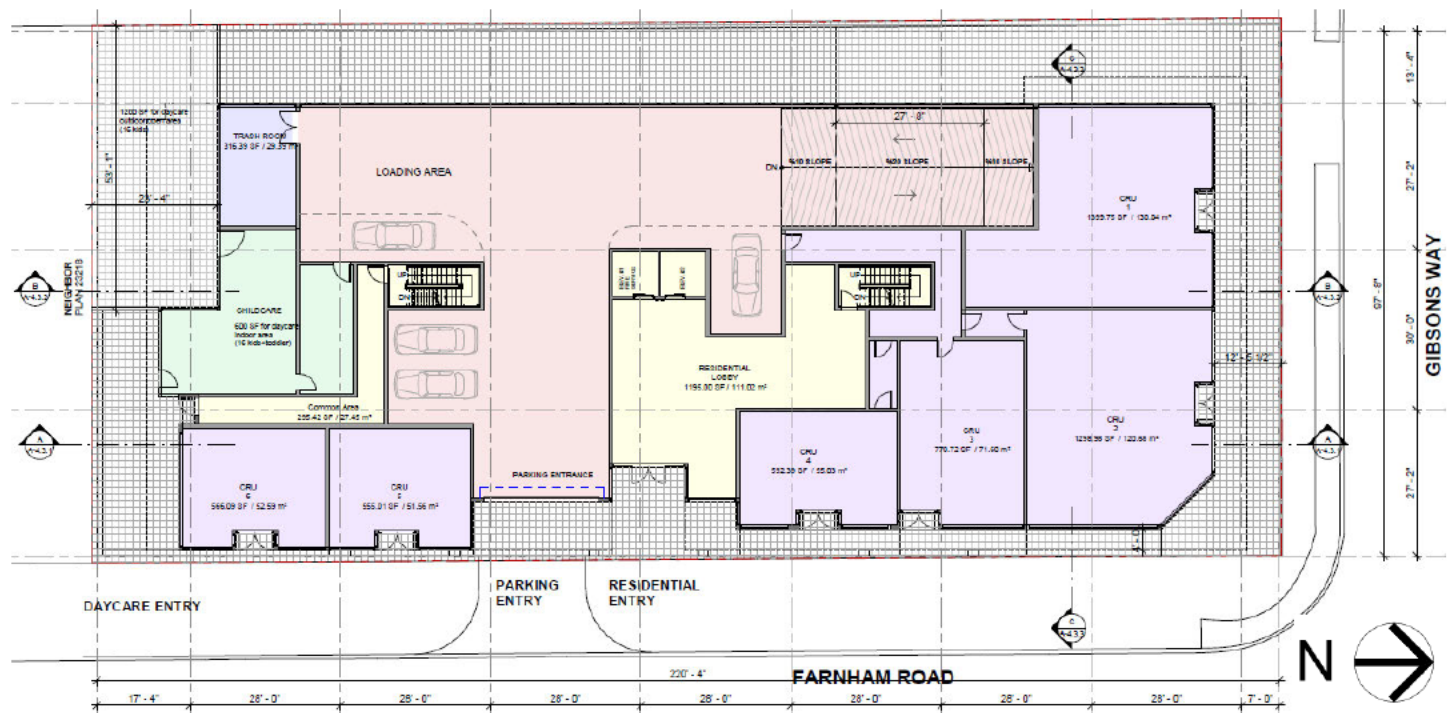
1. BACKGROUND

Bunt & Associates Engineering Ltd. (Bunt) was retained by TRC Construction Managers to assess the adequacy of providing 68 vehicle parking spaces for the proposed mixed-use 7-storey building at 835 Gibsons Way in Gibsons, BC. Ground floor level (Level 1) and the underground parkade (P1) are shown in **Figure 1.1 and Exhibit 1.1**, respectively.

The site which currently consists of a 2-3 storey motel is proposed to be redeveloped to include 6,000 sq.ft. of commercial retail area, a 32-child daycare center at grade and 81 rental residential units on the upper floors. The rental residential units include one, two and three-bedroom units. A total of 68 vehicle parking stalls are proposed to support the parking demand of the development, of which 64 stalls are located on the single level underground parking and 4 stalls are located at-grade.

The parking supply is below the minimum Bylaw required amount. The support the proposed parking supply the development is considering Transportation Demand Management (TDM) measures to reduce private vehicle reliance and enable more sustainable forms of transportation.

Figure 1.1: Site Plan - Level 1



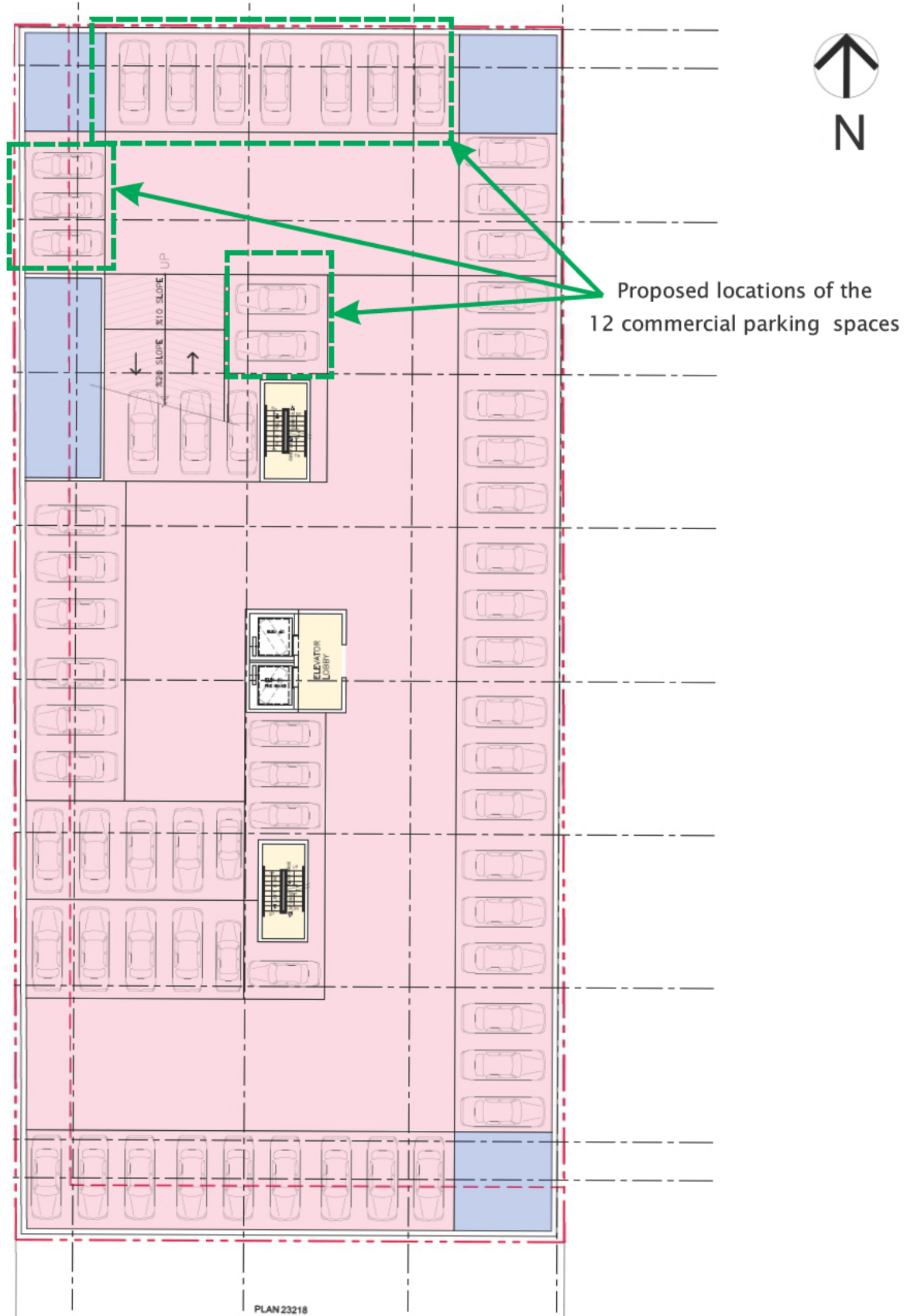


Exhibit 1.1 P1 Underground Parkade Floor Layout

835 Gibsons Way Parking Variance
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2. LOCAL CONTEXT

2.1 Land Use

Exhibit 2.1 illustrates the site's location and accessibility in the context of the surrounding area. The site is located in the Upper Gibsons Commercial District 1 (C-1), which is the primary commercial area of the Town of Gibsons consisting of various commercial services. The site is within a 5-minute walk to the Sunnycrest Mall and within 800 meters (10-15 minute walking distance) to a variety of restaurants, retailers and amenities.

Outside of the commercial district, the area is largely residential consisting mostly of single-family residential houses but with multi-family residential buildings situated closer to Gibsons Way and School Road. Gibsons Elementary School, Elphinstone Secondary School and Sunshine Coast Alternative School are all situated nearby.

Within 1km southeast of the site is Gibsons Landing which hosts various restaurants, cafes and retail. Gibsons Landing is accessible from the site through the two bus routes that serve the bus stop which is a short walking distance west of the site.

2.2 Road Network

To the north of the development site is Gibsons Way, an arterial road and one of the major streets in the Town of Gibsons. Gibsons Way connects to Gibsons Landing and Langdale Ferry Terminal to the east thus it serves as a major truck route for goods movements to and from BC Ferries. In front of the site, the road has a separated bike lane and one travel lane in each direction with a painted median.

To the east of the site is Farnham Road, a local road with two travel lanes and curb lanes reserved for street parking. Farnham Road leads to a cul de sac south of the site.

2.3 Transit Service

The Sunshine Coast Transit System, operated by the Regional District, provides bus services to the site. Bus routes number 1 and 90 services the bus stops that are within an approximate 5-minute walk of the site. Both routes connect the site to Langdale Ferry Terminal and Gibsons Landing to the east and Sechelt to the west. Route number 90 is an express route, and therefore has fewer stops in Gibsons. Meanwhile, route number 1 has more frequent service and stops in the residential neighborhood of Bay Area/Georgia View south of Gibsons Landing.

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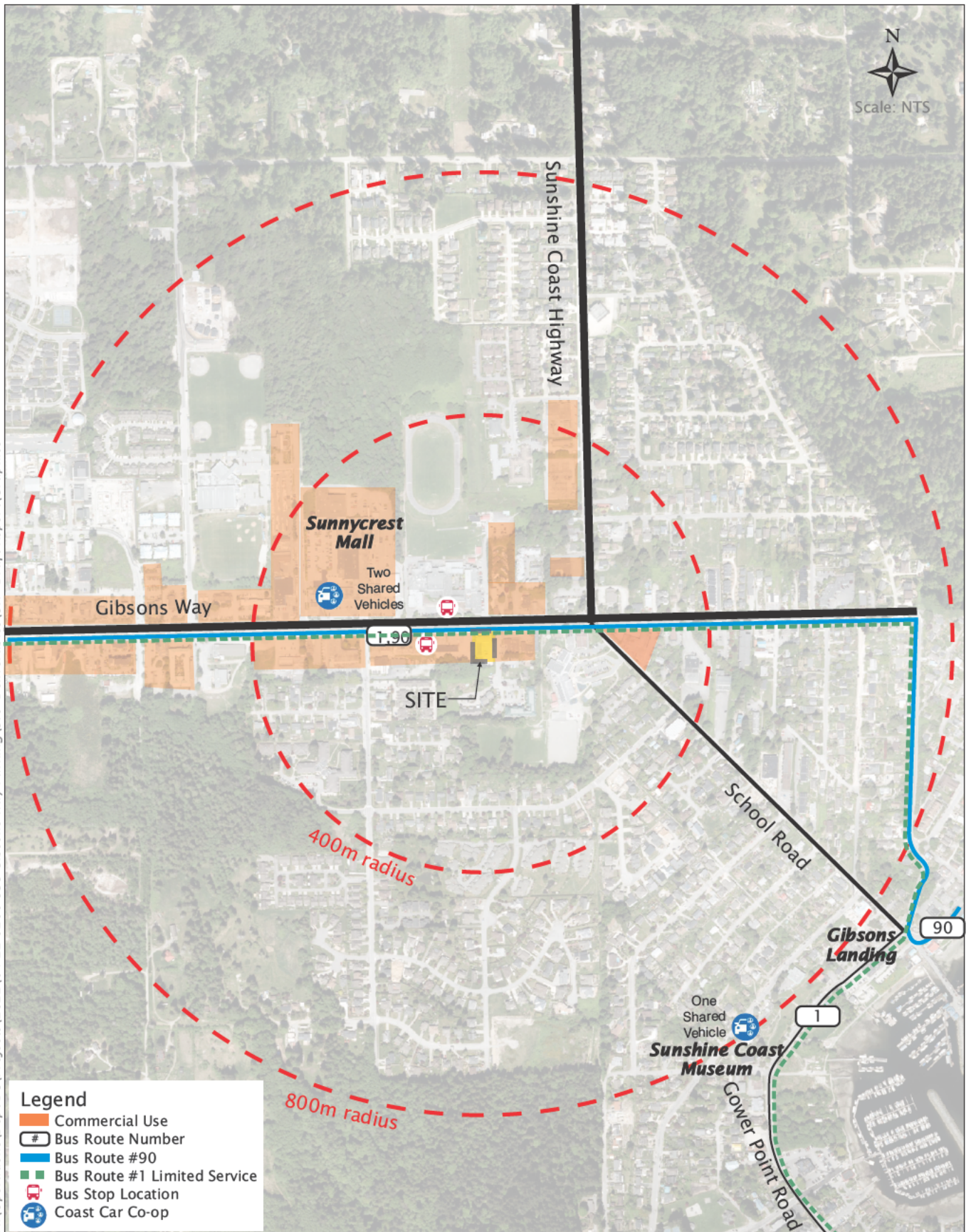


Exhibit 2.1 Site Context

835 Gibsons Way Parking Variance
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2.4 Coast Car Co-op

Coast Car Co-op currently has three co-op vehicles located in Gibsons (highlighted on Exhibit 2.1). Two co-op vehicles are located at Sunnycrest Mall (an approximate 5-minute walk), and one vehicle is located at the Sunshine Coast Museum.

Being within a proximate walking distance to the two car-share vehicles would allow future residents of 835 Gibsons Way to make use of these vehicles if they were a co-op member and reduce their need to own a personal vehicle. Future residents would be able to use the co-op as either their only or second vehicle.

2.5 Pedestrian Facilities

Sidewalks are present on both sides of Gibsons Way, including the north frontage of the development. Sidewalks are also provided on the east side of Farnham Road from the intersection with Gibsons Way to the east access of the existing building.

Signalized crossings and marked crosswalks are provided at the intersections of Gibsons Way with Shaw Road, Sunnycrest Road and Mahan Road to the west and School Road to the east. Marked crosswalks are also provided at all other intersecting roadways on the south and north sides of Gibsons Way within 800m of the site, as well as at intersecting roadways on the west side of School Road within the said distance of the site.

Exhibit 2.2 illustrates the location of the existing pedestrian facilities. 1 km is considered an approximate 15-20 walking distance or an approximate 5-minute bike ride.

2.6 Cycling Facilities

Exhibit 2.2 also illustrates the existing and the future conceptual plan of cycling facilities in Gibsons.

There is a separated bike lane on both sides of Gibsons Way from the intersection with Pratt Road/Payne Road to the intersection with School Road. In 2018 and 2021, additional cycling facilities were constructed along School Road, from its interaction with Gibsons Way and North Road eastward to the Lower Gibson Area. Cycling facilities were also constructed/improved along North Road, School Road and other side streets of Gibsons Way.

The other cycling facilities in Gibsons mostly comprised of shared-use road spaces and segments of painted bicycle lanes and shoulders at various locations. As expressed in the OCP, the Town is working towards providing a well-connected cycling network to develop a bike-friendly environment and culture.

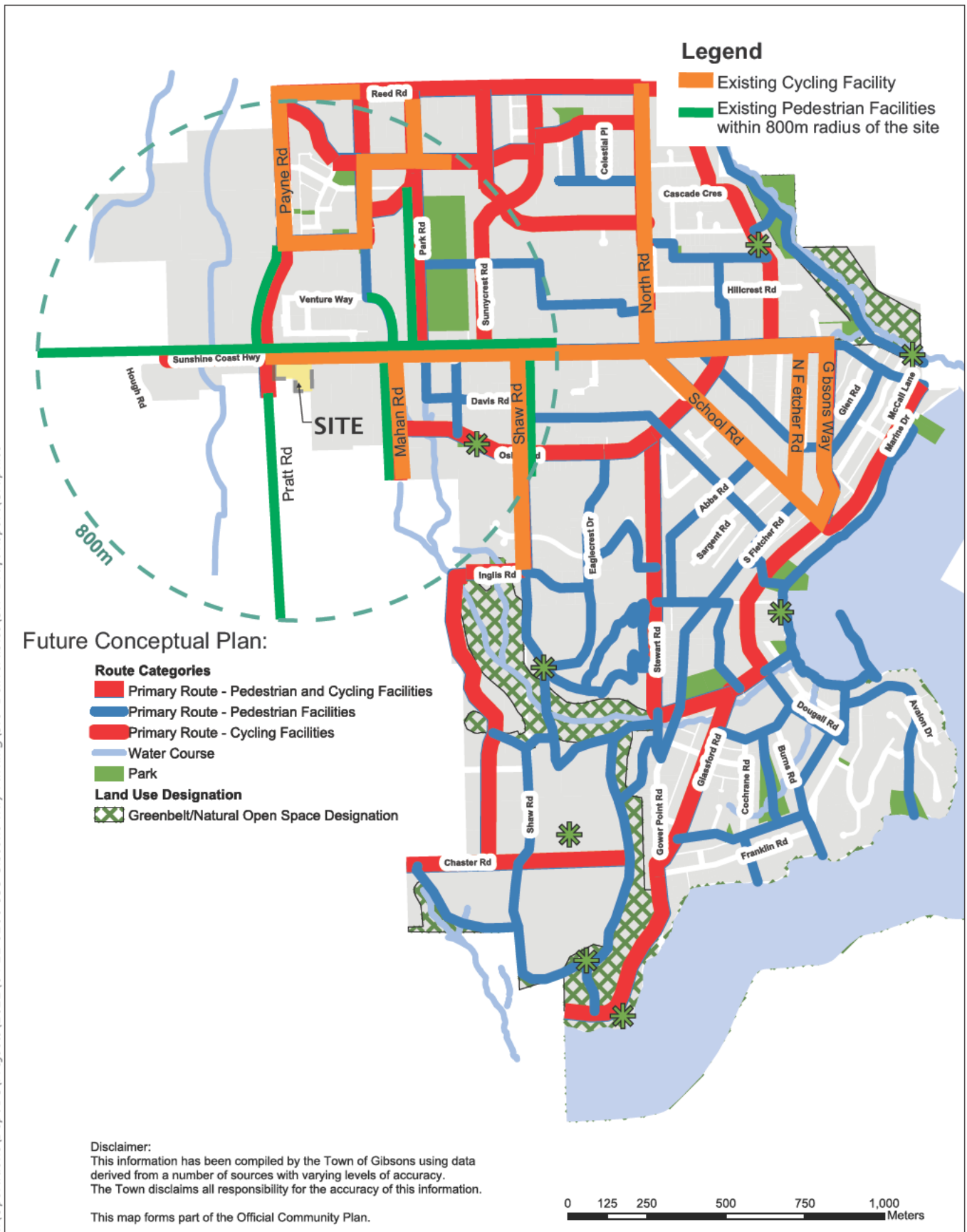


Exhibit 2.2 Pedestrian and Cycling Facilities

(Edited Image of the Trail and Cycle Network Map from the Town of Gibsons OCP, August 2016)

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3. TOWN OF GIBSONS PLAN

The Town's Official Community Plan published in March 2015 mentioned policies and objects relevant to the site that support the reduction of the community's dependence on automobiles and the promotion of sustainable modes of transport. The following are the specific excerpts:

- *"Transportation facilities within the Upper Gibsons Neighbourhood shall strive to minimize auto dependency through the promotion of cycling and pedestrian facilities. In developing a transportation servicing plan specific to this neighbourhood, the aim of promoting alternative modes of transportation while addressing internal vehicle circulation and external access was maintained";*
- *"Support development of initiatives which reduce the community's dependence on automobile travel, including public transit, development of comprehensive bike routes, passenger ferry services, and park and ride facilities."*

Moreover, the town released their Strategic Plan 2013 – 2014, where Strategic Objective III outlines plans to construct key bicycle networks, which includes provisions for Gibsons Way and the roads connecting to lower Gibsons area and Gibsons Landing. The plan shows Gibson Way as a primary pedestrian and cycling route. Exhibit 2.2 shows the cycling facilities already constructed per this plan and the OCP, as well as the conceptual plan for future cycling routes.

4. PARKING REVIEW

4.1 Parking Bylaw Requirements and Proposed Supply

The Town's Zoning Bylaw was reviewed to determine the parking requirements for the specific uses of the proposed development. The parking requirements are summarized in **Table 4.1**.

Table 4.1: Parking Requirements

USE	UNITS/ DENSITY	BYLAW REQUIREMENT	REQUIRED SPACES	PROPOSED SUPPLY
Commercial Retail	557.4 m ² (6,000 sq.ft.)	1 per 45.0 m ² (484.0 ft ²) of gross floor area	12.4	12
Daycare	850 sq.ft. Assumption: 2 staff for the 16 kids	1 per parking stall per staff	2	2
Residential (Rental)	81 units	1.5 per stalls dwelling unit	121.5	54
TOTAL			136	68

The development proposes to supply the number of stalls required for commercial retail and daycare uses. One of the at-grade spaces is intended for loading purposes. The other three at-grade spaces are intended for short term visitor use for the daycare. will be shared by commercial or

residential visitor uses. The development will provide 54 stalls for the rental residential units which represent a parking supply ratio of 0.67 stalls per residential unit, this represents a variance from the bylaw rate of 1.5 stalls per dwelling unit.

It is our view that the rental nature of the building allows for the reduced parking supply as there are anticipated to be enough potential rental tenants who do not own a vehicle to occupy the building. The proposed parking provision supports overall building affordability.

Bylaw permits up to 30% of the total proposed parking supply, or 20 stalls, to be for small vehicles.

4.2 Tenure

Since the residential units are purely rental, the development can manage or limit the number of occupants who require parking. The rental manager would have to inform the prospective tenants of the limited rental parking spaces. When the parking spaces are fully rented, the management will then only accept tenants who do not own any vehicle thus have no need for parking spaces. With this rational and the site being near viable transportation options and robust supporting transportation demand management (TDM) Bunt has recently supported and seen approval for rental residential parking rates as low as 0.3 spaces per unit in other municipalities such as Victoria, Saanich and in various communities throughout the lower mainland.

It is our sustained view that rental units can effectively manage their parking demand and that there are enough prospective tenants who do not own a vehicle to take advantage of the reduced development costs stemming from right-sized parking supplies.

4.3 Mixed Land Use Visitor Shared Parking Opportunities

Residential visitor parking demand as well as the demand for the daycare are anticipated to share visitor parking spaces with the commercial retail land use. This important synergy of mixed-use developments provides peak period demand buffering for visitors of these separate land uses.

The proposed parking provision intends for the commercial retail parking of 12 stalls to be shared with residential visitor parking. These stalls will be clearly marked as “visitor parking”.

Visitors are likely to use the curbside parking along Farnham Road which could accommodate approximately eight (8) cars. It is recommended that curbside parking be time-restricted to ensure these spaces are not used by residents but only to accommodate short term visitor demand.

4.4 Parking Supply Analysis Summary

Though there is a likelihood that parking demand could be effectively managed for the rental residential use, a robust TDM strategy is considered beneficial to support the reduced parking supply and encourage other forms of transportation.

5. TRANSPORTATION DEMAND MANAGEMENT

5.1 Definition

TDM is defined as the “application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time”. The objective of TDM is to reduce vehicle usage (by enabling additional walking, cycling and transit use) and vehicle parking demand. Regional and municipal governments, transit agencies, private developers, residents/resident associations or employers can all employ TDM measures to meet these objectives.

5.2 TDM Strategy

The following are the proposed TDM measures that should be considered by the development to support the parking variance.

Car Share Credits: The development may purchase one-time driving credits (\$50) to the Coast Car Co-op for each residential unit that does not lease a parking space. This could be given to every newly rented residential unit within the first two years of the development’s operation. This measure would encourage residents to use the car-sharing service and eventually develop a new travel behavior while their travel patterns are most pliable. **Bus Stop Improvements:** The developer has indicated willingness to provide bus stop improvements to the bus stop located along its Gibsons Way frontage. These improvements are anticipated to result in a sheltered bus stop with seating.

Additional Long-term Bicycle Parking: The Town currently requires 1.25 long-term bicycle parking spaces. The development could consider providing additional long-term bicycle parking to better accommodate households that own multiple bicycles. Larger spaces suitable for cargo bikes may also be considered.

Bicycle Repair Station: The developer may consider providing a bicycle repair station within the bicycle storage room. This will assist residents with their bicycle maintenance.

Excellent Long-term Bicycle Parking Access: Locating bicycle storage rooms in a desirable location and quality design features makes them more inviting to residents. The bicycle storage room is already planned to be located at ground level which provides easy access for residents without the need for ramps, stairs, or elevators.

E-Bike Charging Infrastructure: The use of electric-assisted bicycles has increased significantly in recent years as it makes cycling longer distances and steep hills easier. The development should ensure electrical outlets are provided throughout the bicycle storage room to facilitate this emerging mode of transportation.

Shared Use Bicycles: The developer has indicated they will provide bicycles for shared resident use (similar to a car-share program, but instead with bicycles).

Pedestrian Infrastructure: The development is encouraged to provide sidewalks along each of the site's road frontages to encourage pedestrian activity and also to formalize parking along the site's Farnham Road frontage.

In addition, the developer is open to assigning one or two of the at-grade spaces as car-share spaces to a car-share operator. However, these spaces are within the parking structure and not readily visible from the street; thus, car-share operators may not be amenable to placing their vehicle in the location. Signs may need to be put up to inform the public of the availability of car-share vehicles on the site.

6. SUMMARY

1. The proposed development consists of 6,000 sq.ft. commercial retail area, an approximate 850 sq.ft. daycare area and 81 rental residential units.
2. The site is located within walking/cycling distance of a large number of destinations and is in close proximity to the regional transit network, cycling facilities network and Coast Car Co-op's existing vehicles.
3. The development proposes to supply the bylaw required number of stalls for the commercial and daycare uses, as well as provide rental parking spaces for the residential rental units at a parking supply rate of 0.67 stalls per unit. The proposed parking provision intends for the commercial parking spaces and the daycare pick-up and drop-off spaces to be shared with the residential visitor parking. Bunt supports this mixed land use synergy as these land uses are anticipated to have differing peak demand periods and therefore sharing these spaces is considered viable.
4. As the residential units are rental, the development has the opportunity to manage the vehicle ownership of the occupants and thus lower the development's resident parking demand. Nevertheless, a robust TDM strategy is recommended to reduce vehicle dependency which is aligned with the Town's OCP objectives.
5. In consideration of Bunt's substantial TDM recommendations, we believe the proposed vehicle parking supply will be sufficient to address the development's anticipated peak parking demands. The developer is therefore encouraged to consider the discussed TDM measures to support non-private vehicle transportation options.

6. We recommend the development and the Town of Gibsons consider converting the curbside parking along the site's Farhham Road frontage to time restricted parking to ensure these spaces are not used by residents but rather to accommodate short term visitor demand.