



STAFF REPORT

TO: Advisory Design Panel **MEETING DATE:** June 7, 2023
FROM: Planner II **FILE NO:** 3220-GPR-421
SUBJECT: OCP and Zoning Amendment for a 69-unit multi-family residential development at 421-445 Gower Point Road

RECOMMENDATIONS

THAT the ADP provide the following comments on the application to alter the OCP Land Use Designation of 445 Gower Point Road from Commercial Harbour to Residential/Tourist Accommodation;

AND THAT the ADP provide comments on the application to change the zoning of five lots from C-2 to RM-8;

AND THAT the ADP provide comments on the application to change the zoning of Lot A from M-1 to PRO.

PURPOSE

The purpose of this report is to provide the Advisory Design Panel with a summary of the application for a proposed multi-family development for 69 residential dwelling units in four buildings located at 421-445 Gower Point Road.

Staff are seeking feedback on two parts:

- 1) the proposed OCP and Zoning Amendments in this location, specifically regarding the requested land use change; and
- 2) The proposed new RM-8 zone, specifically regarding the density, height, setbacks and massing.

A separate report will be brought forward for feedback on the form and character at a later date.

DISCUSSION

Site and Surrounding Uses

The property consists of six legal lots which are intended to be consolidated to make one parcel. Figure 1 outlines the properties. The subject properties are located on Gower Point Road, neighbouring the parking lots for both the Gibsons Public Market and the Gibsons Marina, and located opposite the Bay Gibsons restaurant (former Barefoot Gecko). The sea walk runs along

the east property line on the waterfront.

The property currently contains two single-family dwellings at 421 and 427 Gower Point Road, the other lots are vacant. When consolidated the parcel will be roughly 7036 m².



Figure 1: Location of Subject properties.

	Existing Land Use	Existing Zoning	OCP Designation
North	Single family home	Single-Family Residential 2 (R-2)	Residential/Tourist Accommodation
South	Parking lot (Gibsons Public Market and Gibsons Marina)	Marine 1 (M-1)	Commercial Harbour
East	Gibsons Marina	Marine 1 (M-1)	Commercial Harbour
West	Restaurants and Condominiums	Downtown Commercial 5 (C-5)	Mixed-Use Commercial and Medium Density Residential

Table 1: Surrounding Uses, Zoning and Land Use Designation

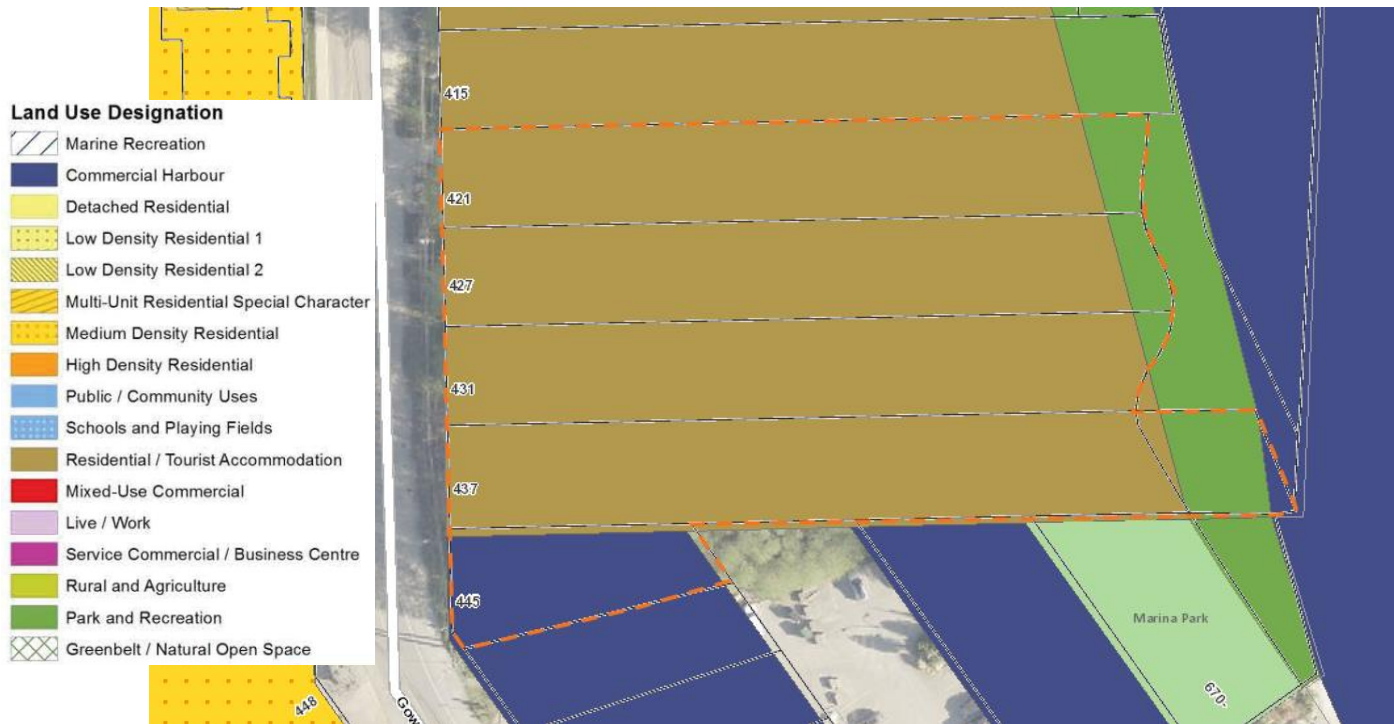


Figure 2: Map showing the OCP Land Use Designation of the subject properties.

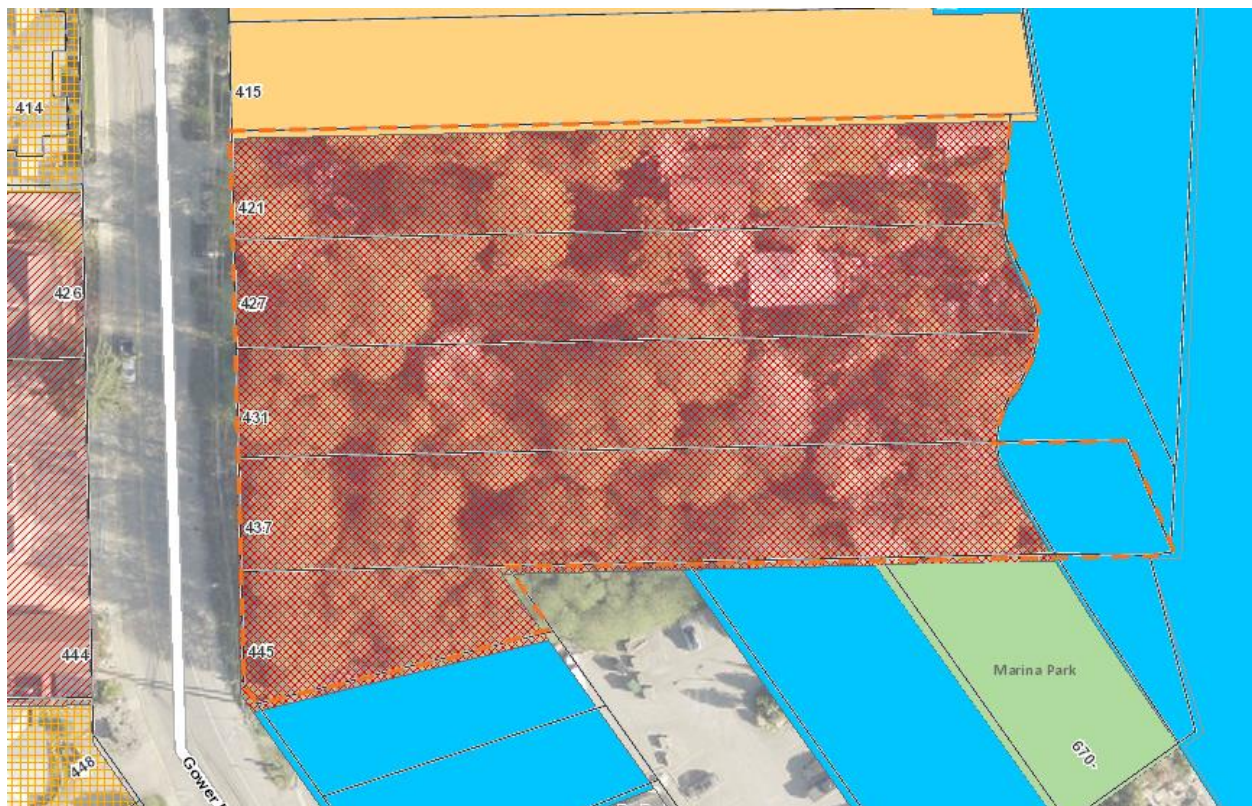


Figure 3: Map showing the zoning of the subject properties (Red hatched= C-2, Blue=Marine Zone 1)

Proposal

The applicant proposes to construct four buildings on the property. Building A and B will be apartment/condominium buildings whereas Building C and D will be townhouse units. Figure 4 provides an annotated site plan showing the number of units per building and number of proposed storeys. The project will provide a total of 69 residential dwelling units. A copy of the application is enclosed as Attachment A.

Vehicular access will be from Gower Point Road. Apartment parking is proposed to be underground and Townhouse units will have their own garages accessed from the internal private road. Visitor parking will be at grade.

A central courtyard with a pedestrian pathway to the sea walk is proposed to be open for public access from 8 am-11 pm.



Figure 4: Annotated Site Plan

PLANNING CONTEXT

Official Community Plan

The Official Community Plan Land Use Plan designates four of the properties as Residential/Tourist Accommodation, one as a split Residential/Tourist Accommodation and Park and Recreation and one lot as Commercial Harbour, as shown in Figure 2. An excerpt from Table 5-1 of the OCP is shown below in Table 2, which explains the intent of the land use designations:

Table 2: An Excerpt from the OCP's Table 5-1 Land Use Designations

<i>Land Use Designation</i>	<i>Description and Intent</i>
<i>Commercial Harbour</i>	<i>To support a wide range of marine uses including recreational, visitor-orientated activities such as marinas and associated upland uses, boat sales, charters and marine fuel sales, as well as marine industrial/transportation uses. All uses need to be environmentally benign and compatible with surrounding land uses.</i>
<i>Residential/ Tourist Accommodation</i>	<i>The areas designated "Residential/Tourist Accommodation" were established to permit high density residential as described above in this table, or Tourist Accommodation such as a hotel or inn together with meeting and/or food and beverage facilities customarily associated with such uses, or some combination of these rules.</i>
<i>High Density Residential</i>	<i>To permit multi-unit residential buildings (apartments and condominiums) greater than 3 storeys with a FSR of 1.2 to a maximum FSR of 1.4 (generally 60- 110 uph).</i>
<i>Park and Recreation</i>	<i>To protect areas of outdoor recreational significance, and to allow outdoor recreation activities.</i>

Staff have assessed the proposal with the goals and objectives in the Official Community Plan, and have pulled the following policies that are relevant to the proposal:

Part B - Sea Level Rise

6.8.6 – New development in close proximity to the water's edge will be required to consider future hydrological conditions in the overall design, incorporating strategies to reduce the impact of sea level rise. Consideration should be given to the recommendations and guidelines of the British Columbia Ministry of Environment.

- Staff note that an Assessment was completed for the project and a 5.35 m Flood Construction Level was recommended.

9.3.5 Consider designating new areas to Medium Density Residential or High Density Residential based on the following criteria:

- *where the proposed development will be compatible in character and scale with adjoining uses*
- *where separation can be achieved through adequate setback distances and landscaped buffers on a site-specific basis from existing or planned lower density housing*
- *within 1.0 km of parks, recreational areas and facilities, commercial and employment areas or public /institutional facilities*
- *on sites that afford direct and convenient vehicular access so as to avoid generating excessive traffic on local streets*
- *on sites where adequate community sewer and water services are available or can be provided by the developer*
 - While staff have not completed a full assessment of the form and character under the DPA 5; this would be reviewed after rezoning, the massing and initial look and feel conform to the guidelines.
 - The proposal is a range of 3 and 4 story buildings, current properties adjacent to the site range from 1 – 3 storeys.
 - This proposal meets the 1.0 km distance from parks, recreational areas and facilities, commercial and employment areas, Dougal Park is within 200-metres of the subject property, the property is adjacent to the Seawalk, Gibsons Public Market and Gibsons Marina and is 250-metres from the Lower Gibsons Core commercial area.
 - The proposal has direct vehicular access from Gower Point Road and is served by community sewer.

Part E Harbour Area Plan

The property is within the Village Waterfront character area under the Harbour Area Plan, as shown in Figure 5. The Village waterfront is an essential adjunct to the Landing and contains major components of the public waterfront open space and marine activities.

5.1.1 Rezoning application must be consistent with the land uses and densities indicated in Part B of the Smart Plan OCP.

- The rezoning is consistent with the OCP, apart from 445 Gower Point Road, which requires an OCP amendment to bring the OCP land use designation into alignment with the rest of the proposed consolidated parcel.

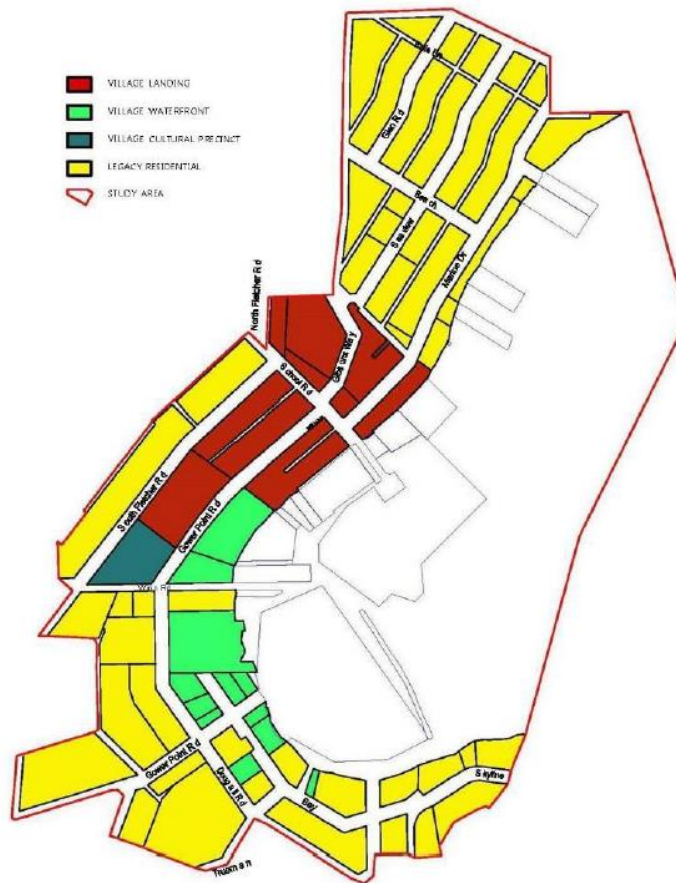


Figure 5: HAP Figure 2-1 Character Areas

5.1.2 In order to maintain a village scale and character in Gibsons Harbour area, building heights should be limited to 1 or 2 storeys on the higher side of the lot and 3 to 4 storeys as seen from the lower side of the lot depending on the degree of slope, with the exception of the site east of Gower Point Road identified on the map below, where a residential building may have up to 7 storeys and a hotel building may have up to 8 storeys, in each case as seen from the lower portion of the site. Additional exceptions may be considered through an OCP amendment on a case by case basis.

- The project is on a relatively flat piece of land. Three buildings will be 3-storey, and one shall be 4-storeys, as shown in Figures 6 and 7. Due to the flat nature of the site, staff considers that this policy is not applicable due to the lack of a “higher side of the lot.”
- Staff note that within the Harbour Area Plan, the Form and Character description and intent supports 3-4 storey buildings with the following:

“Maintaining a “village scale and character” for the Harbour Area is clearly of importance to Gibsons residents. A “village” is usually characterized by pedestrian-orientated development, which in turn encourages walking and cycling as well as social interaction. “Village scale” generally refers to smaller built forms that are low rise in nature, usually up to 3 or 4 storeys. Additional storeys or partial storeys may fit with the idea of “village Scale” if stepped back sufficiently or terraced, and

integrated into the topography and roof forms of the building and with minimum impacts on public and private views.

“Village character” refers to built form that is pedestrian-friendly as well as human in scale. This includes closely spaced buildings located at or near sidewalks and paths, with active uses at grade and building forms that are compatible with existing and future nearby structures.



Figure 6: Artistic rendering showing the proposed development from the water

5.1.3 The form and character of multi-unit residential and commercial development in the Harbour Area is subject to the guidelines of Development Permit Area 5.

- This would be applied for after the land use decision for the OCP and zoning amendment is made.

5.1.4 Development proposals requiring rezoning shall be required to comply with the Town’s Affordable Housing and Community Amenity Policy and the Town will negotiate specific community amenities that developers will be required to provide to the Town on a case-by-case basis in accordance with the terms of the Affordable Housing and Community Amenity Policy.

- The developer has undertaken an economic analysis, enclosed as Attachment B to determine the amount of CAC the project can support as per Council Policy 3.14. The applicant has offered a CAC of \$484,400.
- The applicant is offering a cash sum which would be payable after third reading prior to bylaw adoption.

- As per Council Policy 3.14, 44% is allocated to the Town's affordable housing Reserve Fund and 56% is allocated to the Town's General Community Amenity Contribution Reserve



Figure 7: Artistic Rendering showing the entry from Gower Point Road

5.1.10 Provide for a combination of housing units, including single-family and two-family homes, townhouses, and apartments in the Gibsons Landing area to support a viable and lively village heart and to accommodate the needs of different age groups.

- This proposal is for an apartment and townhouse complex, with a variety of unit sizes. Table 3 provides the unit sizes, numbers and location of each type of unit.

Table 3: Breakdown of unit sizes and location

Unit Size	Number	Location
1-bedroom,	6	Building A and B
1-bedroom with den,	19	Building A and B
2-bedroom	8	Building A and B
2-bedroom with den	18	Building A and B
3-bedroom apartments	8	Building A and B
3-bedroom townhouse	10	Building A, C and D

5.3.2 Require environmental impact studies in all rezonings in the Harbour Area.

- This proposal is located within three environmental Development Permit Areas for aquifer protection, flood hazards and marine shoreline protection. These Permits must be issued before a Building Permit.
- Council have requested an environmental impact assessment to be completed prior to second reading.

5.4.4 Provide a continuous disabled-friendly footpath following the shoreline from the south-eastern breakwater (Breakwater Park) in the south to Armour's Swimming Beach in

the north. Use a variety of treatments along the Harbour front walkway to create a natural feel and extend the walkway onto elevated boardwalks, where feasible.

- The seawalk is planned to have some upgrades and improvements to create a bicycle and pedestrian friendly space to enjoy.

5.4.11 Site development should create and enhance public pedestrian linkages between major roads and the shoreline; and both the shoreline edge and the streetscape along Gower Point Road/Marine Drive should be considered as the focal points of any development.

- The applicant proposes to provide a public pedestrian link between Gower Point Road and the Seawalk. This landscaped pedestrian link is proposed to be formalized with a Right-of-Way in favour of the Town providing unobstructed access between the hours of 8am-11pm. The pedestrian pathway is proposed to be maintained by the strata corporation.

Development Permit Areas

The subject property is located in three Development Permit Areas:

- DPA 1 - Geotechnical Hazard Area;
- DPA 2 - Environmentally Sensitive Area;
- DPA 9 - Gibsons Aquifer Protection Area.

The applicant has applied for a DPA9 and Drilling Permit to investigate the property. The report is currently under review with Waterline.

Zoning Bylaw

Development on the property is currently regulated by several sections of the Zoning Bylaw:

Tourist Commercial 2 Zone (C-2)

The intent of the C-2 zone is to provide facilities to accommodate tourists. There are two other properties in the Town zoned C-2, these are 505 Gower Point Road and 309 Gower Point Road.

The current zone does not allow Apartment or Townhouse Use and therefore a rezoning application is received to alter the zoning to Multi-Family Residential Zone 8.

Marine Zone 1 (M-1)

The eastern most lot is zoned M-1, with the intent to regulate the use of water surfaces and some adjacent lands for marine-related uses.

The proposal looks to create a landscaped playground area in the M-1 zoned area, and therefore the proposal is to change the zoning to Parks, Recreation and Open Space (PRO), in line with the OCP.

View Protection Sub Area H and H-1

The property is located within View Protection Sub Area H and H-1

When regulations of View Protection Sub-areas differ from setback and building height regulations of the zone (C-2 or M-1), the View Protection area takes precedence.

Staff note that the View Protection Area limits the maximum building height to 10 metres, and the proposal is for a maximum building height of 15 metres (for the highest building) except in instances where fill is required a maximum height will be 16 metres; therefore, this proposal does not adhere to the View Protection Area regulations and would be exempt as proposed.

Floodplain

Under Section 524, the Local Government Act enables local governments to designate land by bylaw as a floodplain. The Act states that local governments may specify the flood level for the flood plain, and the setback from a watercourse or body of water.

The Town has designated flood plain areas in the Zoning Bylaw and in the OCP's Development Permit Area 1 for geotechnical hazards. Areas near creeks and all shoreline areas are designated Flood Plain. Section 4.11 of the Zoning Bylaw requires a 15-metre setback from the ocean and the underside of any floor system of habitable space to have a height elevation of 1.5-metres above the natural boundary of the sea to address flood risks for this property.

The Town's Floodplain regulation requires that a building/structure's location is determined through a geotechnical report for a Development Permit for Geotechnical Hazards. Moreover, a save harmless covenant is required to be registered on Title to relieve Town of liability before a Development Permit is issued.

A flood exemption may be required by Council to allow this development as proposed.

Current building limitations

The current C-2 zoning setbacks for the properties are as follows:

	Setback requirement	Bylaw Section
Front	3 m	5.11 (2) (a)
Interior (North)	3 m (abutting a R zone)	5.03 (5)
Interior (South)	0 m	5.03 (5)
Rear	15 m from the natural boundary of the sea	4.11 (2)
Height Limit	10 metres within an area not to exceed 15% of the total site area	5.12

Overview of Official Community Plan and Zoning Amendment Process



The Local Government Act legislates the procedure to change the OCP or the Zoning Bylaw.

After a review process, staff prepare a report to Council with the draft bylaws.

Council consider the bylaws, at First Reading Council may:

- reject the bylaw
- request more information or modification of the proposal
- give 1st reading and allow the application to proceed.

A Public Hearing is held after 2nd Reading and provides an opportunity for the public to present their comments. Notice of the Public Hearing is posted in the newspaper for two weeks, and neighbours within 100m are mailed notice.

Council will consider giving the bylaw 3rd Reading after the Public Hearing. Council may:

- give third reading (approval in principle) to the bylaw;
- request modification of the proposal (only modifications that do not increase use or density are allowed without triggering the need for a second public hearing);
- reject the bylaw

For the bylaw to receive fourth and final reading, any requirements outlined by Council must be met. Requirements may include preparing legal documents such as covenants, paying Community Amenity Contributions, and/or receiving final approval from the Ministry of Transportation if located within 800m of a Highway (The Harbour proposal is outside 800m of the Highway and therefore does not require sign-off).

Official Community Plan Amendment Bylaw No. 985-30, 2023

The OCP Amendment looks to change the land use designation for the property at 445 Gower Point Road (as shown in figure 8) from “Commercial Harbour” to “Residential/Tourist Accommodation”. The draft Official Community Plan Amendment Bylaw No. 985-30, 2023 is enclosed as Attachment B.

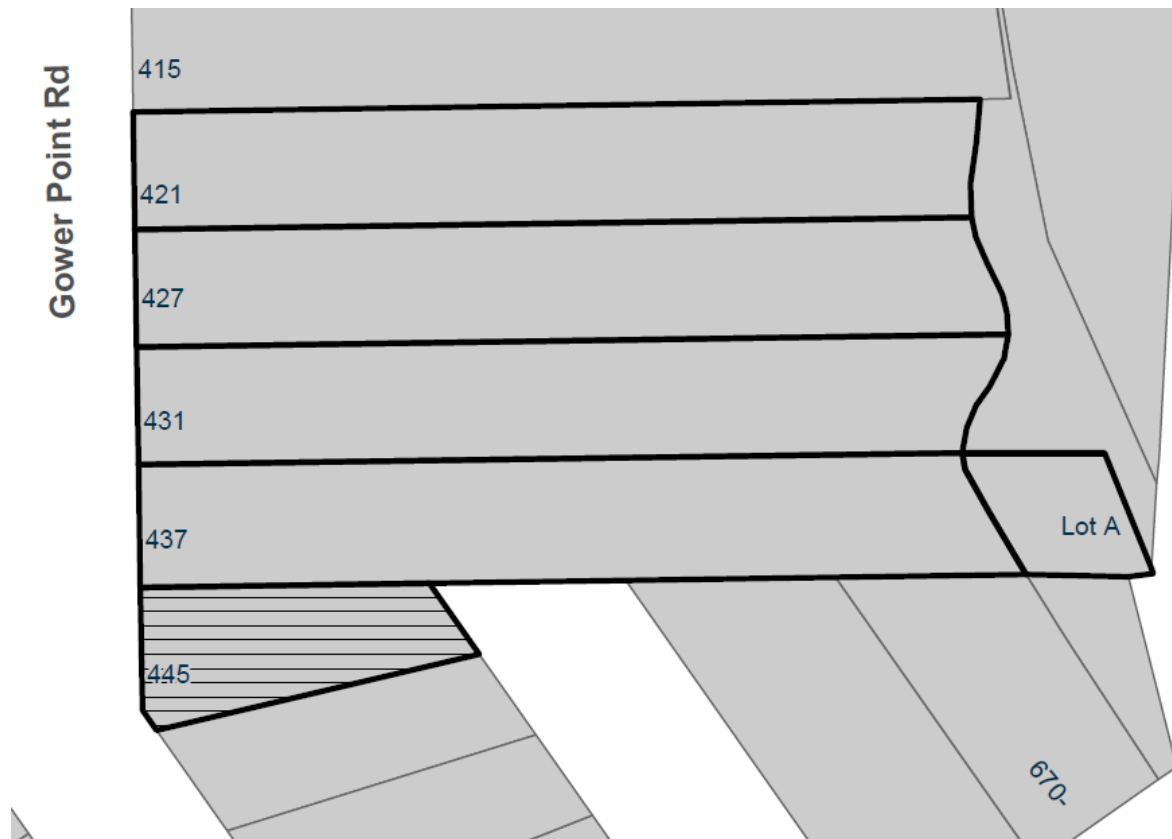


Figure 8: Map showing 445 Gower Point Road, which is proposed to be redesignated to Residential/Tourist Accommodation

Zoning Amendment Bylaw No. 1065-71, 2023

Staff have drafted a new zone, Multi-Family Residential Zone 8 (RM-8), enclosed as Attachment C. Figure 9 shows the lots that are intended to be rezoned to RM-8. The intent of the zone is to allow for the development of high-density residential uses in areas that the “Land Use Plan” of the Official Community Plan designates in the “High Density Residential” and the “Residential/Tourist Accommodation” categories, specifically for residential use.

The new RM-8 zone allows both apartment and townhouse uses.

This zone is not intended to be a “site-specific zone” rather, it implements the OCP’s intention for the High Density Residential Land Use Designation and could be applied to other properties in Town where the OCP envisions high density residential.

Density

The base density is 75 units per hectare, and a bonus density has been added, enabling an increase of a maximum 120 units per hectare as per the OCP Land Use designation, subject to the provision of a Community Amenity Contribution based on an economic analysis, which would be conducted at the applicant’s expense, to calculate the land value created by the proposal beyond the land value under the base density to identify justifiable Community Amenity Contribution levels while maintaining project economic viability.

The bonus density provision is built into the zone to enable Council to pre-zone properties in accordance with the OCP in future, while keeping the high density zone consistent, and ensuring CACs are collected.

The base density would allow 52 units on the subject property. This current proposal looks at a density of 99 units per hectare, which would equate to 69 units.

Height (and view protection)

The proposed RM-8 zone has a building height of 15.0 m (49.2 ft), except where fill is required, the maximum height is 16 m (52.5 ft). Section 5.02 outlines the intent and application of the View Protection subareas, providing the specific zones that the sub areas apply to. Staff note that the new RM-8 zone would not be added to Section 5.02 and therefore would be exempted from the Zoning Bylaw's Part 5 View Protection.

Site Specific Conditions

A Site-Specific Condition has been added in respect to the front setback. The front setback is reduced to 2.5 metres for the project, rather than the 7.5 metre stipulation. The front setback for Building A will be 3 metres, however Building D is proposed to be 2.5 metres from the front lot line. The site specific condition contains the legal description of the lands, and is only intended for this proposal.

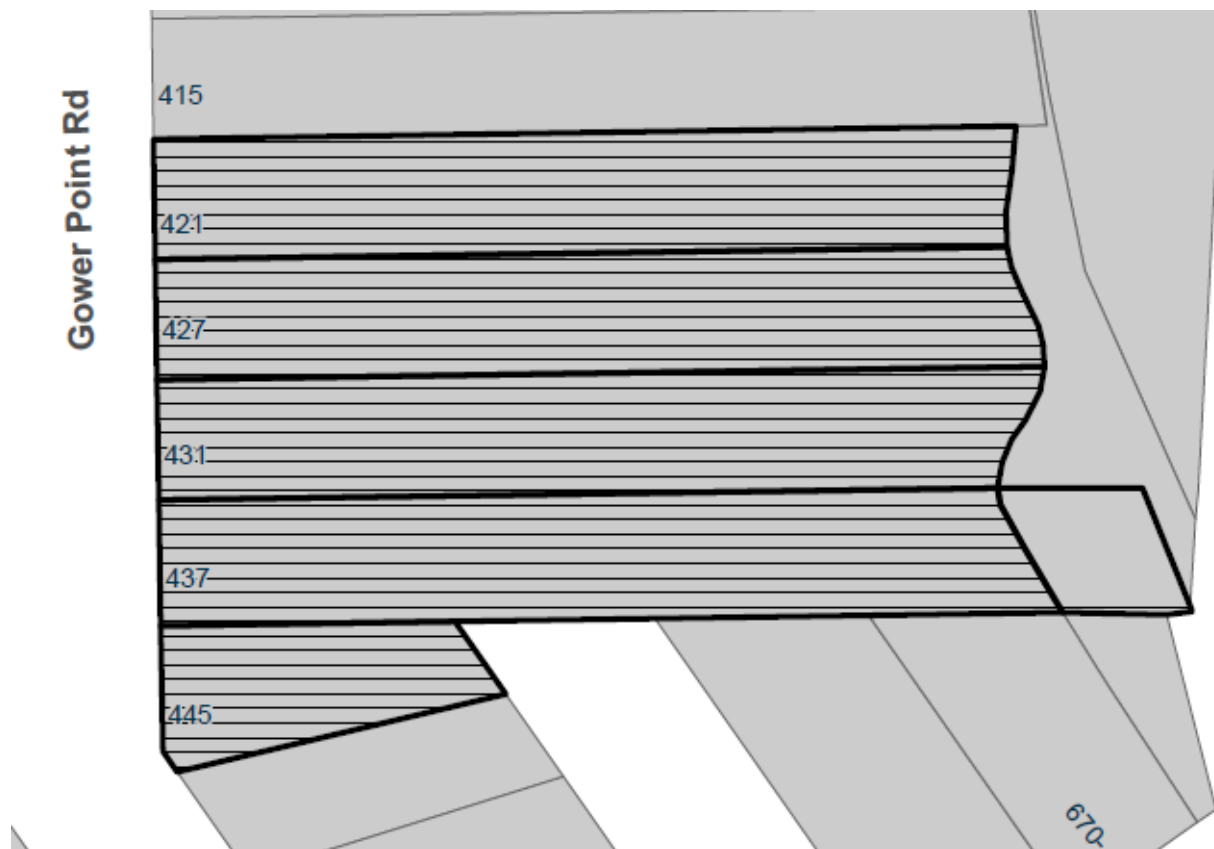


Figure 9: Map showing the hatched lots that are proposed to be rezoned to RM-8. The blank lot outlined in bold is proposed to be rezoned from M-1 to PRO.

The Zoning Amendment also includes the rezoning of Lot A from Marine Zone 1 (M-1) to Parks, Recreation and Open Space (PRO), as shown in Figure 9.

COUNCIL RESOLUTION

Council met on April 18th and were given an introduction to the project by the applicant's design team. Council gave both bylaw amendments First Reading with the following resolution:

**R2023-86 OCP and Zoning Amendment – Proposed Development at 421-445
Gower Point Road (The Harbour)**

MOVED by Councillor Croal

SECONDED by Councillor Lumley

THAT Official Community Plan Amendment Bylaw 985-30, 2023 be given first reading;

AND THAT pursuant to Section 477 of the Local Government Act, consideration be given to Official Community Plan Amendment Bylaw 985-30, 2023, in conjunction with the Town's Financial Plan and Waste Management Plan;

AND THAT Zoning Amendment Bylaw No. 1065-68, 2023 be given first reading;

AND THAT prior to second readings of Official Community Plan Amendment Bylaw 985-30, and Zoning Amendment Bylaw No. 1065-68, 2023 an Environmental Impact Assessment including impacts of habitat of species at risk be completed;

AND THAT prior to second readings of Official Community Plan Amendment Bylaw 985-30, and Zoning Amendment Bylaw No. 1065-68, 2023 a report on the impacts of the development load and bearing capacity on the aquifer be completed;

AND THAT a Public Information Meeting be scheduled by the developer after the professional reports are completed;

AND THAT the Town hold a public dialogue session;

AND FURTHER THAT prior to second readings of Official Community Plan Amendment Bylaw 985-30, and Zoning Amendment Bylaw No. 1065-68, 2023 a DPA 1, 2 and 9 report be completed.

CARRIED

REFERRAL COMMENTS

Pursuant to Section 475 of the Local Government Act, consultation for an OCP amendment is required. The application was referred to the following agencies for comment on September 2, 2022. Table 4 provides the comments in full.

- Skwxwú7mesh Úxwumix
- Gibsons & District Volunteer Fire Department
- Vancouver Coastal Health
- Sunshine Coast Regional District (Comments under Plan Implications)
- Finance Department (comments under Plan Implications)
- Infrastructure Services Department
- Building Department

Referrals sent	Comments Received
<i>Skwxwú7mesh Úxwumix (Squamish Nation)</i>	<i>Squamish Nation recommends an archeological assessment using a local/coastal archeology firm. Our Climate Action Managers recommend implementation of climate resilient standards (for example: HEPA smoke filters, passive cooling, and increased stormwater drainage capacity) and to ensure the design of the building incorporates future climate impacts (increased temperatures, increased fire risk/smoke, increased rainfall and wind, changes to external flood risks). We also recommend buildings be designed to net zero carbon emissions (considering clean power/heat, building envelope, renewables, embodied carbon) and the highest sustainability standards (including considerations for water conservation, stormwater management, waste management, transportation, environmental conservation, food security).</i>
Gibsons and District Volunteer Fire Department (GDVFD)	<p><i>The Gibsons & District Volunteer Fire Department approves this application with the following recommendations:</i></p> <ol style="list-style-type: none"> <i>1. Fire hydrants are installed in accordance with BCBC 3.2.5.15.</i> <i>2. A water supply in accordance with BCBC 3.2.5.7.</i> <i>3. Standpipe Systems are installed in accordance with BCBC 3.2.5.8.</i> <i>4. Automatic Sprinkler Systems are installed in accordance with BCBC 3.2.5.12.</i> <i>5. Road design is in accordance with BCBC 3.2.5.6.</i> <i>6. Access Routes and Access Route locations are in accordance with BCBC 3.2.5.4. and 3.2.5.5.</i> <i>7. Fire Alarm system to be installed in accordance with BCBC 3.2.4.1.</i> <i>8. Annunciators to be installed in accordance with BCBC 3.2.4.9.</i> <i>9. Roof access design in accordance with BCBC 3.2.5.3.</i> <i>10. A key lock box is located at or near the front entrance.</i> <i>11. A fire safety plan is developed and completed and put in the fire safety plan box at the front entrance.</i>

Vancouver Coastal Health	<i>Our agency will assume that all proposed properties will be serviced by TOG sanitary sewer system, so our agency's interests are unaffected on that regard. If new mains are constructed, then a construction permit will need to be applied for and issued by the VCH Public Health Engineer. We have no objections to this proposal.</i>
Ministry of Transportation and Infrastructure (MOTI)	<i>This area falls outside our controlled area (800m distance from a controlled access highway intersection). As such we have no comments to provide.</i>
Infrastructure Services Department	<ul style="list-style-type: none"> • <i>Submit a tree survey and ensure tree protection is in place as per the Tree Preservation Bylaw</i> • <i>Developer to confirm own inverts</i> • <i>Existing Gravity sewer and Prowse Road pumpstation may need to be upgraded. AC Sanitary sewer along foreshore should be replaced prior to walkway improvements.</i> • <i>Water modeling required to determine off-site water upgrades. Developer to submit water demands to Town. Upgrading watermain along Gower Point may be required.</i> • <i>Sanitary Sewer ROW along Harbour required.</i> • <i>Street lighting on Gower Point required</i> • <i>Infrastructure Service Plan to be provided</i> • <i>Stormwater Management Plan to be provided.</i> • <i>Prowse Road Latecomer Agreement to apply to DCC's.</i> • <i>DFO review/approval required for any marine work.</i> • <i>Flood Construction Level be established at 5.9 m per KWL's Foreshore and Seawall Final Report November 2017.</i>
Building Department	<i>A building permit will be required.</i>

Role of the ADP

The Advisory Design Panel ("Design Panel") is established by Council to advise the Planning and Development Services Department and Council on the design quality of development applications (including but not limited to form and character Development Permits, Zoning Amendments, and OCP Amendments) referred to it from the Planning and Development Services Department and to make recommendations to Council on the approval process.

Staff are seeking feedback on the application with respect to the Official Community Plan and Zoning Bylaw amendments.

Specifically, if the proposed OCP amendment for the one lot at 445 Gower Point Road is supported, and if the proposed land use change from Tourist Commercial to Multi-Family Zone 8 and Marine 1 to Parks, Recreation and Open Space is supported.

Staff are also seeking feedback on the specific RM-8 regulations, in terms of height, massing, and setbacks.

Attachments

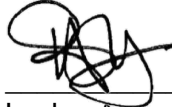
- Attachment A – Application
- Attachment B – Economic Analysis with CAC offer

- Attachment C – *Official Community Plan Amendment Bylaw 985-30, 2023*
- Attachment D – *Zoning Amendment Bylaw No. 1065-68.*

Respectfully Submitted,



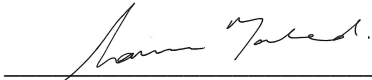
Katie Thomas
Planner II



Lesley-Anne Staats, MCIP, RPP
Director of Planning and Development Services

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I have reviewed the report and support the recommendation(s).



Emanuel Machado
Chief Administrative Officer



THE **HARBOUR**
GIBSONS LANDING

DEVELOPMENT PERMIT & REZONING



Aerial Context Photo

TABLE OF CONTENTS

- 1. Background**
 - Project Overview
 - Site Description
- 2. Design Rationale**
 - Site Planning
 - Architecture
 - Infrastructure Servicing
 - Landscaping
- 3. Sustainability**
- 4. DPA 5 & Harbour Area Plan Review**
- 5. Artistic Renderings of the Proposed Development**
- 6. Attachments**
 - Architectural Drawings
 - Landscape Drawings
 - Infrastructure Service Plan

1 Background

Project Overview

Longman Developments Limited is intending to consolidate and develop several lots on Gower Point Road facing the Gibsons Harbour and provide residential units in the form of townhouses and condominiums. It is proposed that eight townhouse units, in the form of two buildings of three storeys, be located closest to Gower Point Road, and that two condominium buildings be oriented towards the waterfront in a courtyard format. Building A, on the north side, would have 20 units and be three storeys in height. Building B, on the south side, would have 41 units and be 4 storeys in height. Visitor parking would be located at grade but condominium parking would be in a parkade below the complex. Townhouses would have parking on their own individual driveways and garages. In total, the project would add 69 units of housing to the Gibsons housing market.



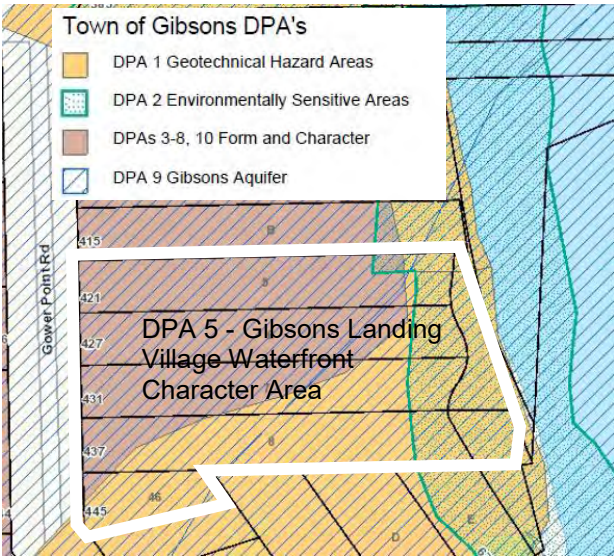
Site Description

The site is located at the lots encompassing 421, 427, 431, 437, and 445 Gower Point Road. Existing buildings and use include two single family residences set amongst an overgrowth of unkempt vegetation. In the adjoining lots to the north is slated the multi-residential and hotel use development called The George. Directly to the south is a parking lot and the Gibsons Public Market building and Bay Road. Across Gower Point Road is a mix of commercial and multi-family residential uses. To the east is Gibsons Harbour and related marine uses, such as boat mooring, docking, and servicing. It is bordered at both ends by the Harbour Walk and the Village Walk. The site has various DPA designations as noted in the diagram below, as well as residing within the H1 View Protection Corridor.



View east from Gower Point Road (front lot line)

The Site, with combined properties, is approximately .66 hectares, which allows for 72 units at high density per existing zoning.

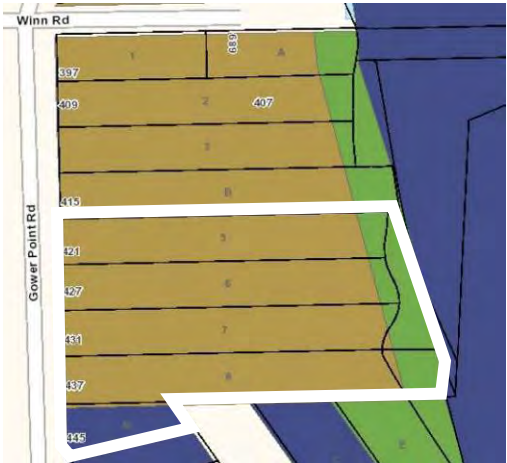
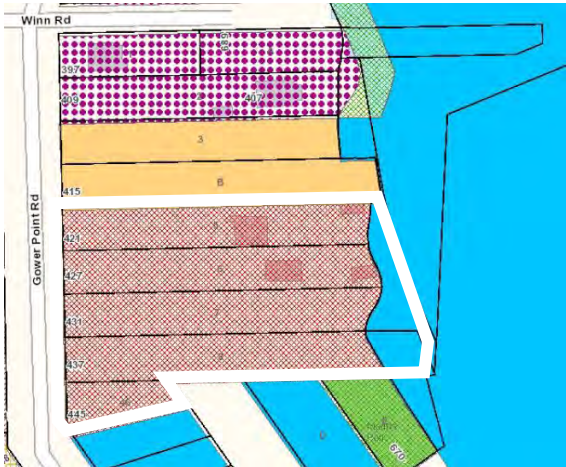


Aerial Photograph



Zoning: Tourist Commercial 2; C-2 (Permits High Density Residential greater than 3 storeys, FSR 1.2-1.4; 60-110 uph

OCP Designation: Residential/Tourist Accom. & Commercial Harbour (Lot 445 only)



2 Design Rationale

Site Planning

Development Permit Area No. 5 looks for built form to be human in scale and pedestrian oriented. Therefore, the decision was made to provide four separate building masses with different scales appropriate to each position, making it a seaside village, with beautifully landscaped pedestrian connections between buildings. A strong linkage was established between the Village and Harbour Walks which leads pedestrians down to the park-like harbour area, creating accessibility and public views where formerly there were none. A four-plex townhouse building was situated facing Gower Point Road and the Village Walk, allowing for a smaller mass to front this urban network and to provide additional landscape buffering as well as multiple connections to what may be used as live/work opportunities, providing an active use at grade. The larger multi-residential buildings were laid out fronting the generous courtyard space, opening up a view corridor right down to the waterfront. At the Harbour Walk, continuity of this key element will be established by upgrading and improving the waterfront walkway, creating a bicycle and pedestrian friendly space to enjoy.

In order to provide an ecologically sensitive design, as well as an environment more suitable for human activity and natural habitat, parking, with the exception of a visitor and loading stalls, as well as individual driveways for townhomes, was restricted to underground. Additionally, Buildings A and B are set back between 16 and 20 meters from the top of bank point which delineates the mean high tide line.



Rendered view of townhouses along Gower Point Road

Architecture

As per the goals and objectives for the Harbour Area delineated in the OCP, a high quality design standard was adopted, incorporating key elements of West Coast Design such as post and beam supports for roofs, wood cladding (or wood-like non-combustible material as required by Code) and stone, with extended overhangs with flat or minimally canted roofs. Another important element of this style is the use of natural light, thus as much glass as possible was incorporated, while orienting towards views and daylight. You will note that Building B sweeps in an arc towards the harbour, creating a greater sense of space opening up to the sea. In addition, building materials such as brick and lap siding are incorporated to adhere to a more traditional aesthetic. Overall, the natural and warm colour palette of golden wood tones, mixed tonality of stone, and light coloured siding combine to provide varied and textured façades. The warm wood textures clad the lower portion and soffits of the wave-form continuous balconies which zig-zag towards the harbour, leading the eye down the view corridor that has been created and providing a pedestrian scale to the courtyard, as well as opportunity for residents to enjoy outdoor living.

As noted previously, townhouses were situated closest to Gower Point Road. They are three storeys in height, but the third storey is set back by six feet (appropriate for the scale of a townhouse). The development slated for the site just to the North, The George Hotel & Residences, has a 6-storey hotel immediately adjacent to this site, providing precedent for increasing height in this view corridor H1 area, though the plans for this site include only three storeys for Building A and four storeys for Building B. Further, Building A steps back on the third floor by 18'-10" and Building B steps back at the fourth floor from the waterfront by 27'-8." Varied roof lines were created by raising low sloped roofs with deep overhangs over living areas on the top floors of buildings, as well as by stepping buildings back at different heights.



Building A Stepping Back at 3rd Storey









Building B Stepping Back at 4th Storey

Views of Existing Neighbourhood Aesthetic along Gower Point Road:

			
Two Storey Single Family	Three Storey Multi-Family	Surface Parking	Restaurant
		<p>Adjacent colors vary from neutral to warm and earthy, to vibrant. Finishes include wood, stucco, brick, and fiber cement. Heights vary from 1 to 3 storeys. Roofs are both flat and combinations of flat and pitched.</p> <p>Proposed Project Siding Colours: Texture will be added through materials such as brick and stone with a mix of tonality in grey to warm shades.</p> <div></div>	
Two Story Multi-Family	Commercial		

Project Colours & Finishes:

					<p>Tones of white, warm wood, and grey siding accentuate the buildings. Trim is in weathered copper finish.</p>	
-------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------

FINISHES - Building A Condominiums



- _____ Brown trim/fascia
- _____ Wood toned soffits
- _____ Wood knee braces
- _____ White lap siding
- _____ Wood toned balcony trim
- _____ Grey lap siding
- _____ Glass guard rails
- _____ Grey stone

West End



- _____ Brown trim/fascia
- _____ Wood toned soffits
- _____ Wood knee braces
- _____ White lap siding
- _____ Wood trellises
- _____ Grey lap siding
- _____ Wood toned balcony trim
- _____ Glass guard rails

East End

FINISHES - Building B Condominiums



- _____ Brown trim/fascia
- _____ Wood knee braces
- _____ Grey & warm tones mixed stone
- _____ Wood toned lap siding
- _____ White lap siding
- _____ Wood toned balcony trim
- _____ Post and beam entry canopy

West End



- _____ Brown trim/fascia
- _____ Wood knee braces
- _____ Wood toned lap siding
- _____ Wood toned trim
- _____ Gray lap siding
- _____ Wood toned balcony fascia
- _____ White lap siding
- _____ Wood post and beam
- _____ Grey & warm tones mixed stone

East End

FINISHES - Building C & D Townhouses - Interior side

		_____ Wood look soffits
		_____ Wood knee braces
		_____ White lap siding
		_____ Gray lap siding
		_____ Brown fascia
		_____ Wood post & beams
		_____ Metal & glass guard rails
		_____ Grey toned brick
Brown trim/fascia _____		
Wood knee braces _____		
White lap siding _____		
Gray lap siding _____		
Wood toned lap siding _____		
Brown metal roof overhangs _____		
Grey toned brick _____		

North Side Building D

East Side Building C

<p>Infrastructure servicing</p> <ul style="list-style-type: none">• The project is awaiting confirmation of inverts from the Town of Gibsons, which will inform final approaches to servicing.• Sanitary could be connected and flow by gravity under the seawalk or potentially on Bay Road. Inverts need to be confirmed to determine the best possible solution.• Water connection would be from Gower Point Road or Bay Road, depending on existing hydrant spacing, fire flow requirements, etc.• Power and communications will come in from Gower Point Road, as well as gas services.	<p>Landscape</p> <p>There is significant landscape development proposed at The Harbour. Live-work Townhouses provide a strong streetscape along Gower Point Road and two residential buildings frame a central courtyard focused on access to the waterfront. Site design emphasizes providing safe pedestrian routes linking the public and residents from Gower Point Road to the Waterfront Walk and Gibsons Harbour. The landscape addresses best practices by providing generous planting areas to ameliorate heat sink, bioswales to accommodate storm water infiltration and native plantings that provide for urban wildlife habitat. Pedestrian safety and comfort are provided through a 6’+ wide lit pedestrian walks that provide direct access to entrance lobby. Lighting is to be subtle and night sky friendly. Lighting to be low level landscape lighting discretely placed and designed at appropriate levels for a public walk. Walks connect to ground floor patios and link street to live work units and on to the waterfront. This pedestrian cross site route is planned to be managed by the strata with gates to the waterfront walk to be locked from 11pm-8am. Signage on the entrance side will advise visitors that the walk will not provide public access all night. The landscape plan proposes a balance of hard and soft landscape. Perimeter plantings on gentle slopes are integrated with adjacent frontages. Perimeter plantings buffer the views of the building and define the property. The project proposes to renovate and provide additional landscape between the project and the Market/ Marina parking lot. It also proposes to redevelop the Water Walk to add 4’ of height to the walk to meet predicted sea rise and provides significant public amenity in the way of landscape, seating, play and exercise opportunity.</p> <p>Each Townhouse along Gower Point Road has its own fenced yard. Low fences and gates include a panel where address and business identification can occur for these units. A privacy screen is provided where patios meet. A secondary walk adjacent the patios have the potential to connect patio/access from business to associated surface parking. The surface parking area is to be finished with porous pavers and amount of paving limited to minimum necessary and overhang zones of parking spaces are planted in ground covers. Concrete walks in the courtyard are sloped to direct stormwater to vegetated bioswales at edges of the central planting bed. Roof storm water will also be directed to these swales and by doing so will slow stormwater reaching drains. The intermittent water flow will be activated by rains. A recirculating pond with waterfall will provide gentle sound in season and use the stream as overflow. A decorative bridge is provided midway along the courtyard connects the walks. A barbeque patio is provided outside the amenity room and walks connect to a social patio overlooking the Harbor, the play area and the vista of the water, Keats, and mountain views.</p> <p>Trees have been selected to provide summer and winter interest and be residential in character. Plantings throughout the project will be predominantly native species. Beds are designed to provide adequate growing medium for root growth for plantings to thrive. The landscape will be fully irrigated with an efficient irrigation system.</p>
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3 Sustainability

One of the primary project goals for the development is to following sustainable design practices. This will begin with the civil engineering work, and will continue through the landscape design and the detailed design of the buildings.

- Landscape Planting – Preference for indigenous and drought tolerant plantings; create an environment that is an attractive habitat.
- Storm water management – Manage site storm water with rain gardens, capturing the water from the roofs and diverting it to the water feature and retention areas, which later carries water out to sea.
- Reduce urban heat island effect - through landscaping and high albedo finishes.
- Water conservation and efficiency – use low maintenance native plantings, low flush toilets, low-flow plumbing fixtures.
- Energy – All units will be constructed with high efficiency heating and heat recovery systems, use of high performance window glazing, passive solar where possible.
- Materials – use of durable materials, avoid use of disposable finishes, use of formaldehyde free and low VOC products, high recycle content insulation and drywall, use of sustainable wood species.
- Avoid Light Pollution – minimize glare towards sky and neighbours by using downcast lighting fixtures
- Site Waste Management – implement construction waste recycling program
- Air Quality – Natural cross ventilation throughout and filtered conditioned air, carbon monoxide monitoring
- Indoor Environment – Low-emitting materials, Controllable ventilation and lighting systems, natural day lighting, access to views.



Rendered view of water outlet to sea

Rendered view of water retention pond



4 DPA 5 & Harbour Area Plan Review

Harbour Area Goals & Objectives

The proposed development is an improvement to the existing conditions and would bring these lots into alignment with the goal of having a similar character and feel as the surrounding area and to provide a pedestrian-oriented, quality design. As is evident, the site currently does not offer a proper connection to the pedestrian and cycling network. Additionally, vegetation overgrowth blocks views through to the water. Post-development, the existing park and walkway system will be greatly improved. The proposed features will provide outdoor space for all age groups, and the variety of accommodations supports the goal of diversity. Please refer to the hydrogeology report for information on the impact to the Gibsons Aquifer. Referring to the Site Plan, you will see that there is an extensive courtyard where the project will incorporate a variety of plants and a water storage and management system, allowing for enhancement of the environment. The improvements also tie into the economic viability of the harbour area in that they create a more desirable and pleasant linkage for tourists to the marina and Gibsons Public Market.

Village Walk - Current Conditions



Village Walk - Proposed Development



Harbour Walk - Current Conditions



Harbour Walk - Proposed Development



Harbour Area Policies

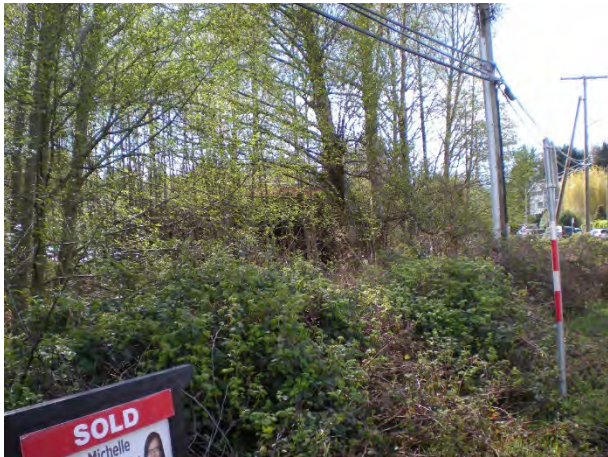
- The Land Use assigned to this area in the Harbour Area Plan is Residential/Tourist Accommodation, which in the Smart Plan permits high density residential development (apartments and condominiums greater than 3 storeys with a FSR of 1.2 to a maximum of 1.4) or tourist accommodation. For a look at form and character, please refer to Part 2, Design Rationale.

View Protection & View Corridors, Terracing

- The site as it currently exists presents with overgrowth provides no views through from Gower Point Road nor pedestrian access to the harbour. Post-development will open up a view corridor and public access both towards the water and in connecting the waterfront at the Harbour Walk. Some project views from key points nearby will be further examined to compare current conditions to the proposed development conditions.



North Property Line (Bordering future George Development)



West Property Line (Gower Point Road)



South Property Line (Gibsons Public Market)



East Property Line (Harbour)

Proposed view of property from the Harbour



Existing Conditions

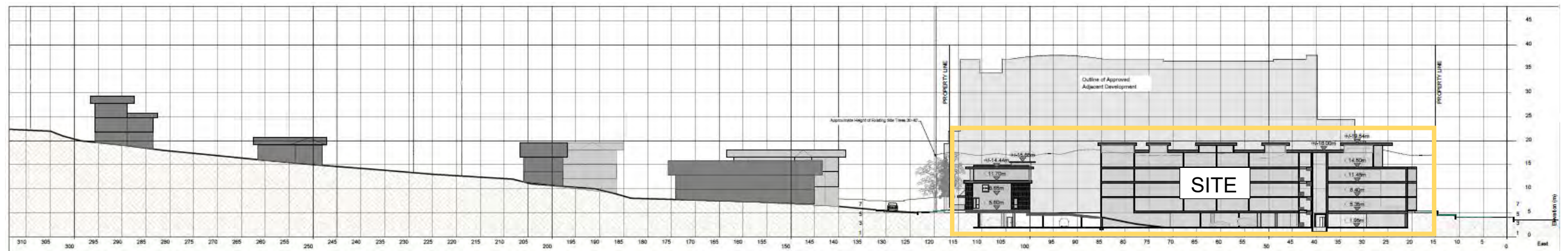
Proposed view of property at site entry, Gibsons Way





Site Section

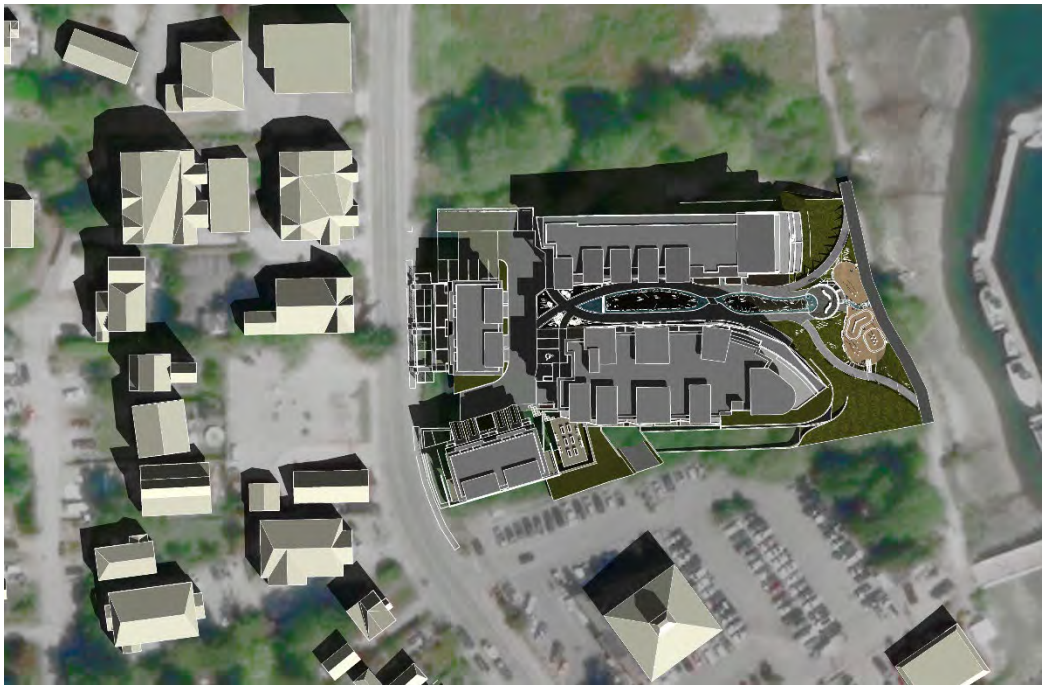
The following section illustrates the grade changes in the neighbourhood. Existing site conditions preclude any views to the harbour from directly across the street due to vegetation overgrowth. However, once the site is opened up, there will be angled views through the courtyard and at the sides of buildings. In addition, new vistas should open up from the removal of tall trees and their replacement with trees and plants lower in height.



Shadow Studies

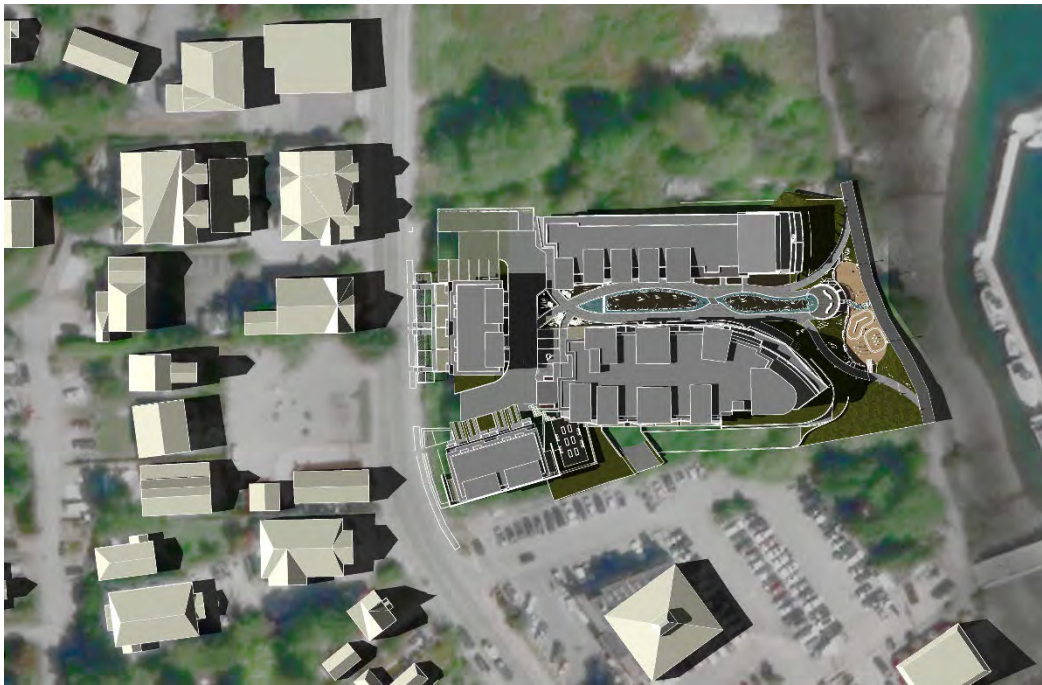


June 21, 10am



September 21, 10am

As one can see, due to the buildings positioning and the lot orientation, the site does not create any shadowing issues on adjacent buildings.



June 21, 4pm



September 21, 4pm

Variance Request - Building Heights

The existing site has an unusually low natural grade, forming somewhat of a bowl in the terrain, with the base approximately 2 meters lower than the natural and developed grades on neighbouring sites. As an example of this, if you look towards the west property line along Gower Point Road, just to the north, the neighbouring property has a geodetic level of 4.6m and the road itself is around the 6m level. However, the site dips down to 3m. On the south side, geodetic markers quickly drop off along a natural pathway from 3.44m to 2.44m. This leads to an unusually low terrain in a vulnerable position at the harbour. In terms of policies relating to rising oceans, standards are changing for main floor levels next to the ocean. This project was requested by the Town to have a minimum first floor elevation at 1.5m above the 15m natural boundary for the sea; the highest point bordering this property being at 2.553m above sea level, which would set the main floor at 4.053m. However, the geotechnical consultant has recommended the main floor level be set at 5.35m, which we have done. This requirement essentially changes the threshold for the average natural grade, as it places the starting point in relation to the sea rather than existing terrain. Further to this, Gibsons Smart Plan has designated this lot as a location for high density residential use, which is what is being proposed. As such, it is requested that the height limitation of 7.5m for Sub-area H, including the additional height allowance to 10m for 15% of the total site area for Sub-area H1, be increased to accommodate this use. The modeling below will illustrate how calculating the height with current zoning requirements using Average Natural Grade and following the requirements for an elevated main floor level does not allow high density residential and greatly limits the number of residential units possible on the site. If the height of the proposed buildings is taken from main floor, which is the level it is required to be above sea level, then the tallest building, Building B, at four storeys, is 14.55m, and Building A at 3 storeys is 16.77m. Thus, the height differential requested from the lot's current DPA 5 Sub-area H1 in order to attain the OCP mediated multiresidential heights. It is requested that a variance be granted to allow the heights as indicated in the drawings below.



Building A - South Elevation. Maximum height allow for one storey, with a potential for two storeys on 15% of the site. The OCP allows for buildings of 3-4 storeys.





The difference is less pronounced on the west end of the lot, where the townhouses are located:
Building C - East Elevation



Building D - North Elevation shown below.



6 Artistic Renderings



Entry from Gower Point Road - view of placeholder for community art installation (exact form yet to be determined) on the façade of Building B.

View west from the
Gibsons Harbour





Upgraded Harbour Walk

View from Gibsons Info Center.



5 Attachments

- Architectural Drawings
- Landscape Drawings
- Infrastructure Service Plan (forthcoming)

Gower Point Road, GIBSONS

DEVELOPMENT PERMIT & REZONING APPLICATION

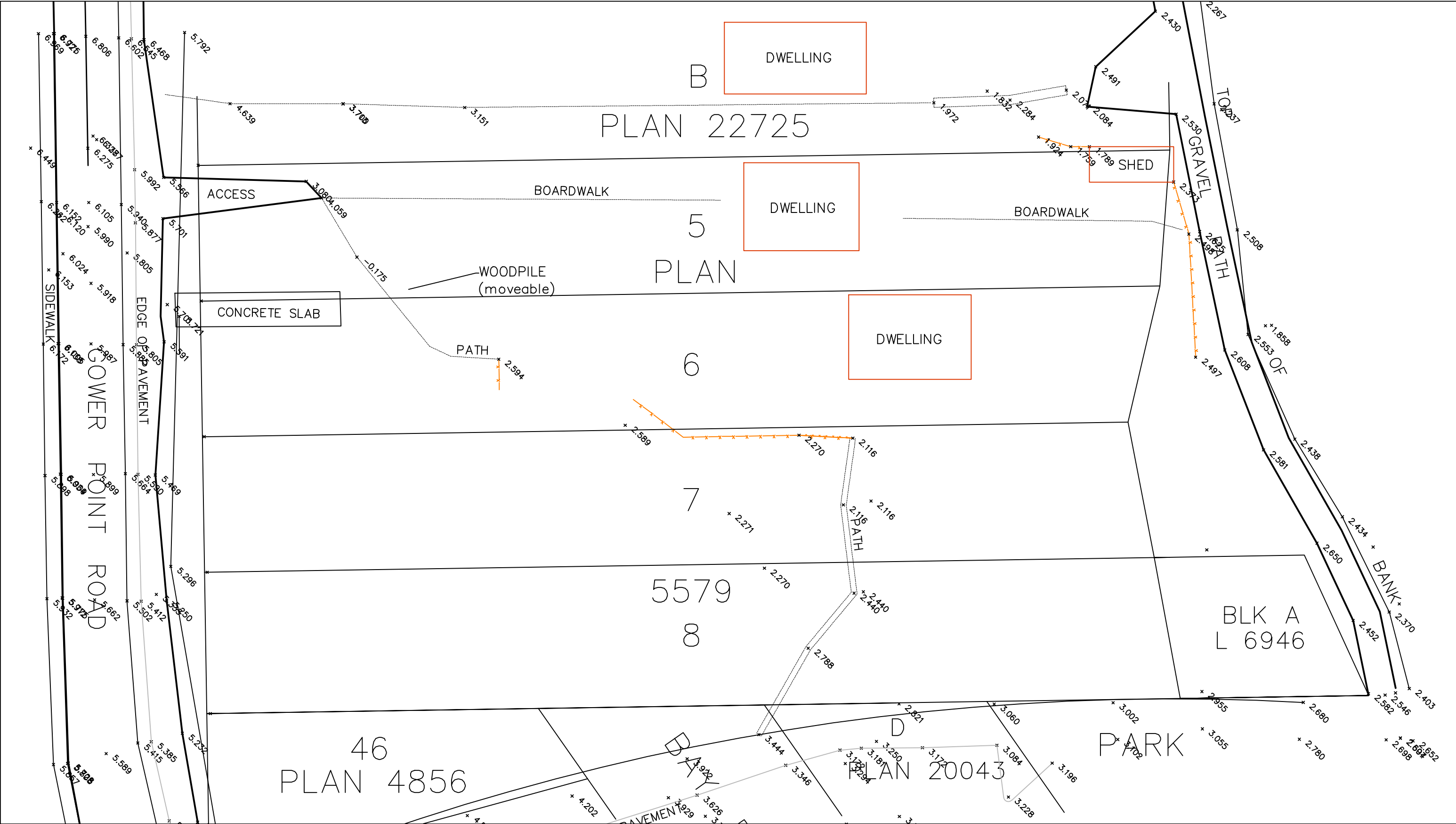
A-01	Aerial Photograph	A-401A Building A Roof Plan	A-610 Sections
A-02	Existing Site Plan	A-101B Building B Level 1	A-620 Building A Elevations
A-03	Proposed Site Plan	A-201B Building B Level 2	A-621 Building A/B Elevations
A-04	Site Plan / Statistics	A-301B Building B Level 3	A-622 Building B Elevations
A-05	Parkade	A-401B Building B Level 4	A-623 Building C Elevations
A-101A	Building A Level 1	A-501B Building B Roof Plan	A-624 Building D Elevations
A-201A	Building A Level 2	A-101C Building C Plans	
A-301A	Building A Level 3	A-101D Building D Plans	

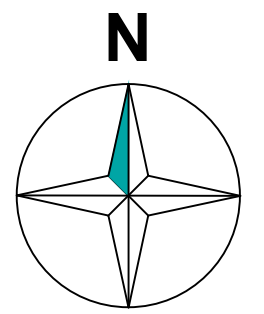
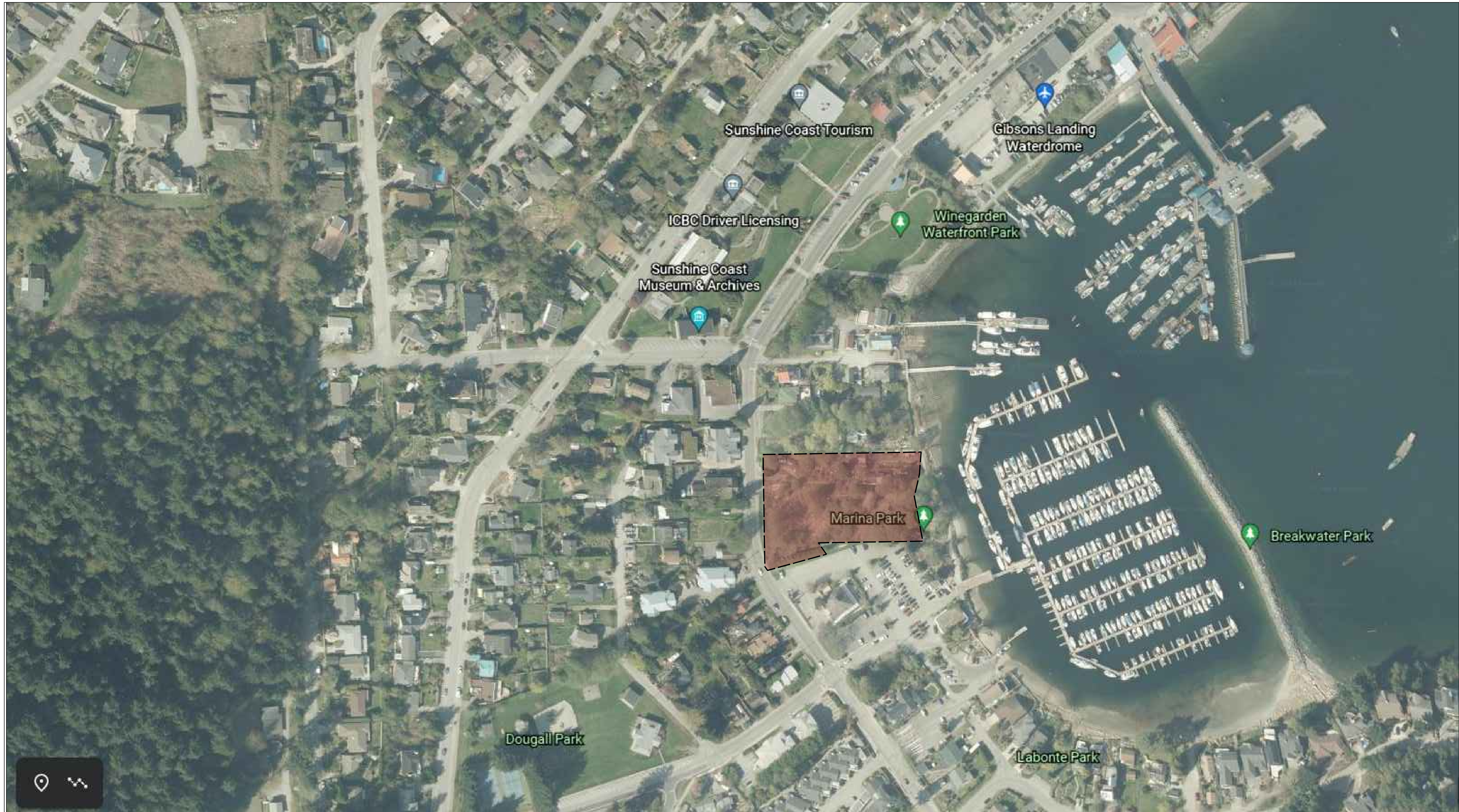


1 VIEW FROM HARBOUR
Scale: NTS



2 VIEW FROM GOWER POINT RD
Scale: NTS



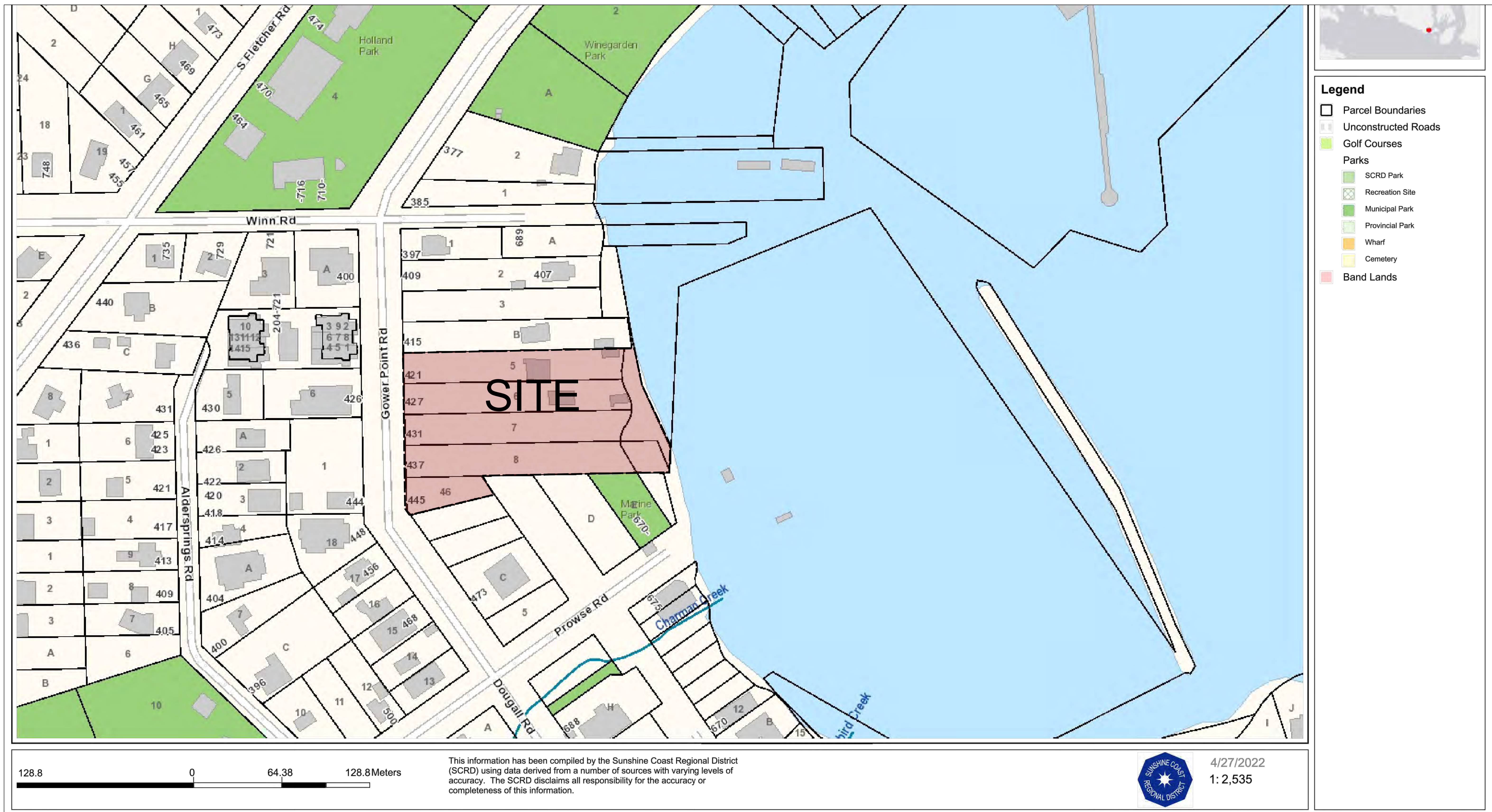


THE **HARBOUR**
GIBSONS LANDING

MOBIUS ARCHITECTURE
3-4720 HIGHWAY 101
SECHLT, BC, V0N3A2
PHONE: 604 885 4390
FAX: 604 885 4312



Aerial	
Project No.: 2114	
Date: May 19 th , 2022	Scale: NTS
Drawn: PT	
Sheet No.	
A-01	



MOBIUS ARCHITECTURE
3-4720 HIGHWAY 101
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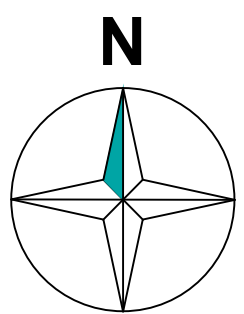
THE HARBOUR

GIBSONS LANDING

Existing Site Plan

Project No.: 2114
Date: May 19th, 2022 Scale: NTS
Drawn: PT
Sheet No.

A-02



LEGAL DESCRIPTION

LOT 15, D.L.

ZONING

ZONE		ZONE	
PRINCIPLE PROPOSED USES		ZONE	
LOT SIZE	AREA (M2)	MINIMUM REQUIRED	EXISTING
			6,580
	WIDTH (M)		59
	DEPTH (M)		100
SETBACKS	FRONT (M)	MINIMUM REQUIRED	EXISTING
			3
	SIDE (M)		0
	SIDE (M)		0
	REAR (M)		15
BUILDING HEIGHT		MAX. ALLOWABLE	PROPOSED
			14
LOT COVERAGE		MAX. ALLOWABLE	PROPOSED
		BUILDING AREA/ LOT SIZE (%)	69.5

2 STATISTICS

Scale: NTS

SUMMARY TABLE

BUILDING	1 BED	1 BD + DEN	2 BED	2 BD + DEN	3 BED	3 BD TOWNH	TOTAL	AREA SF	AREA M ²
BUILDING A	3	0	1	10	4	2	20	25723	2204
BUILDING B	3	19	7	8	4	0	41	37499	3484
TOTAL	6	19	8	18	8	2	61	61222	5688
BUILDING C	0	0	0	0	0	4	4	7980	741
BUILDING D	0	0	0	0	0	4	4	7980	741
TOTAL	6	19	8	18	8	10	69	77182	7170

3 STATISTICS

Scale: NTS

PARKING DATA

DESCRIPTION	RESIDENTIAL (#)	TOTAL
CAR PARKING RATIO REQUIRED - TOWNHOUSES	2 PER UNIT	8 TOWN.
CAR PARKING RATIO REQUIRED - APARTMENT	1.5 PER UNIT	61 UNITS
CAR PARKING REQUIRED - TOWNHOUSES	16	
CAR PARKING REQUIRED - APARTMENTS	92	
SUM OF RESIDENTIAL PARKING REQUIRED	108	
VISITOR PARKING REQUIRED (15%)	16	
TOTAL	124	
ON SITE PARKING STALLS PROVIDED	STANDARD CAR PARKING	90
	SMALL CAR PARKING	23
	ACCESSIBLE CAR PARKING	4
	LOADING	1
	TOWNHOUSE PARKING	16
	TOTAL PARKING PROVIDED	134

BICYCLE PARKING DATA

DESCRIPTION	BICYCLE CLASS I	BICYCLE CLASS II
PARKING RATIO REQUIRED	1.25 PER UNIT	0.2 PER UNIT
TOTAL PARKING REQUIRED	76	92
TOTAL PARKING PROVIDED	12	12

4 STATISTICS

Scale: NTS

1 PROPOSED SITE PLAN

Scale: NTS

THE HARBOUR
GIBSONS LANDING

MOBIUS ARCHITECTURE
3-4720 HIGHWAY 101
SECHLT, BC, V0N3A2
PHONE: 604 885 4390
FAX: 604 885 4312



Proposed Site Plan

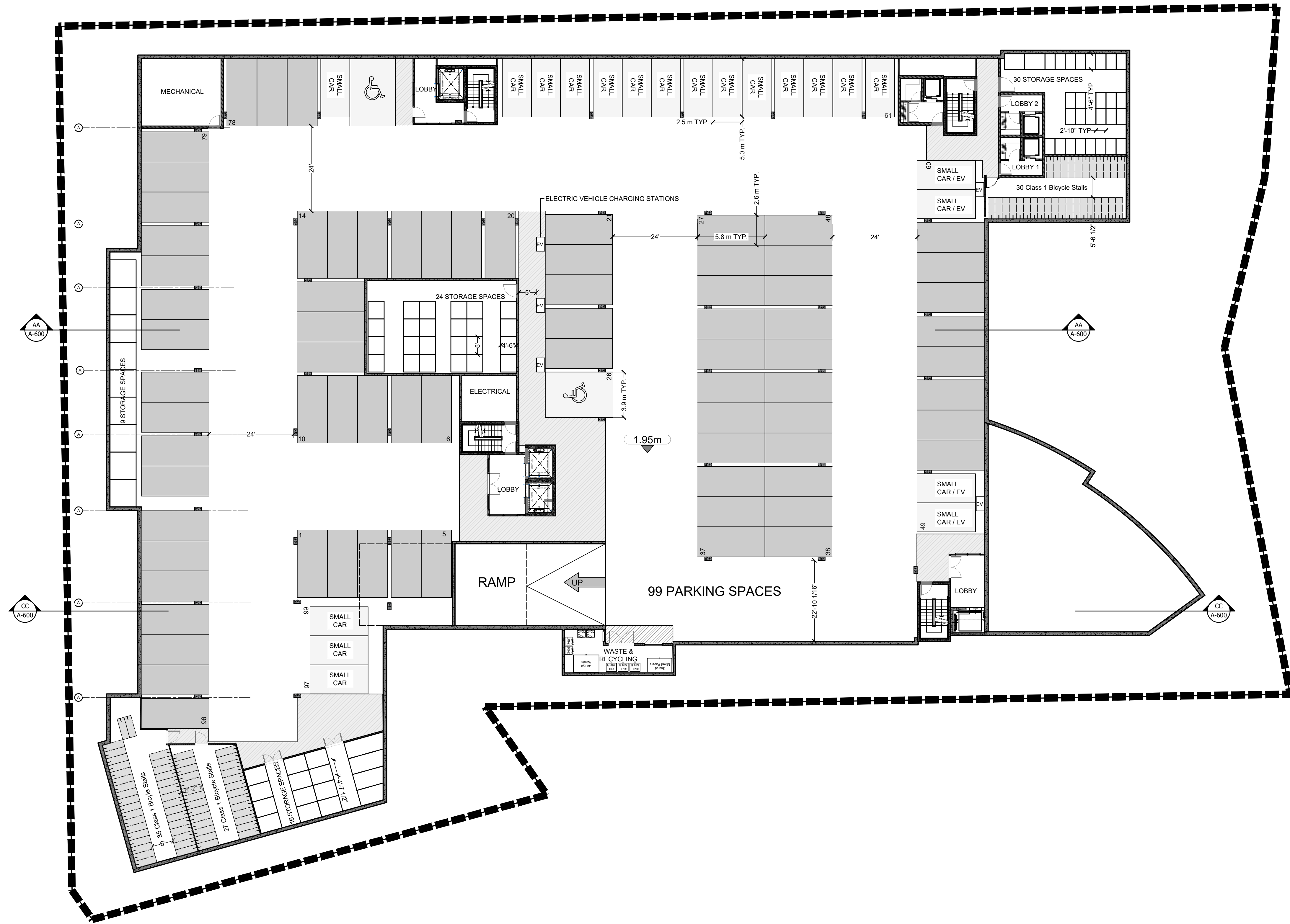
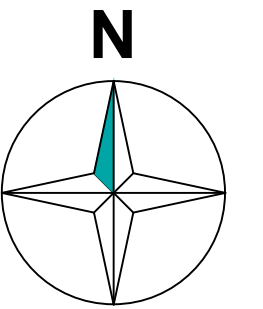
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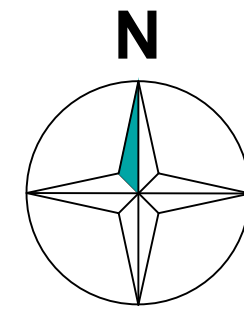
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A-03



PARKING DATA		
DESCRIPTION	RESIDENTIAL (#)	TOTAL
CAR PARKING RATIO REQUIRED - TOWNHOUSES	2 PER UNIT	8 TOWN.
CAR PARKING RATIO REQUIRED - APARTMENT	1.5 PER UNIT	61 UNITS
CAR PARKING REQUIRED - TOWNHOUSES	16	
CAR PARKING REQUIRED - APARTMENTS	92	
SUM OF RESIDENTIAL PARKING REQUIRED	108	
VISITOR PARKING REQUIRED (15%)	16	
TOTAL	124	
ON SITE PARKING STALLS PROVIDED	STANDARD CAR PARKING	90
	SMALL CAR PARKING	23
	ACCESSIBLE CAR PARKING	4
	LOADING	1
	TOWNHOUSE PARKING	16
	TOTAL PARKING PROVIDED	134

BICYCLE PARKING DATA		
DESCRIPTION	BICYCLE CLASS I	BICYCLE CLASS II
PARKING RATIO REQUIRED	1.25 PER UNIT	0.2 PER UNIT
TOTAL PARKING REQUIRED	76	92
TOTAL PARKING PROVIDED	12	12



- 1

A1-2
1 Bedroom
808 sf
- 2

A2-2
2 Bedroom + Den
903 sf
- 3

A2-2
2 Bedroom + Den
903 sf
- 4

A2-2
2 Bedroom + Den
903 sf
- 5

A3-1
3 Bedroom
1,160 sf
- 6

A2-3
2 Bedroom + Den
972 sf

- 8

A3-2
3 Bedroom
Townhouse
Lower 883 sf
- 7

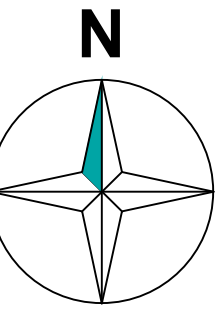
A3-3
3 Bedroom
Townhouse
Lower 883 sf

BUILDING A

LEVEL I	# OF UNITS	TYPE	TOTAL (SF)	TOTAL (M2)
1 BED	1	A1-2	808	75
1 BED + DEN	0		0	0
2 BED	1	A2-3	972	90
2 BED + DEN	3	A2-2	903	84
3 BED	1	A3-1	1160	108
3 BED + DEN	0		0	0
3 BED (TOWNHOUSE)	1	A3-2	1783	166
	1	A3-3	1729	161
TOTAL	8		7355	684
AREA PATIO			148	138
AREA HALL			124	115
TOTAL			8366	777



BUILDING A				
LEVEL 2	# OF UNITS	TYPE	TOTAL (SF)	TOTAL (M2)
1 BED	1	A1-2	808	75
1 BED + DEN	0			0
2 BED	0			
2 BED + DEN	3	A2-2	903	84
	1	A2-4	1084	101
3 BED	1	A3-1	1160	108
3 BED + DEN	0			
3 BED (TOWNHOUSE)	0			
TOTAL	6		5955	368
AREA PATIO			1538	143
AREA HALL			1241	115
TOTAL			8236	765



BUILDING A

LEVEL 3	# OF UNITS	TYPE	TOTAL (SF)	TOTAL (M2)
1 BED	1	A1-2	808	75
1 BED + DEN	0			0
2 BED	0			
2 BED + DEN	3	A2-2	903	84
3 BED	1	A3-1	1160	108
3 BED	1	A3-4	1809	168
3 BED + DEN	0			
3 BED (TOWNHOUSE)	0			
TOTAL	6		4680	435
AREA PATIO			2427	225
AREA HALL			1189	110
TOTAL			7122	662

BUILDING A: Level 3

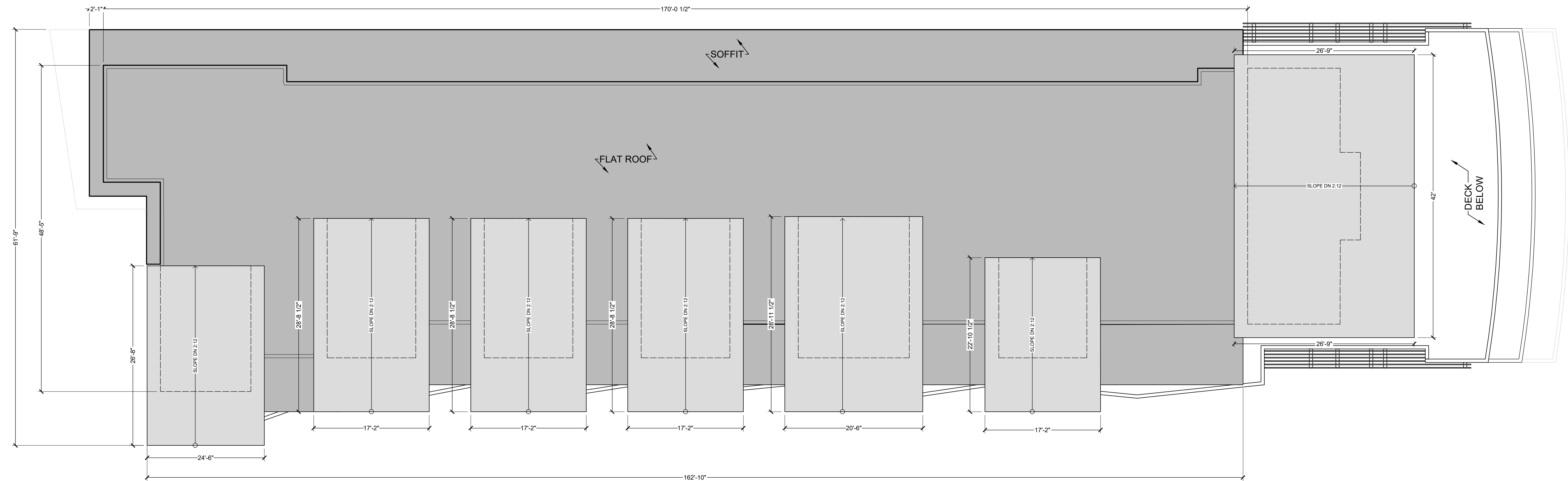
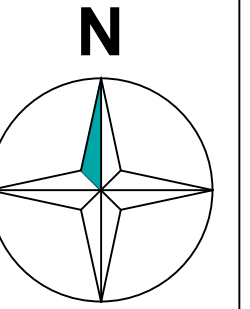
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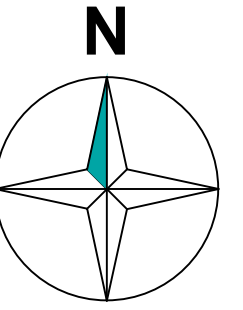
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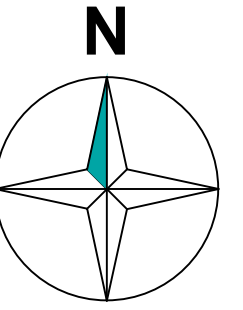
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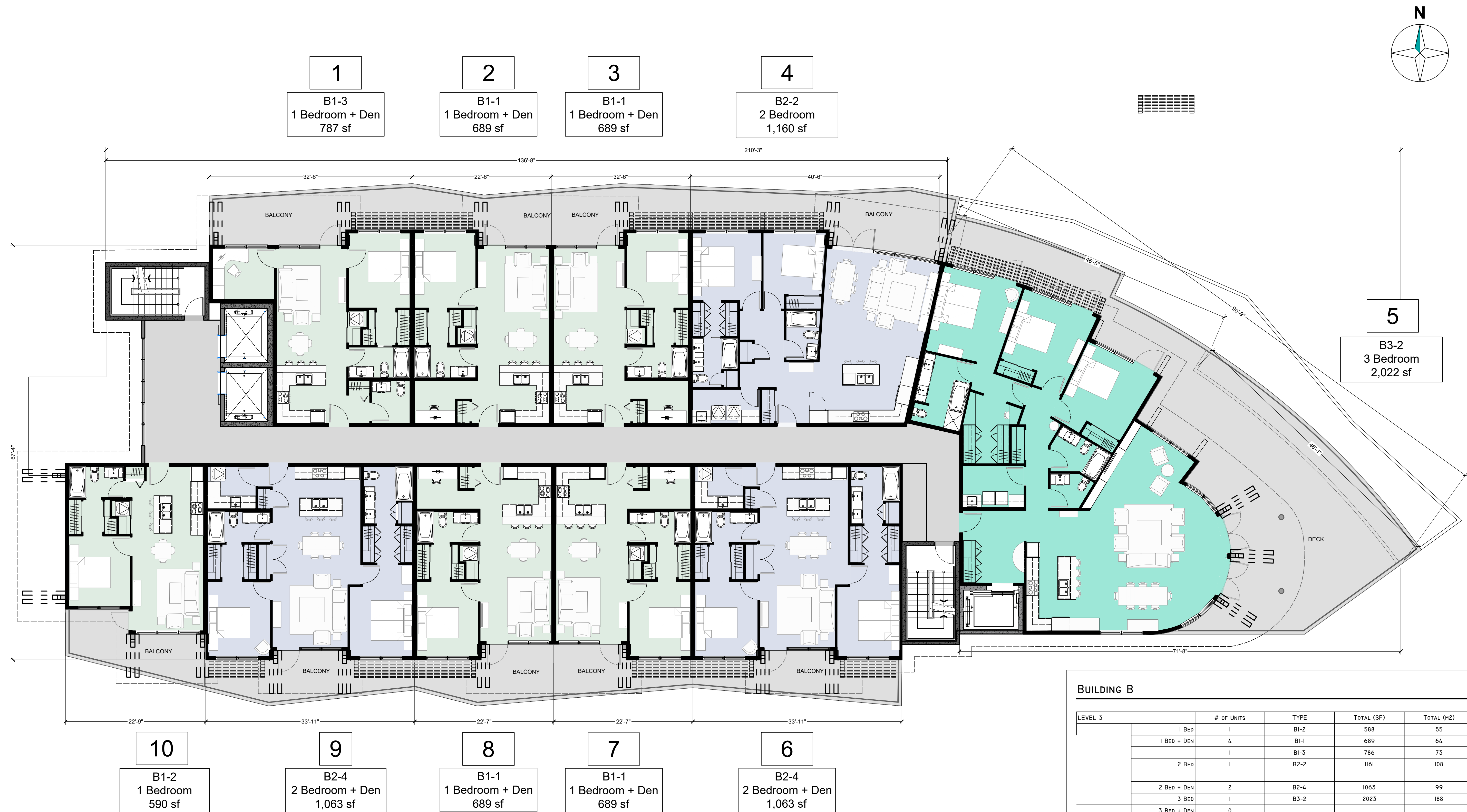
BUILDING B

LEVEL I	# OF UNITS	TYPE	TOTAL (SF)	TOTAL (M2)
1 BED	0			
1 BED + DEN	4	B1-1	689	64
2 BED	1	B2-2	1161	108
	1	B2-3	1328	123
2 BED + DEN	2	B2-4	1063	99
3 BED	1	B3-1	1701	158
3 BED + DEN				
TOTAL	9		5942	552
		AREA PATIO	2607	242
		AREA HALL	1647	153
TOTAL			11730	1090



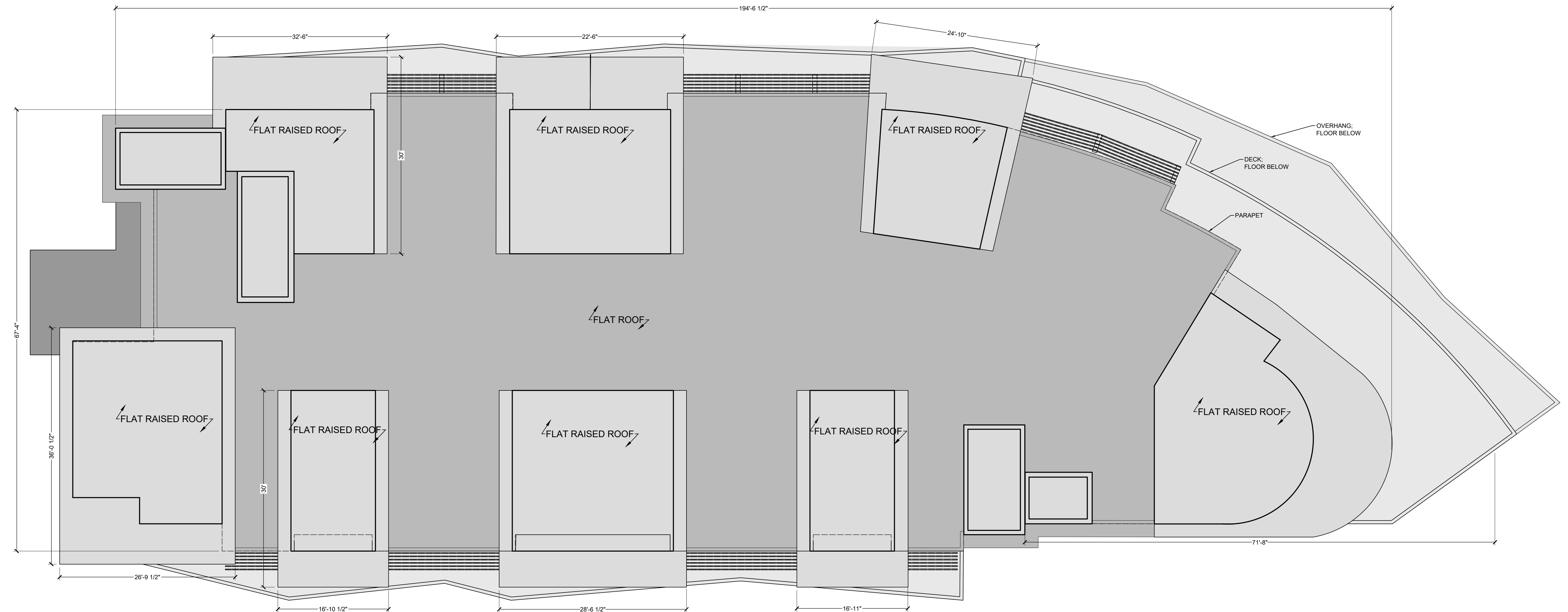
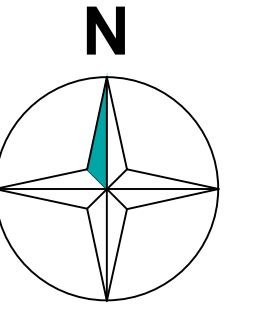


LEVEL 3		# OF UNITS	TYPE	TOTAL (SF)	TOTAL (M2)
	1 BED	1	BI-2	588	55
	1 BED + DEN	4	BI-1	689	64
		1	BI-3	786	73
	2 BED	1	B2-2	1161	108
		1	B2-3	1328	123
	2 BED + DEN	2	B2-4	1063	99
	3 BED	1	B3-1	1701	158
	3 BED + DEN	0			
TOTAL		11		7316	680
	AREA PATIO			2887	268
	AREA HALL			1069	99
TOTAL				12302	1143



BUILDING B

LEVEL 3	# OF UNITS	TYPE	TOTAL (SF)	TOTAL (M2)
1 BED	1	BI-2	588	55
1 BED + DEN	4	BI-1	689	64
	1	BI-3	786	73
2 BED	1	B2-2	1161	108
2 BED + DEN	2	B2-4	1063	99
3 BED	1	B3-2	2023	188
3 BED + DEN	0			
TOTAL	10		6310	587
AREA PATIO			3398	316
AREA HALL			1069	99
TOTAL			1164	108



THE **HARBOUR**
GIBSONS LANDING

MOBIUS ARCHITECTURE
3-4720 HIGHWAY 101
SECHLT, BC, V0N3A2
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BUILDING B: Roof

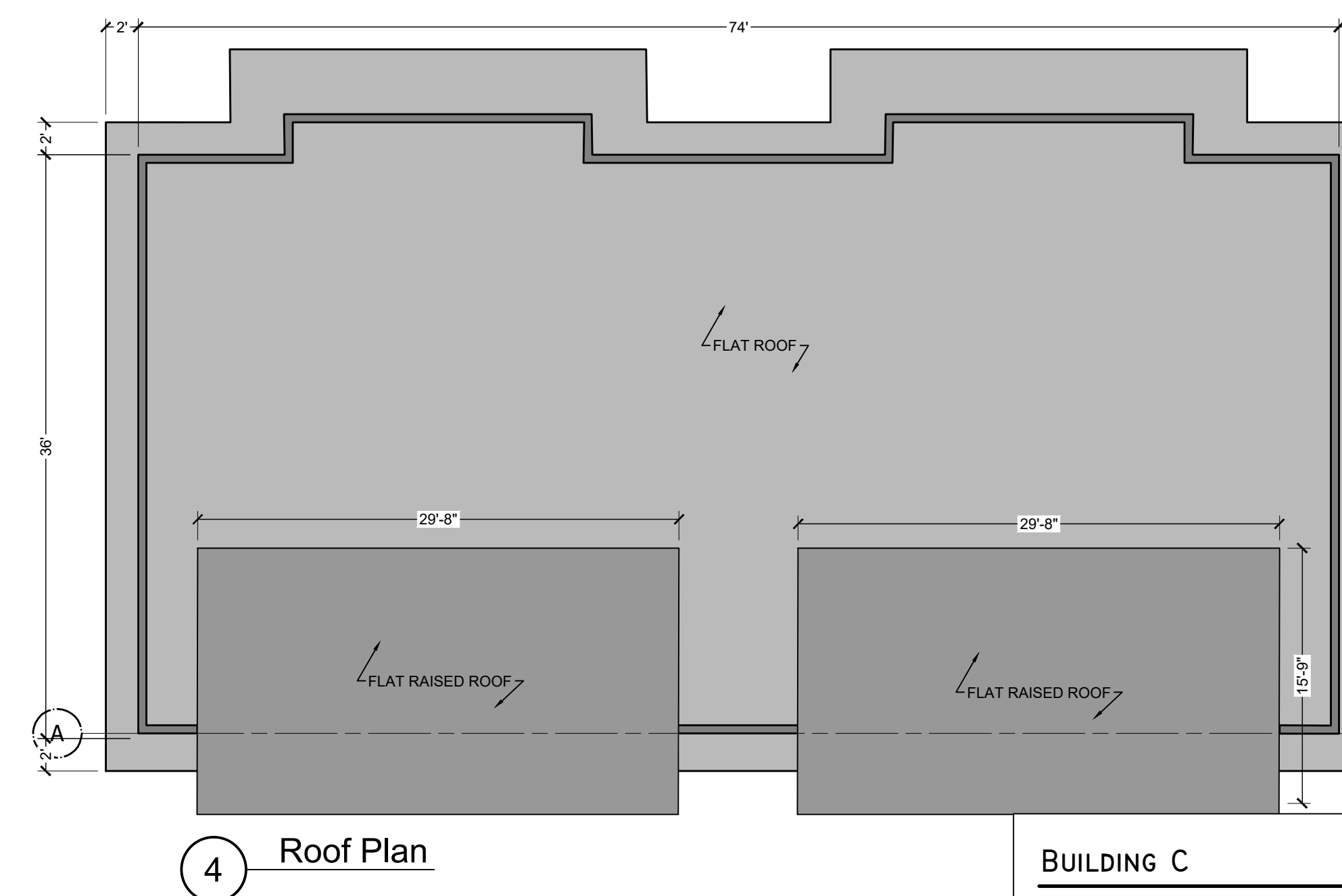
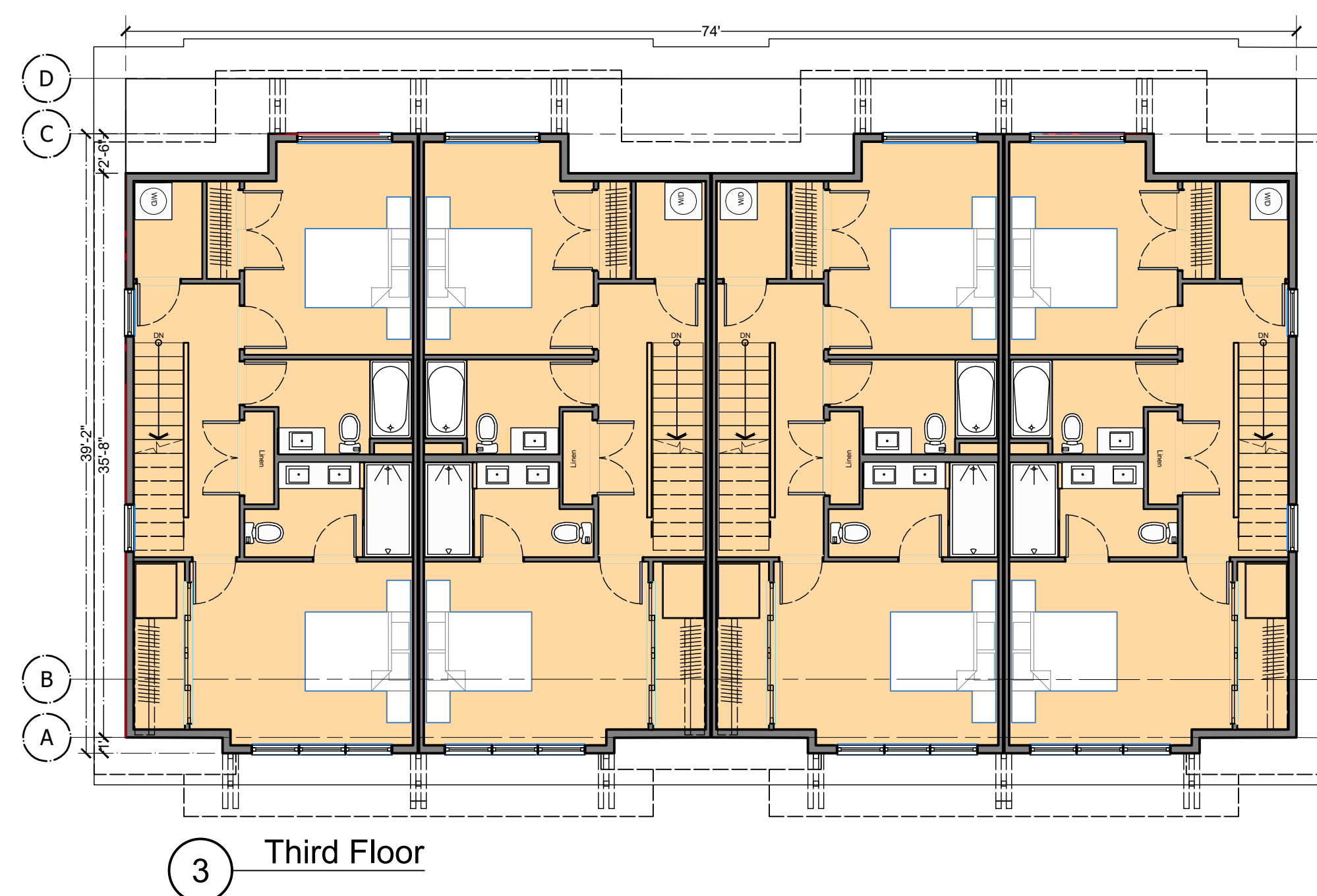
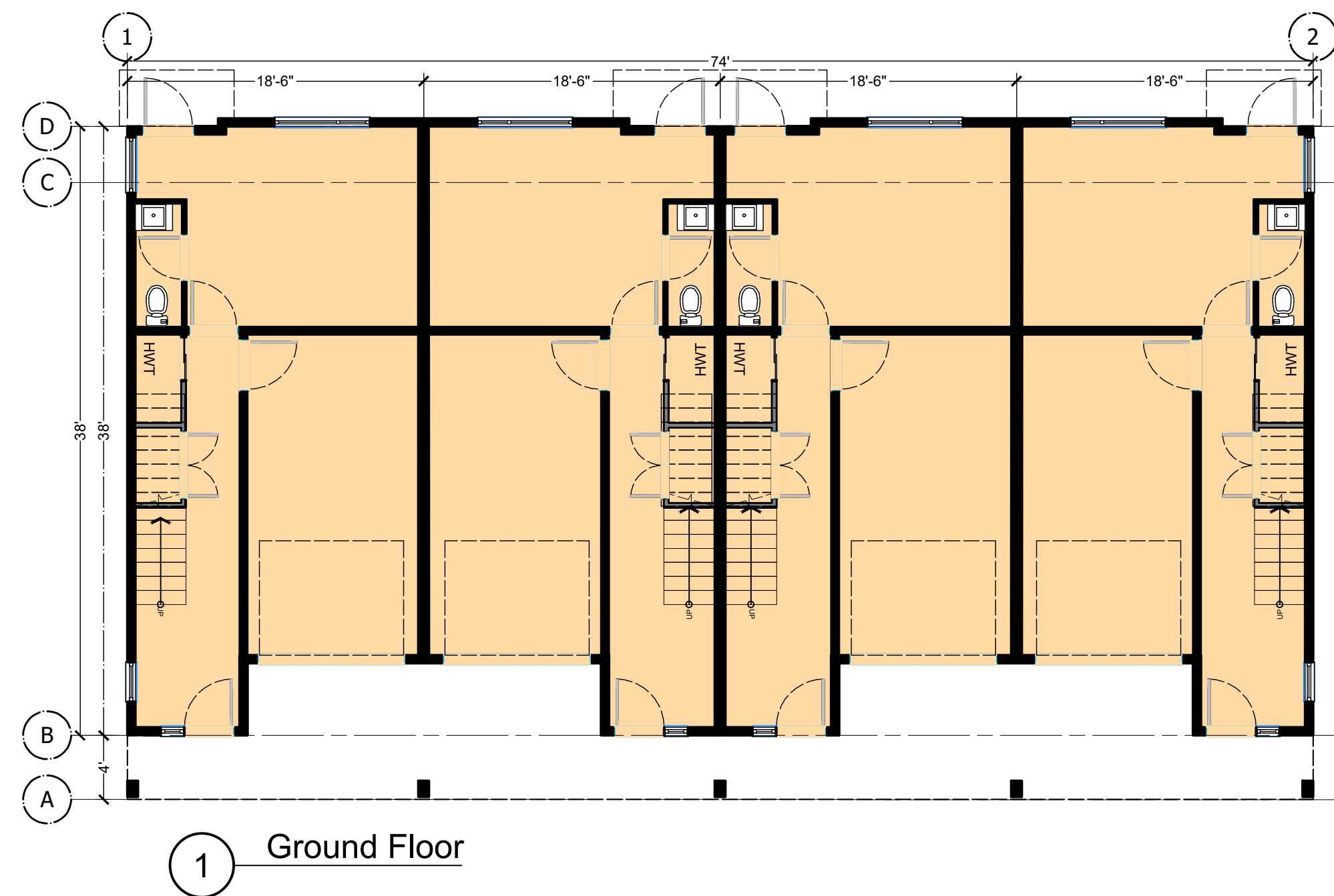
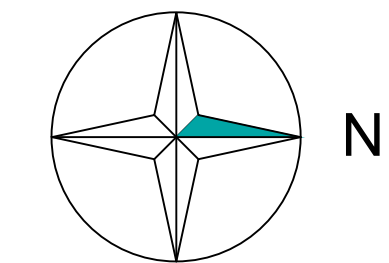
Project No.: 2114

Date: May 19th, 2022 Scale: 1/8" = 1'-0"

Drawn: JR

Sheet No.

A-501B



BUILDING C

TI		# OF UNITS	AREA/UNIT	FLOOR AREA	TOTAL (m2)
	L1	4	660	2640	245
	L2		626	2504	233
	L3		696	2784	259
TOTAL		4	1982	7928	737
AREA PATIO				1700	159
TOTAL				9628	896

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THE HARBOUR
GIBSONS LANDING

BUILDING C: All Levels

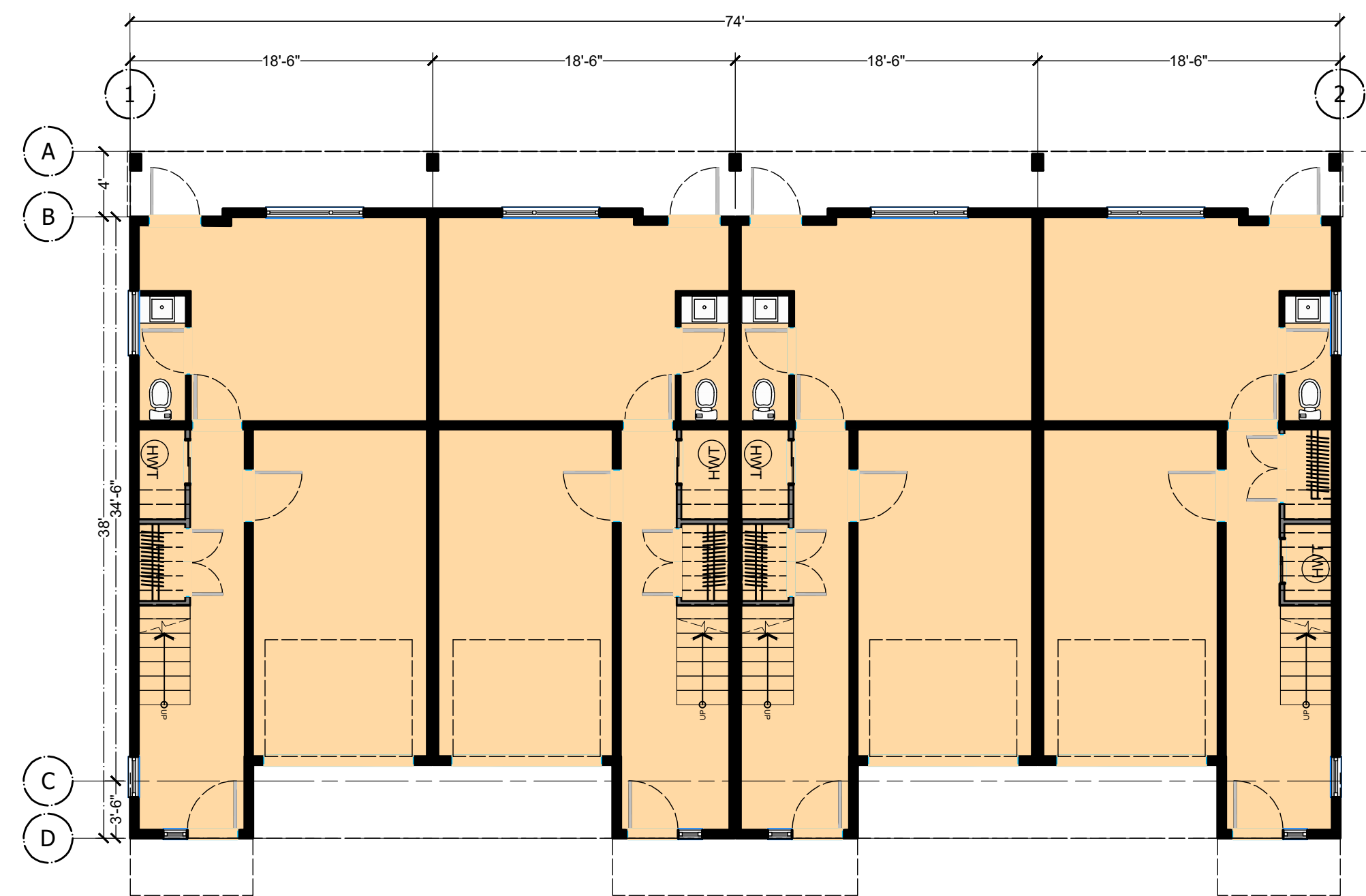
Project No.: 2114

Date: April 29th, 2022 Scale: 1/8" = 1'-0"

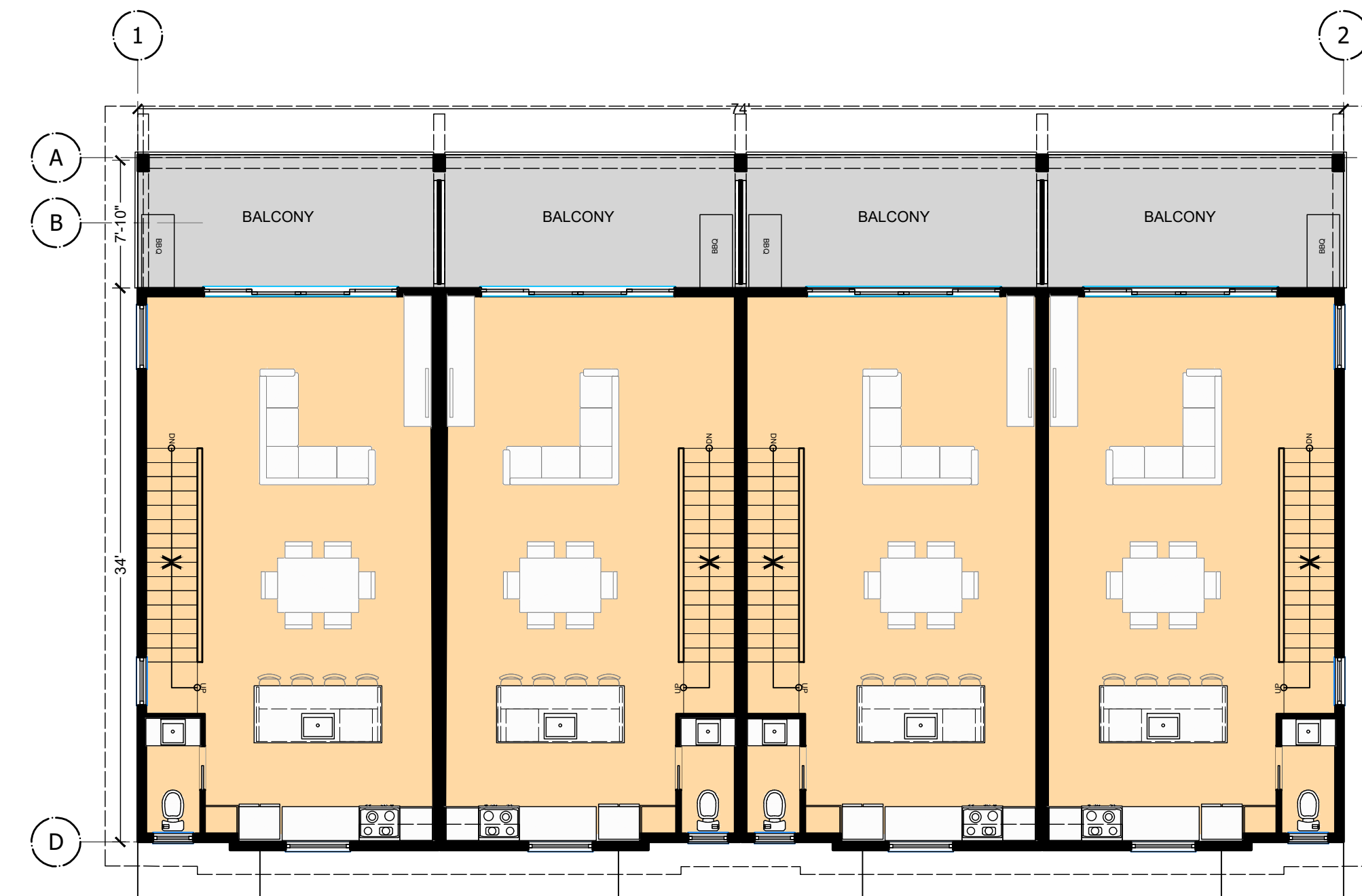
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Sheet No.

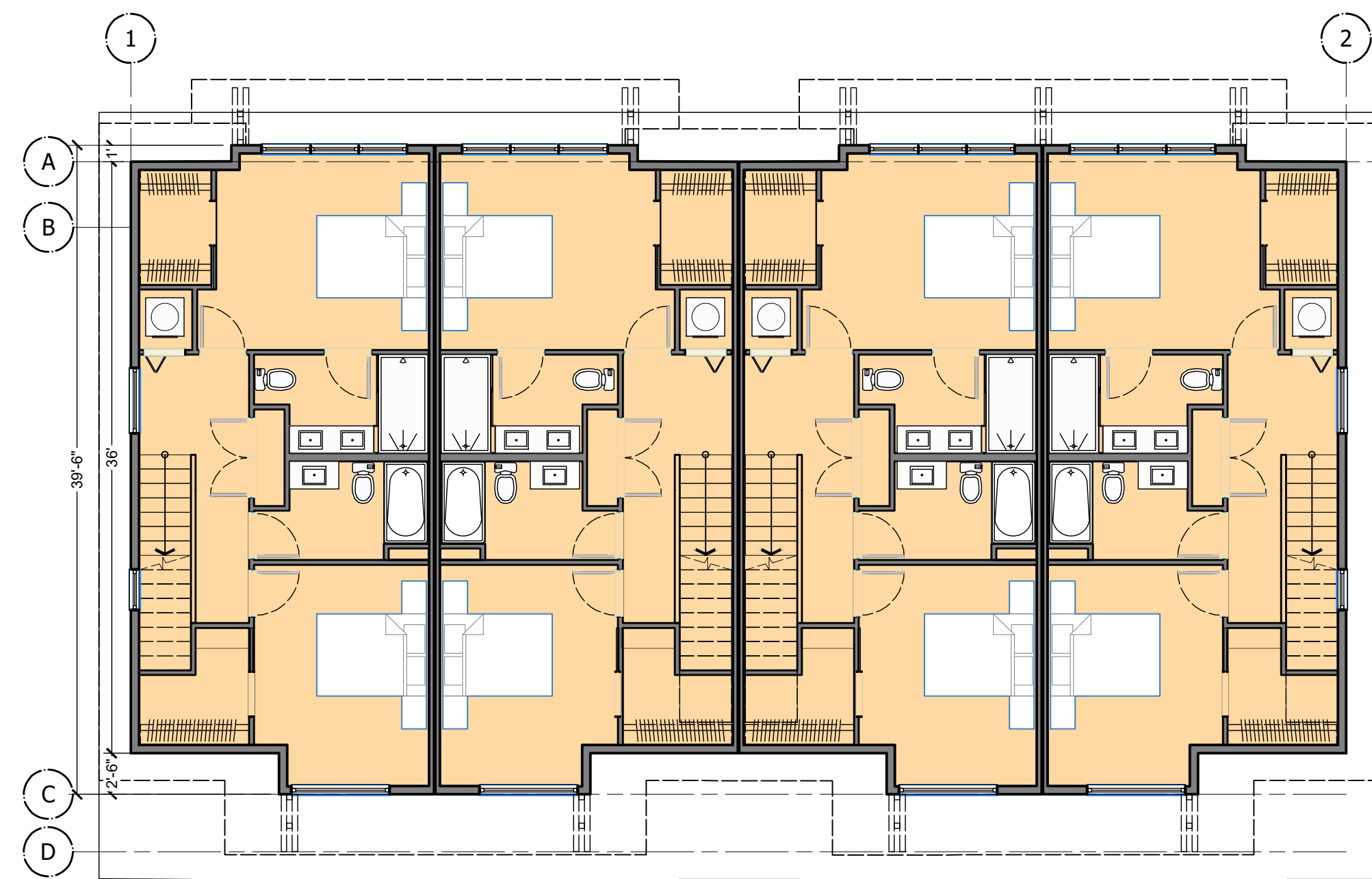
A-101C



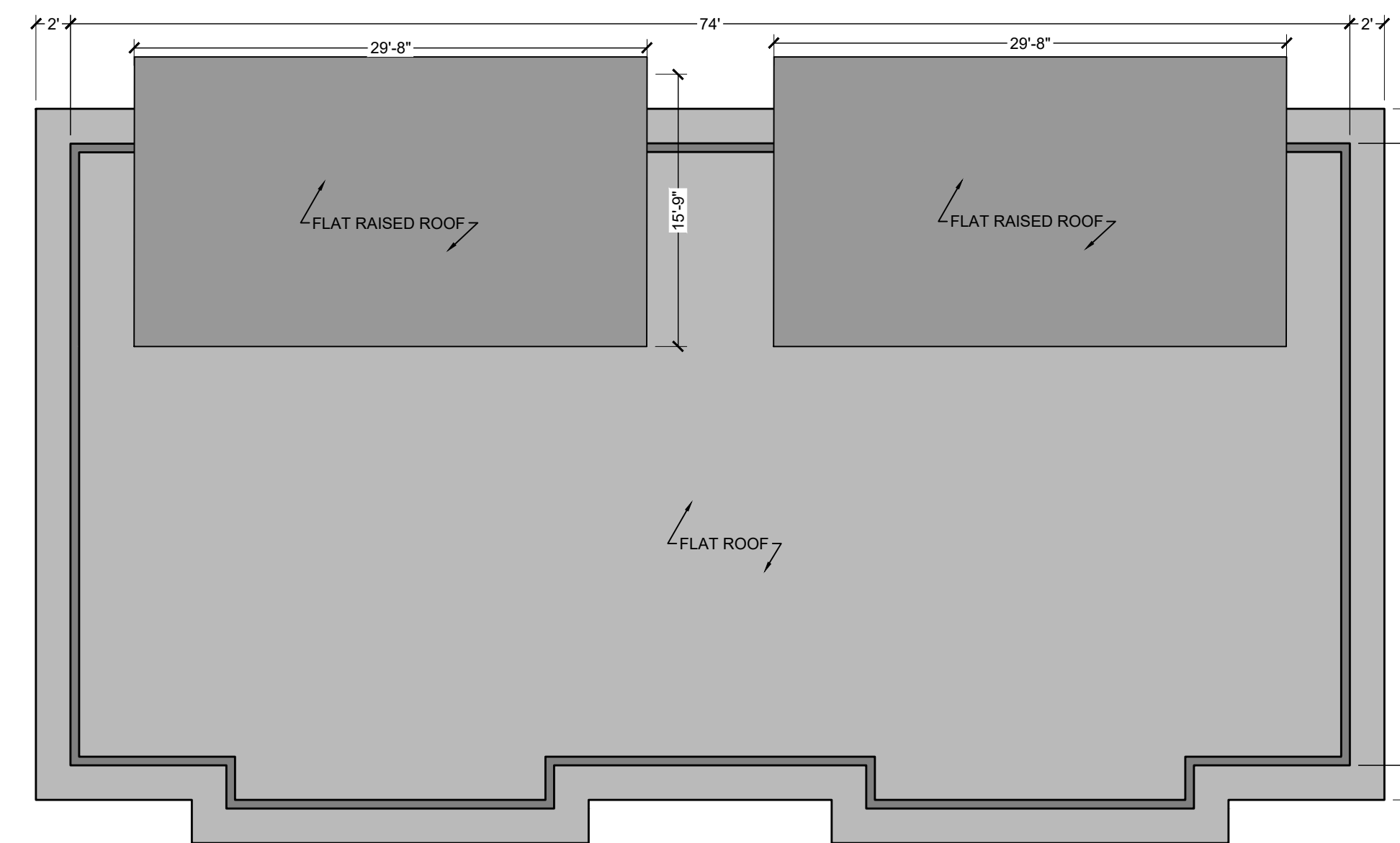
1 Ground Floor



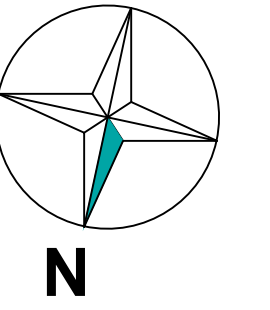
2 Second Floor



3 Third Floor



4 Roof Plan



BUILDING D

T2		# OF UNITS	AREA/UNIT	FLOOR AREA	TOTAL (M2)
	L1	4	660	2640	245
	L2		635	2540	236
	L3		702	2808	261
	TOTAL	4	1997	7988	742
	AREA PATIO			1700	158
	TOTAL			9688	900

MOBIUS ARCHITECTURE
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THE HARBOUR
GIBSONS LANDING

BUILDING D: All Levels

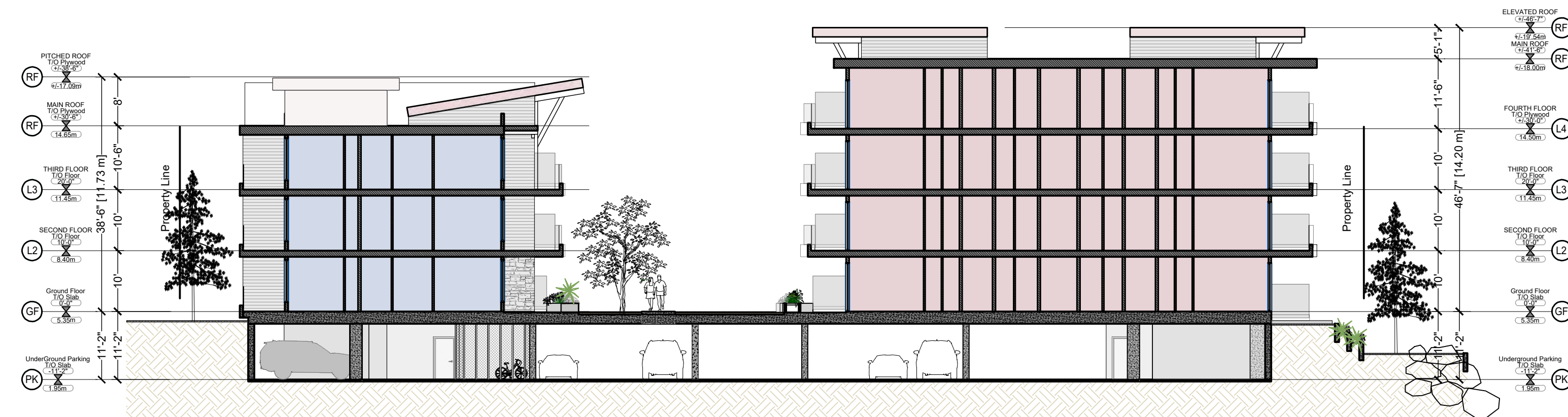
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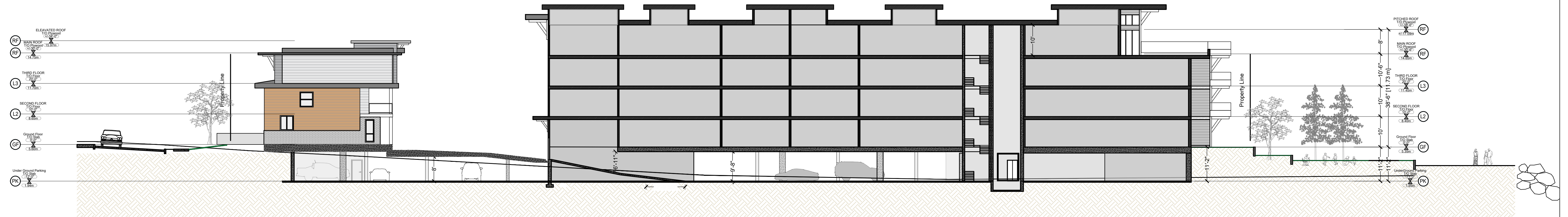
Sheet No.

A-101D



1 NORTH/SOUTH SECTION BUILDINGS A & B

Scale: 1/16" = 1' - 0"



2 EAST/WEST SECTION, BUILDING B

Scale: 1/16" = 1' - 0"

SITE SECTIONS

Project No.: 2114

Date: May 19th, 2022 Scale: 1/16" = 1'-0"

Drawn: PT

Sheet No.

A-610



1 BUILDING A - SOUTH ELEVATION
Scale: 1/8" = 1'-0"



2 BUILDING A - NORTH ELEVATION
Scale: 1/8" = 1'-0"

THE HARBOUR
GIBSONS LANDING

MOBIUS ARCHITECTURE
3-4720 HIGHWAY 101
SECHLT, BC, V0N3A2
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BUILDING A ELEVATIONS

Project No.: 2114

Date: May 19th, 2022 Scale: 1/8" = 1'-0"

Drawn: PT

Sheet No.

A-620



1 BUILDING A - WEST ELEVATION
Scale: 1/8" = 1'-0"



2 BUILDING A - EAST ELEVATION
Scale: 1/8" = 1'-0"



2 BUILDING B - NORTH ELEVATION
Scale: 1/8" = 1'-0"

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THE HARBOUR
GIBSONS LANDING

BUILDING A & B ELEVATIONS

Project No.: 2114

Date: May 19th, 2022 Scale: 1/8" = 1'-0"

Drawn: PT

Sheet No.

A-621



1 BUILDING B - WEST ELEVATION
Scale: 1/8" = 1'-0"



2 BUILDING B - EAST ELEVATION
Scale: 1/8" = 1'-0"



3 BUILDING B - SOUTH ELEVATION
Scale: 1/8" = 1'-0"

THE HARBOUR
GIBSONS LANDING

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BUILDING B ELEVATIONS

Project No.: 2114

Date: May 19th, 2022 Scale: 1/8" = 1'-0"

Drawn: PT

Sheet No.

A-622



1 BUILDING C - WEST ELEVATION
Scale: 1/8" = 1'-0"



2 BUILDING C - EAST ELEVATION
Scale: 1/8" = 1'-0"



3 BUILDING C - SOUTH ELEVATION
Scale: 1/8" = 1'-0"



4 BUILDING C - NORTH ELEVATION
Scale: 1/8" = 1'-0"

THE HARBOUR
GIBSONS LANDING

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BUILDING C ELEVATIONS

Project No.: 2114
Date: May 19th, 2022 Scale: 1/8" = 1'-0"
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Sheet No.

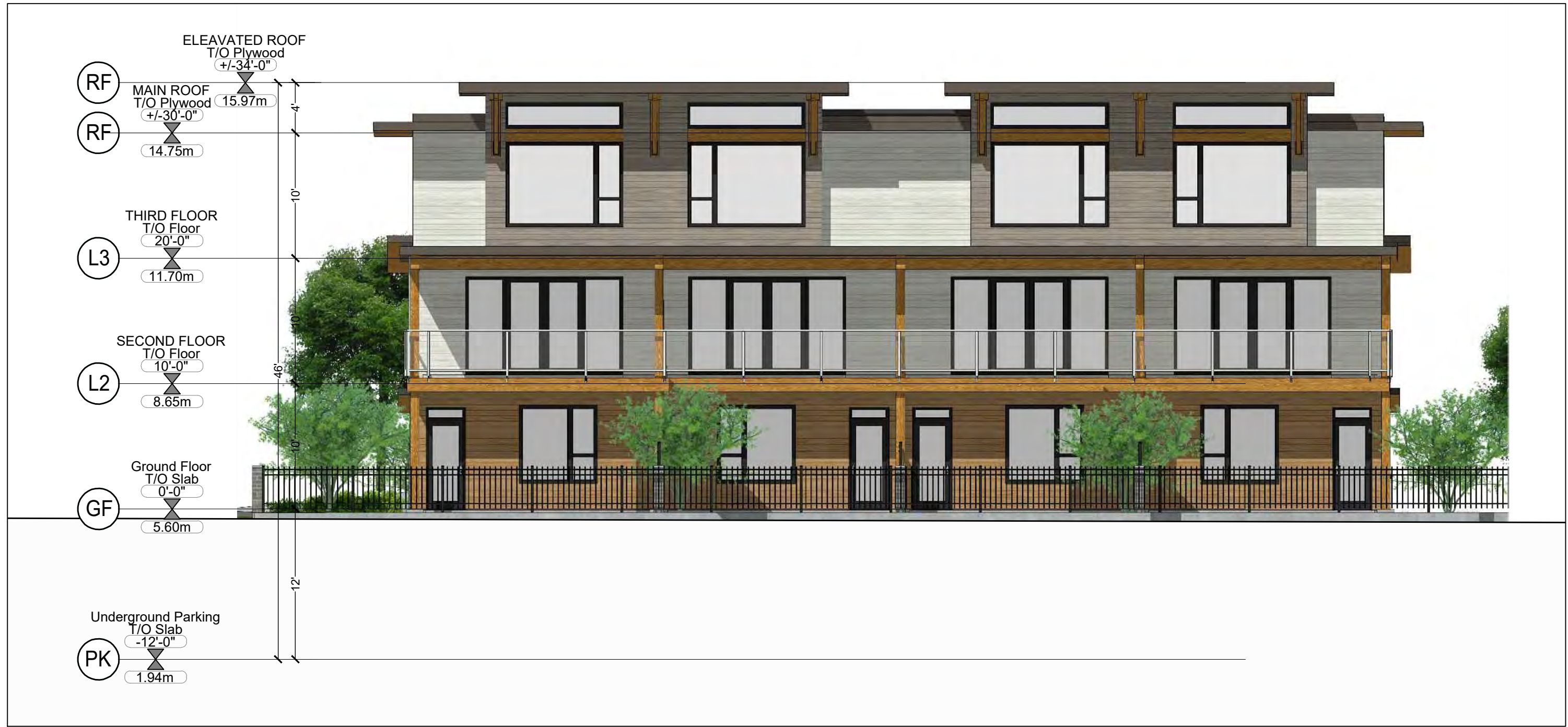
A-623



1 BUILDING D - WEST ELEVATION
Scale: 1/8" = 1'-0"



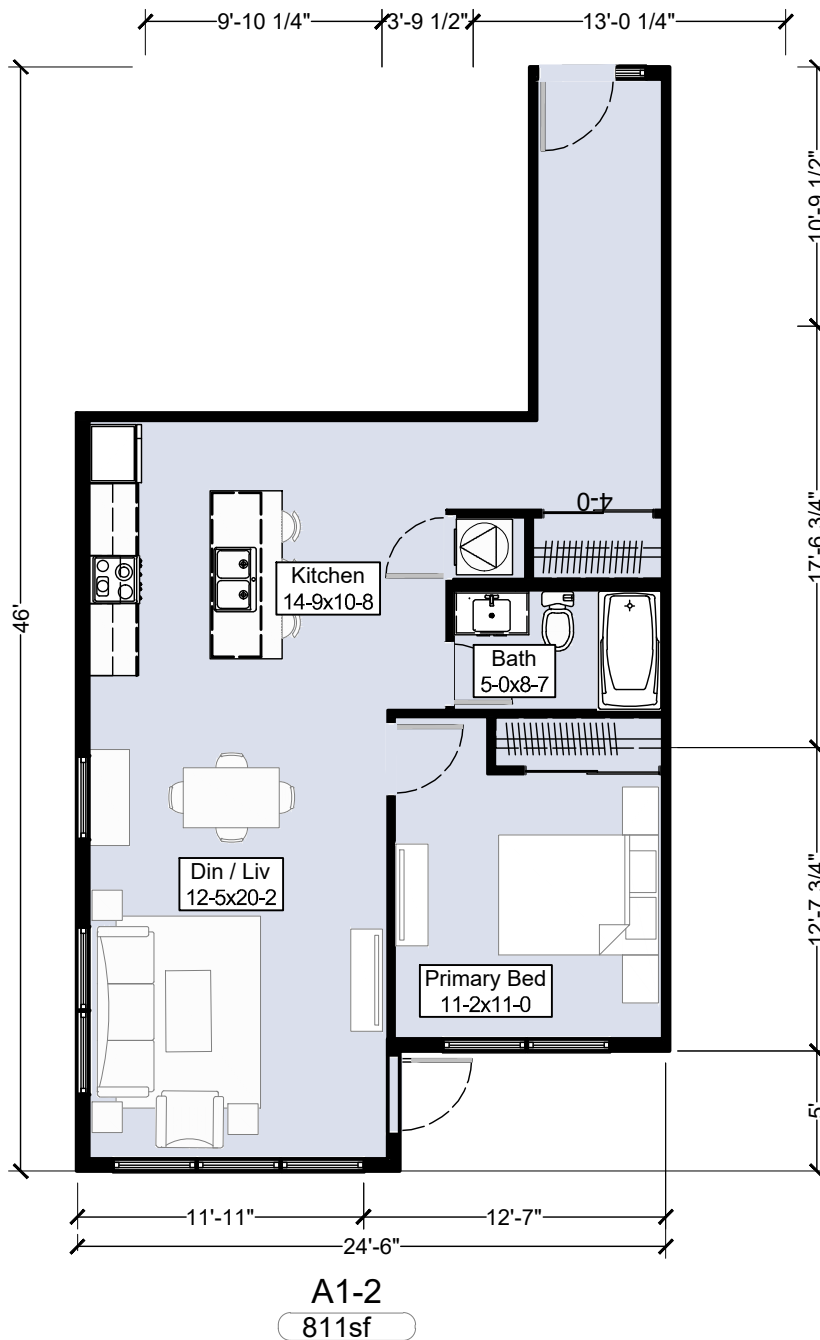
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Scale: 1/8" = 1'-0"



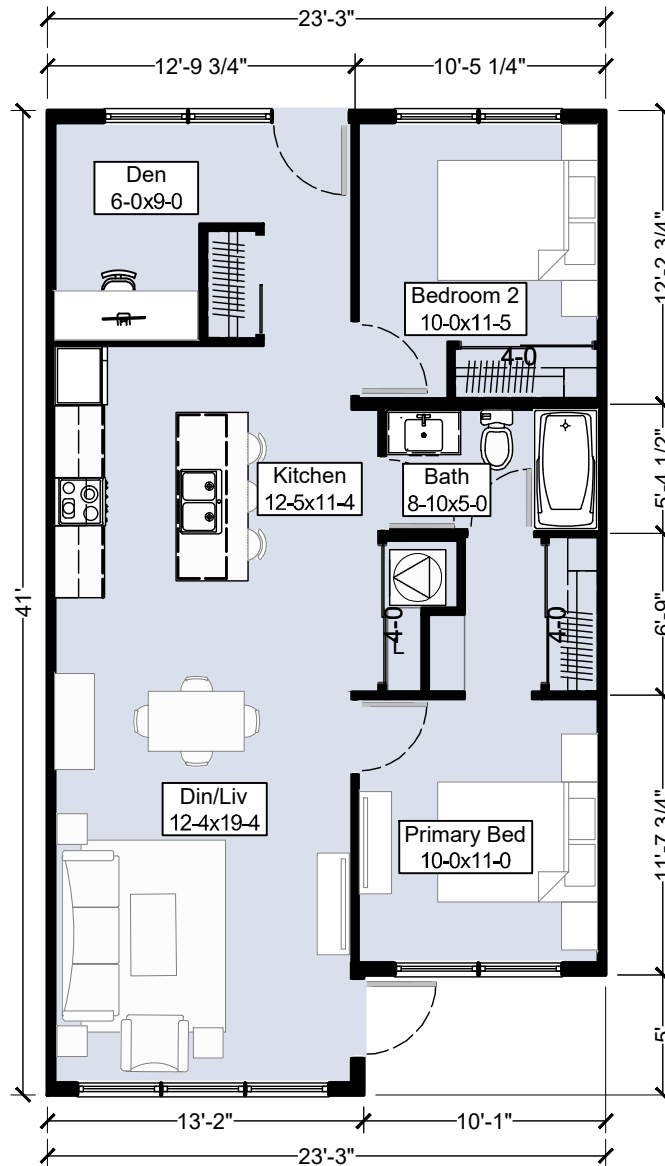
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Scale: 1/8" = 1'-0"



4 BUILDING D - NORTH ELEVATION
Scale: 1/8" = 1'-0"

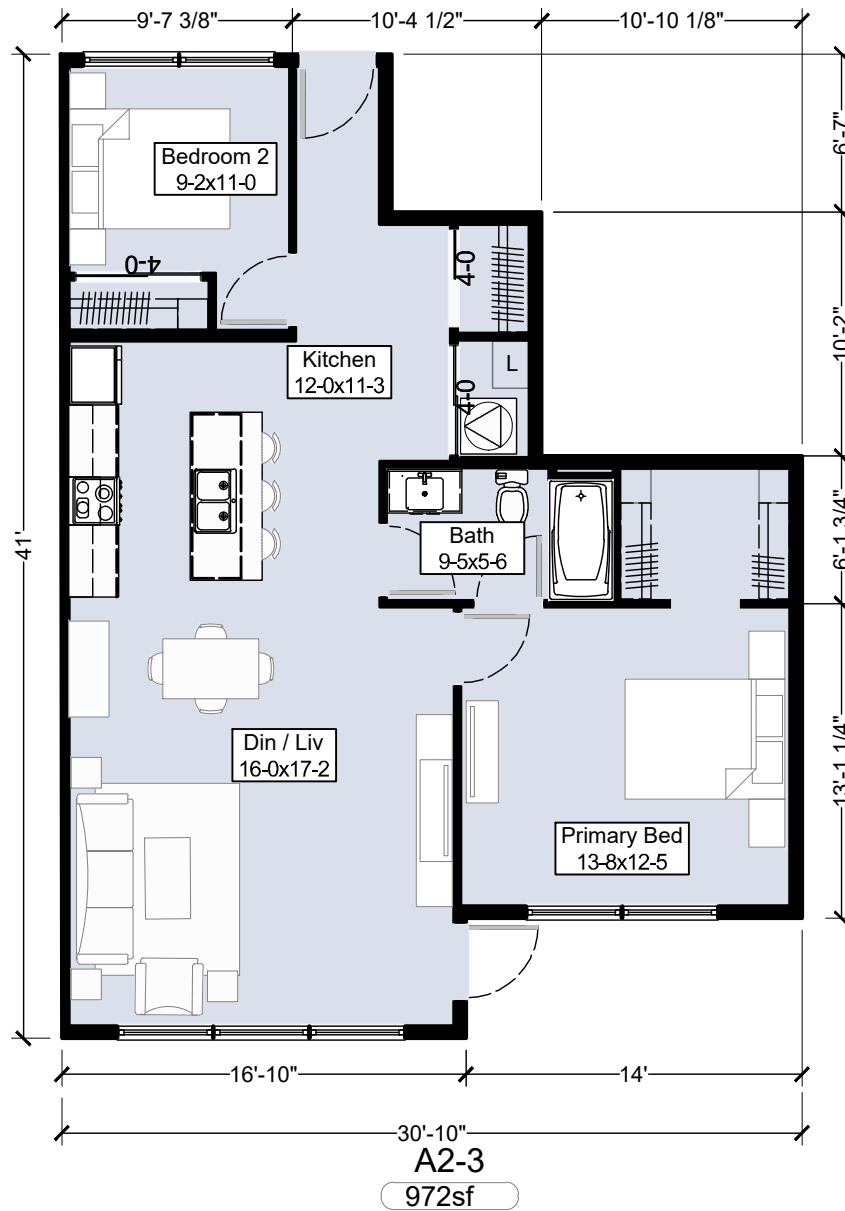


Gower Point Road Development

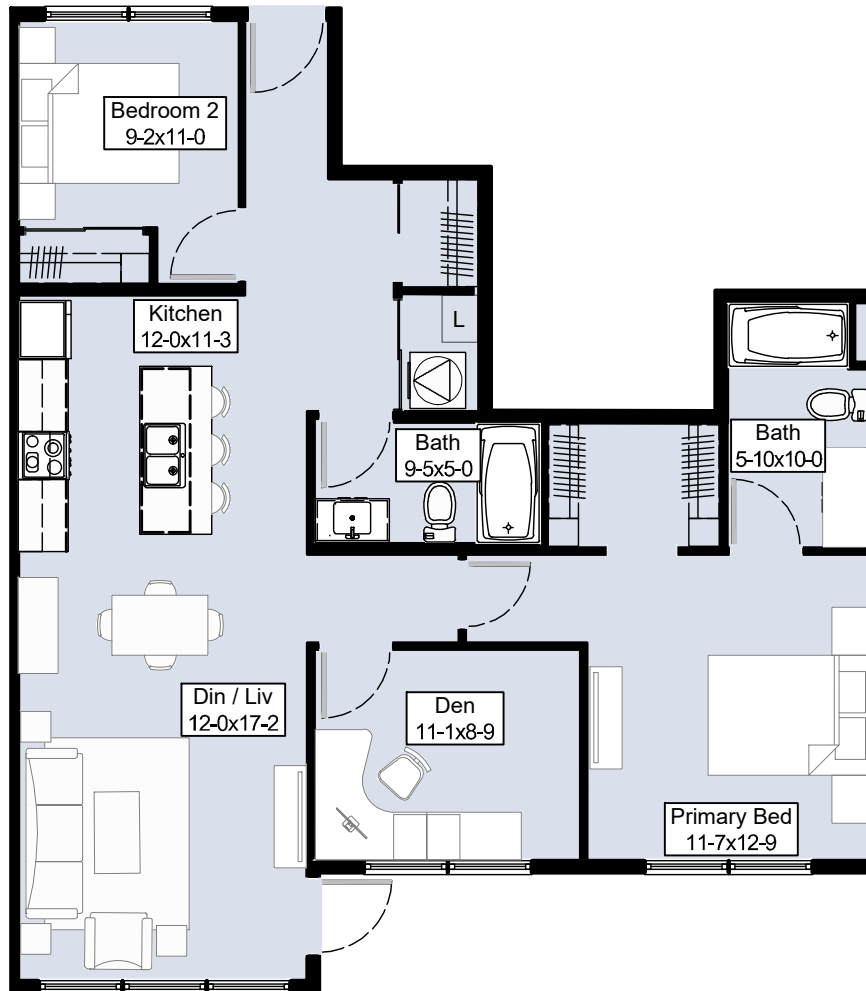


A2-2
902sf

Gower Point Road Development

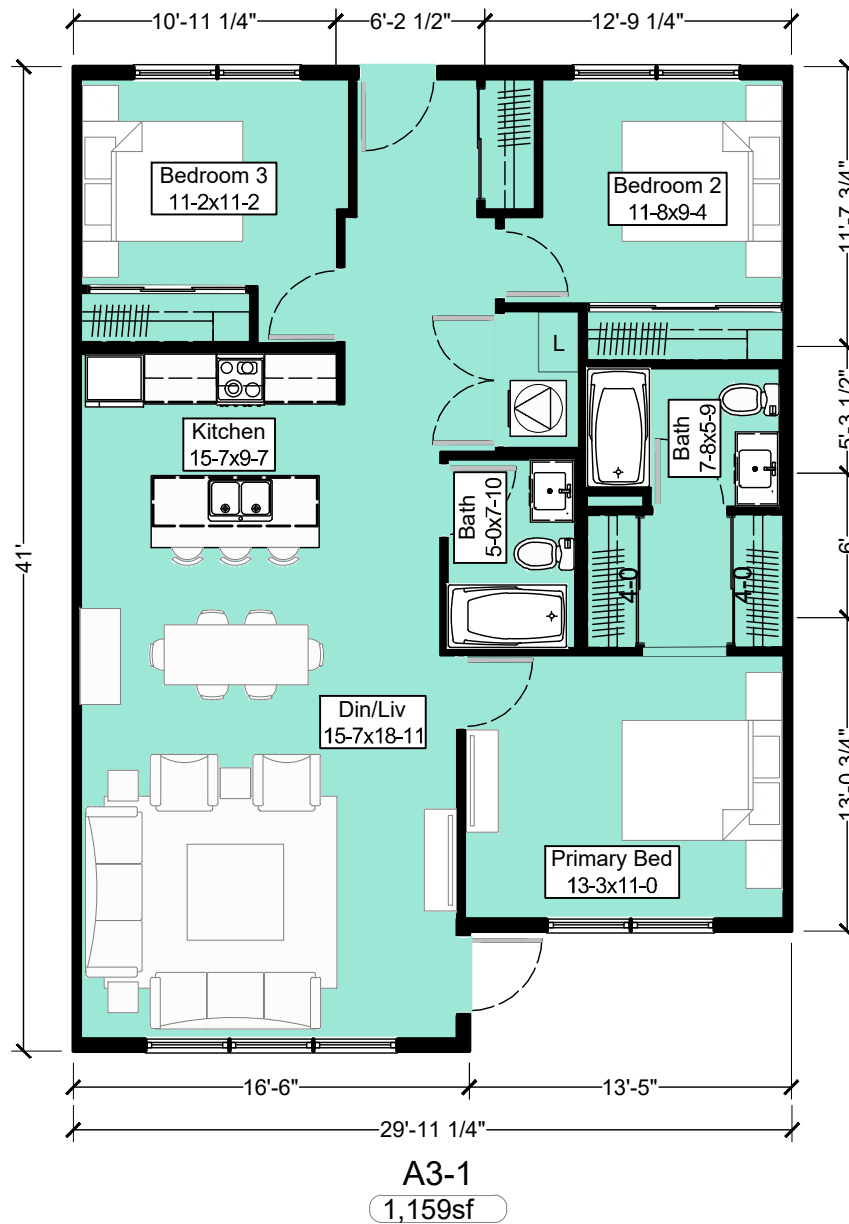


Gower Point Road Development

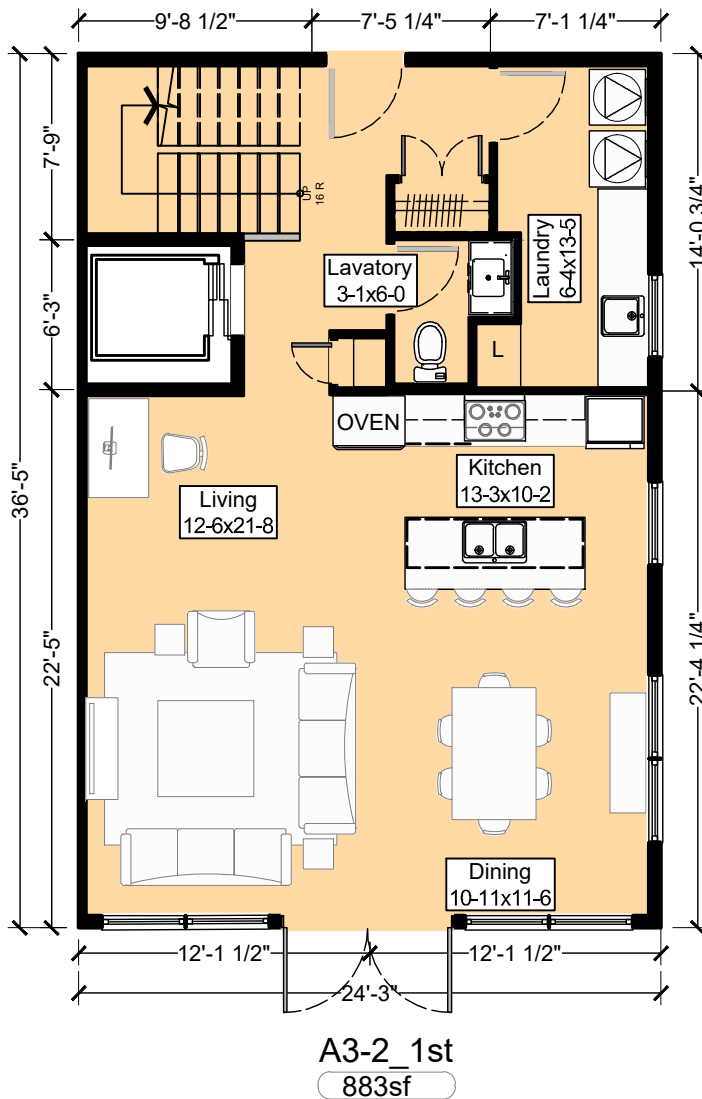


A2-4
1,084sf

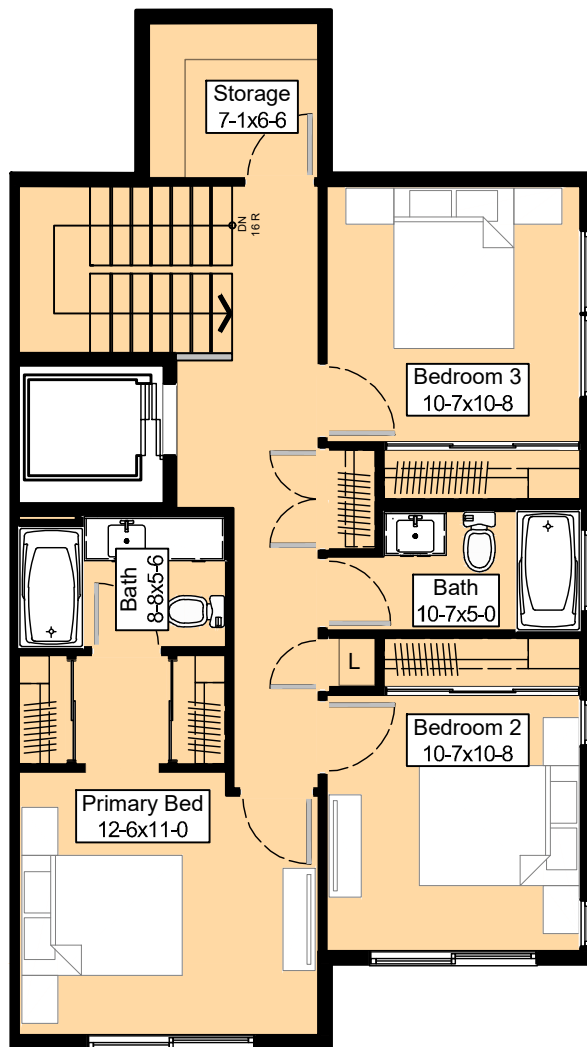
Gower Point Road Development



Gower Point Road Development

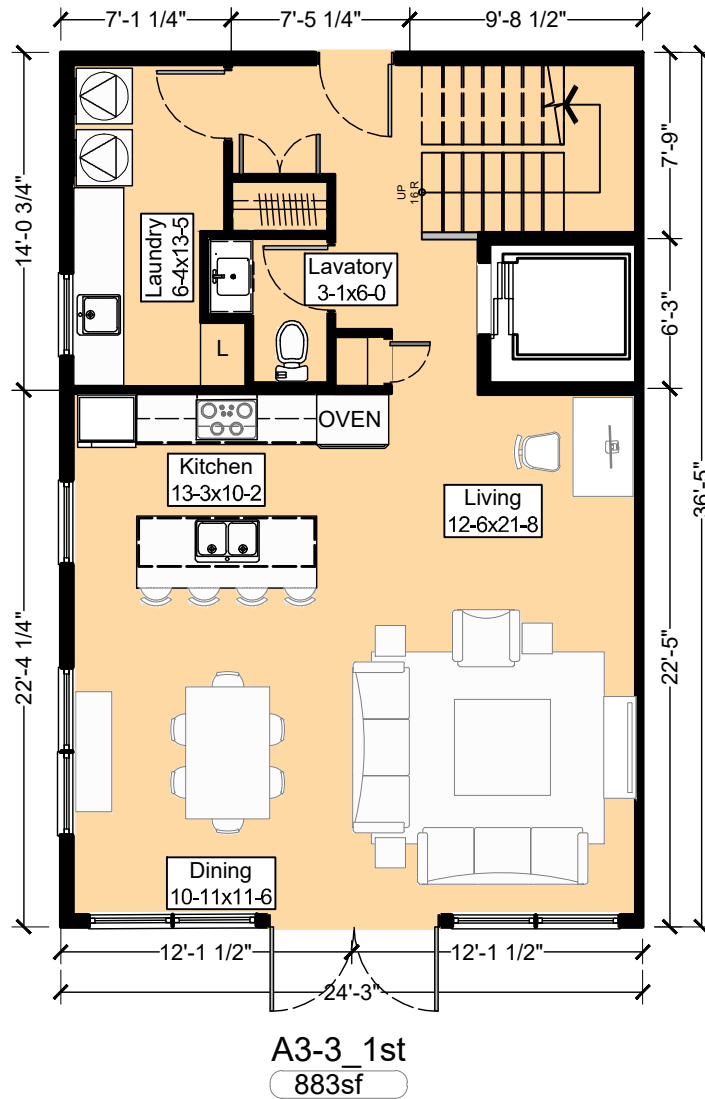


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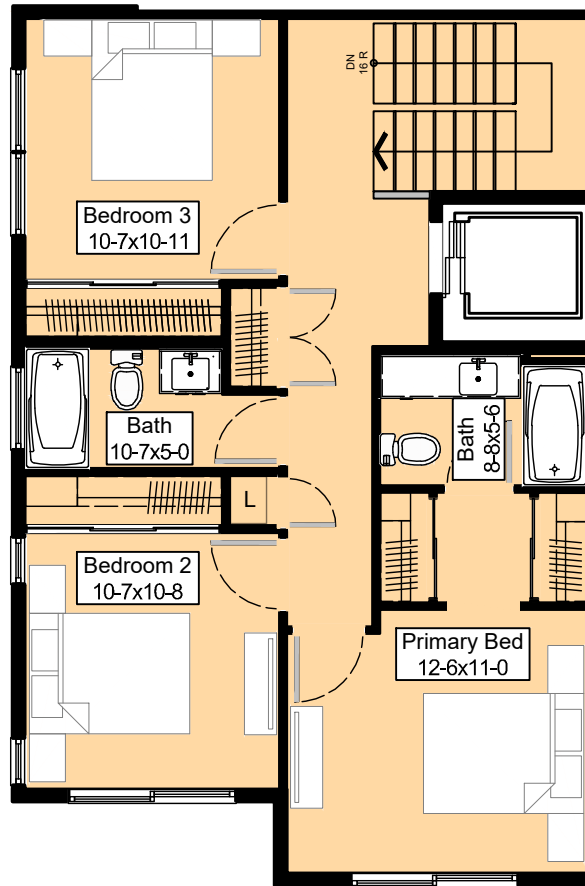


A3-2_2nd
900sf

Gower Point Road Development

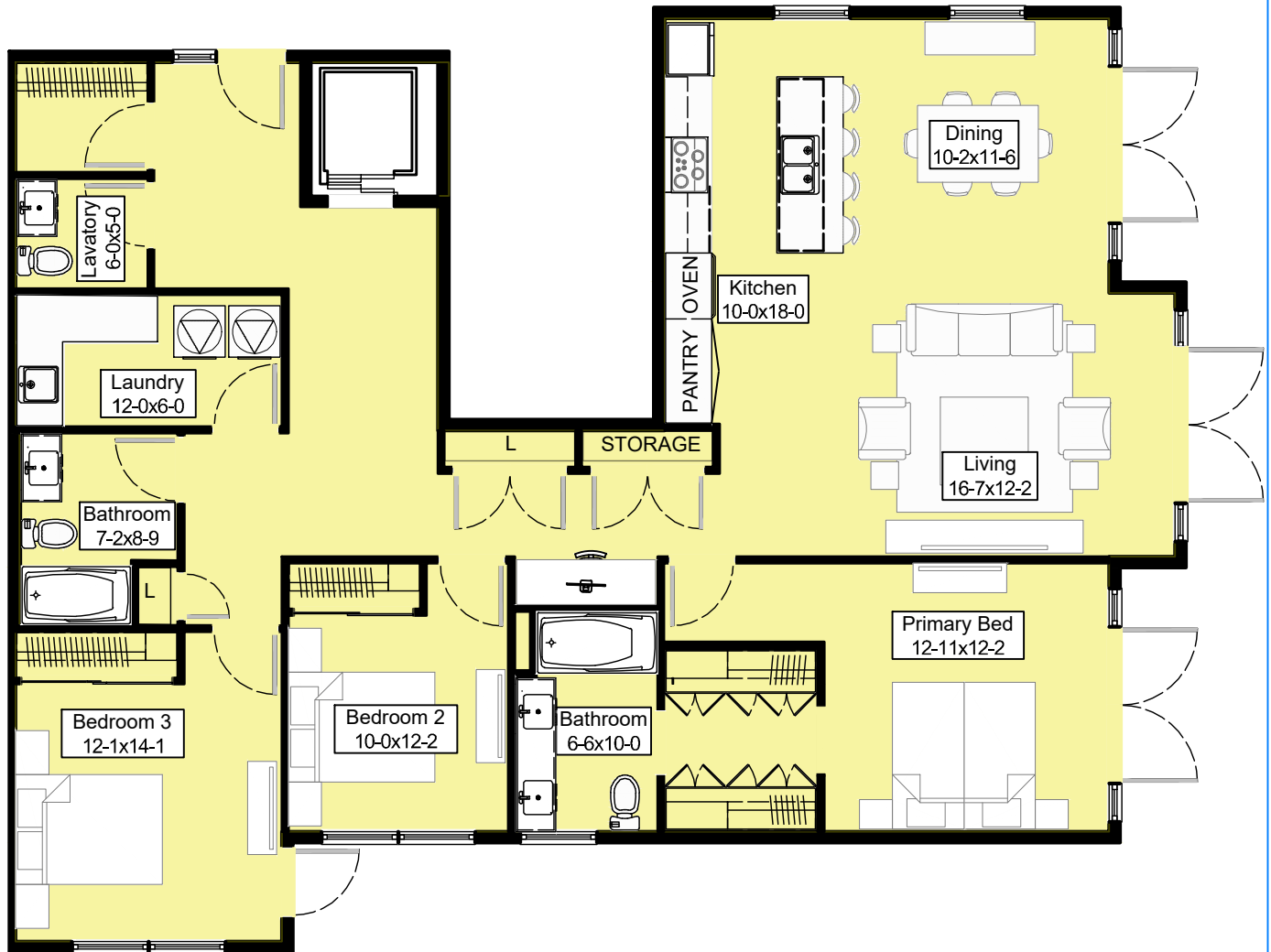


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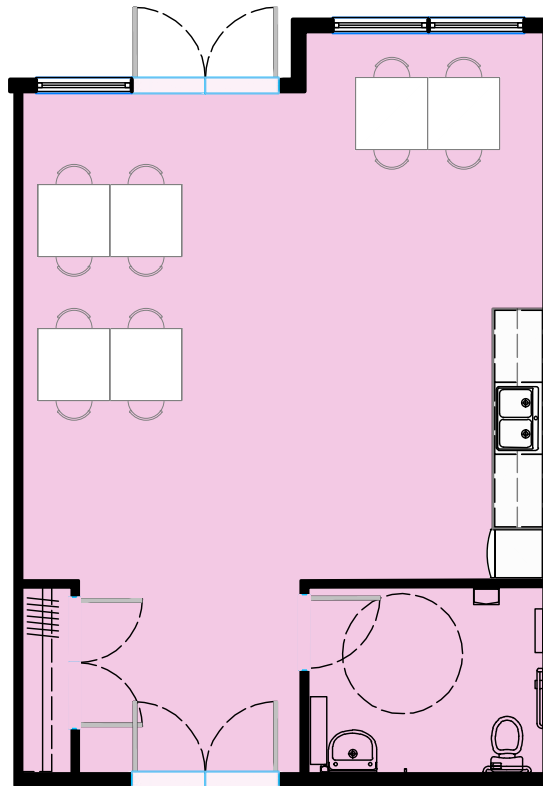
A3-3_2nd
845sf

Gower Point Road Development



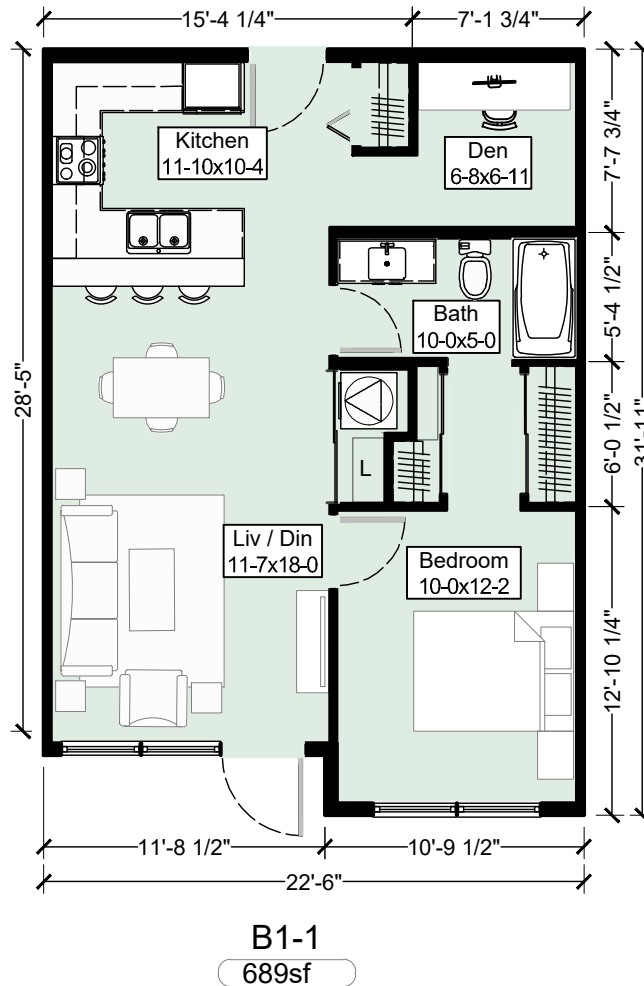
A3-4
1,809sf

Gower Point Road Development

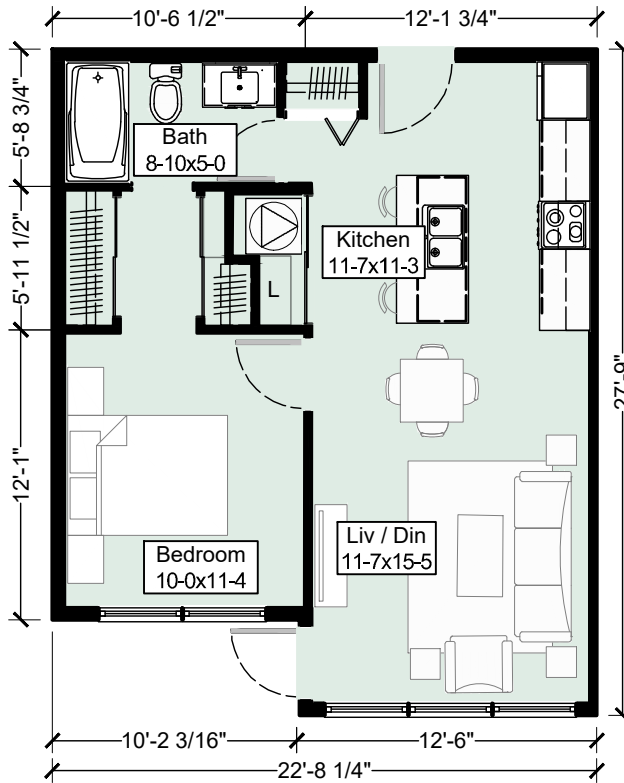


Amenity
645 sf

Gower Point Road Development



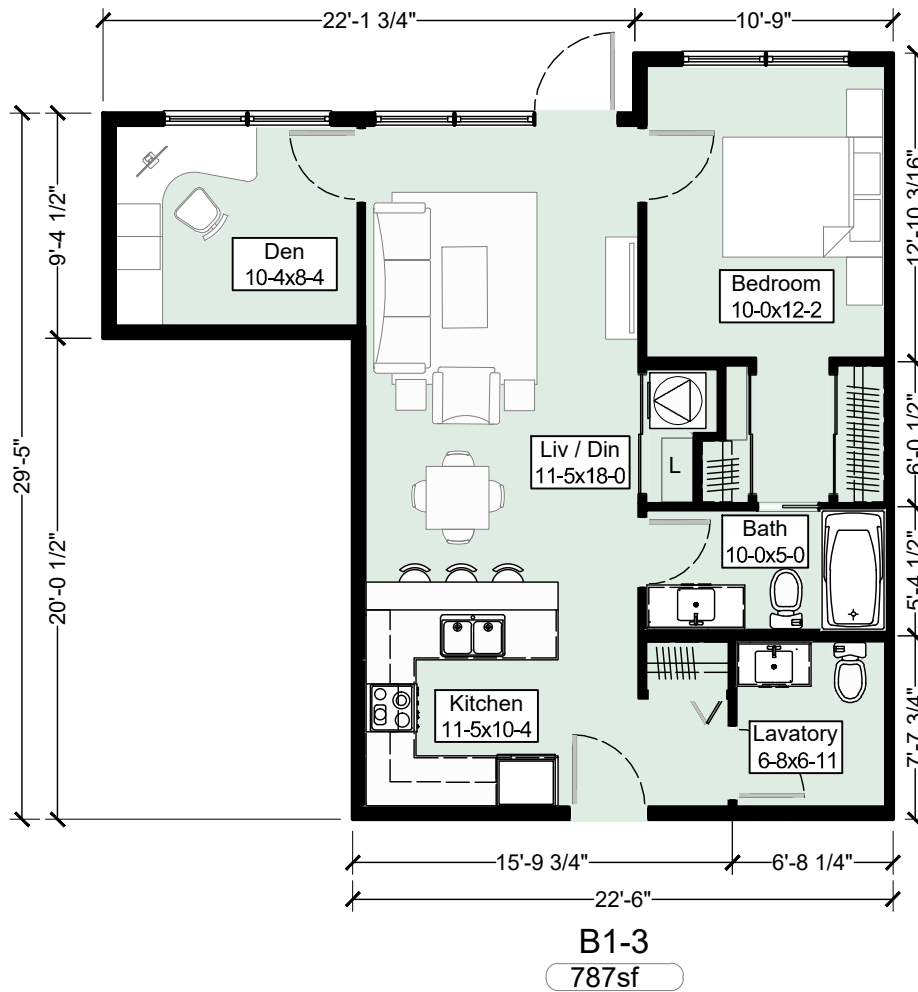
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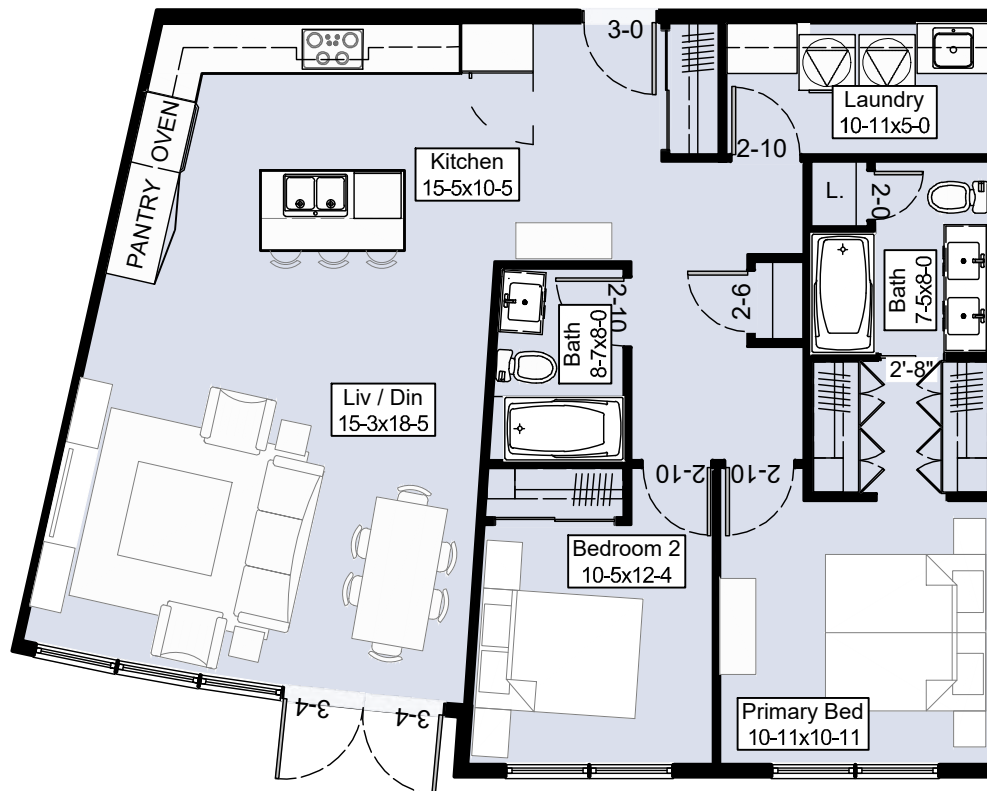
B1-2

590sf

Gower Point Road Development

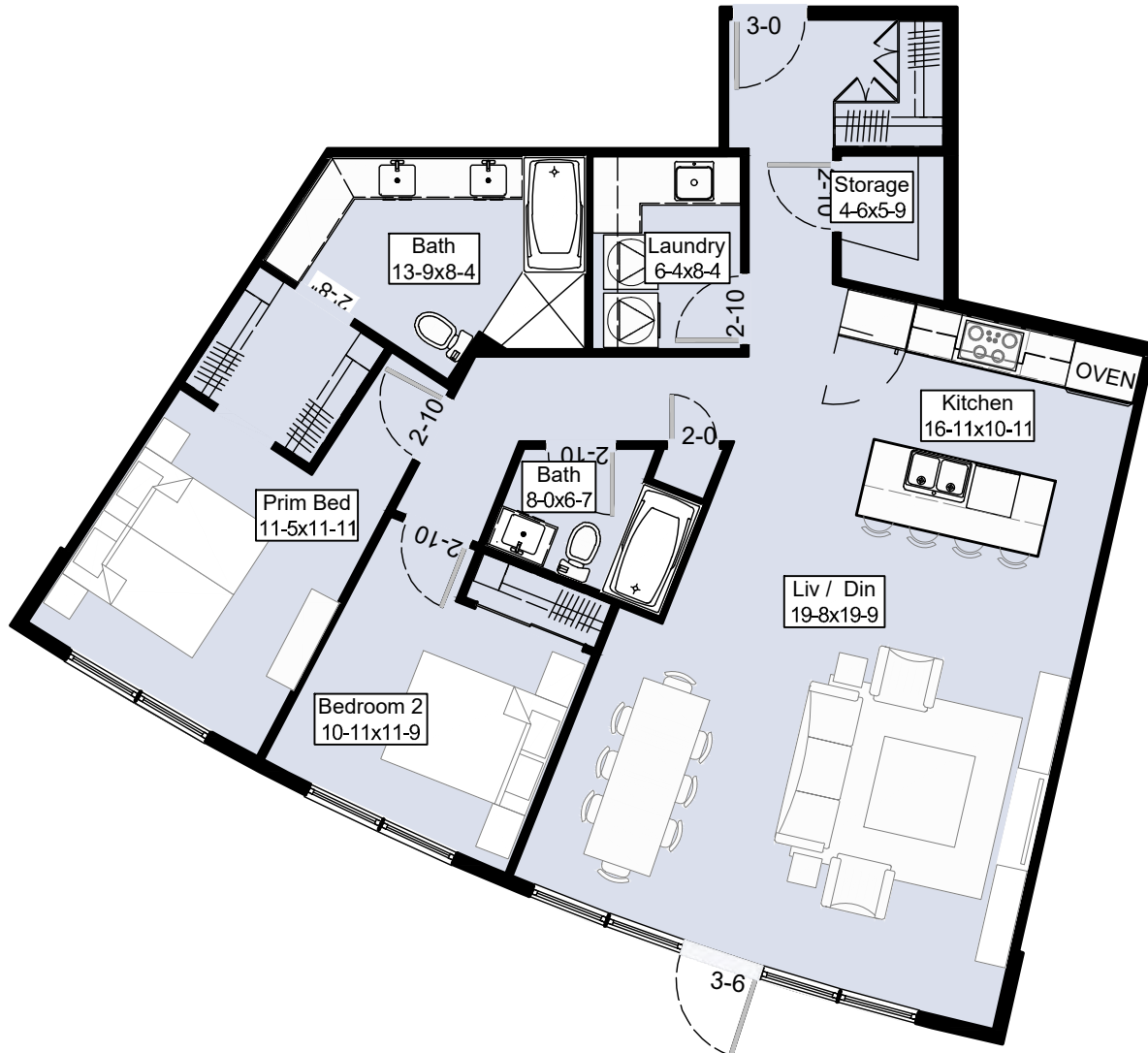


Gower Point Road Development



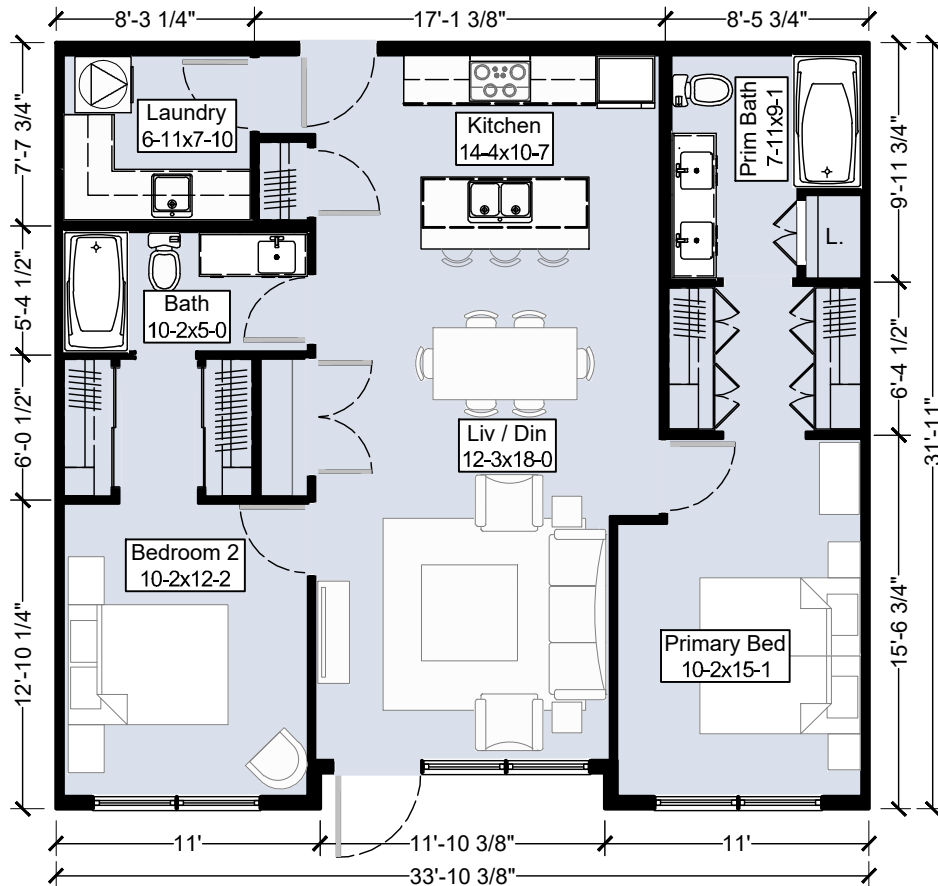
B2-2
1,160sf

Gower Point Road Development



B2-3
1,330sf

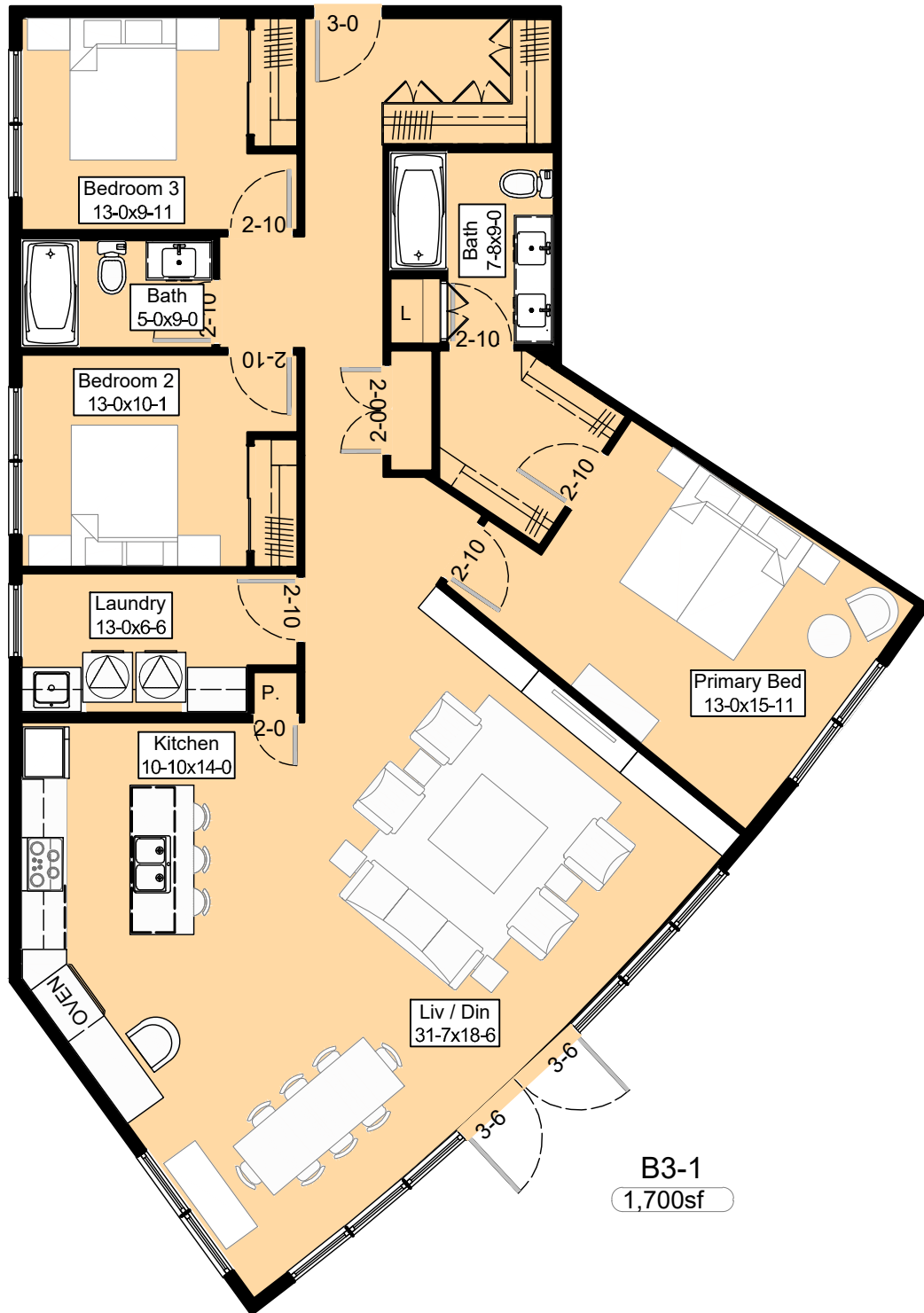
Gower Point Road Development



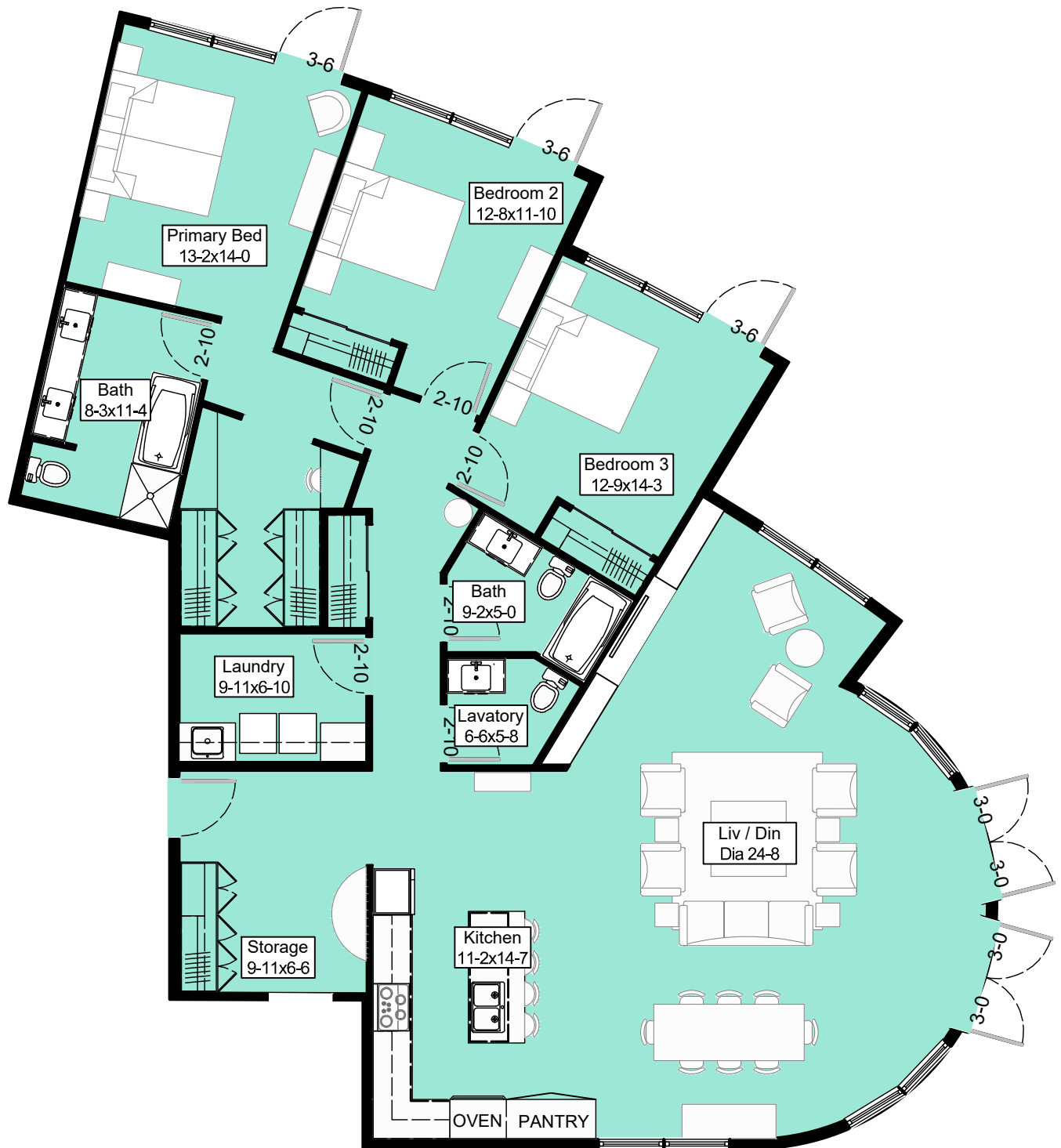
B2-4

1,063sf

Gower Point Road Development



Gower Point Road Development



B3-2
2,022sf

Gower Point Road Development



1 AVERAGE NAT. GRADE BUILDING A
Scale: 1/16" = 1' - 0"



2 AVERAGE NAT. GRADE BUILDING B
Scale: 1/16" = 1' - 0"

THE HARBOUR

GIBSONS LANDING

MOBIUS ARCHITECTURE
3-4720 HIGHWAY 101
SECHLT, BC, V0N3A2
PHONE: 604 885 4390
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ANG BUILDINGS A/B

Project No.:	2114
Date: May 19 th , 2022	Scale: 1/16" = 1'-0"
Drawn: PT	
Sheet No.	



1 AVERAGE NAT. GRADE BUILDING C

Scale: 1/16" : 1' - 0"



2 AVERAGE NAT. GRADE BUILDING B

Scale: 1/16" : 1' - 0"

THE HARBOUR
GIBSONS LANDING

ANG BUILDINGS C/D

Project No.:	2114
Date: May 19 th , 2022	Scale: 1/16" = 1'-0"
Drawn: PT	
Sheet No.	

MOBIUS ARCHITECTURE
3-4720 HIGHWAY 101
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FAX: 604 885 4312



March 27, 2023

Michelle Crandlemire
Longman Developments
PO Box 1708
#106-938 Gibsons Way
Gibsons, BC V0N 1V7

Re: 421 – 445 Gower Point Road Land Lift Analysis

Mulholland Parker Land Economists Ltd. (MPLE) have been retained to prepare a land lift and amenity contribution analysis for the proposed rezoning of 421, 427, 431, 437, and 445 Gower Point Road (the Site) from the current C-2 Zone permitting tourist accommodation and commercial uses to the new zone proposed by Longman Developments (the Developer).

The purpose of the analysis is to estimate the land lift and amenity contribution on the site from a change in permitted use on the Site which would allow for development of tourist accommodation and associated commercial uses (identified as the 'base density' by the Town) to a proposed density of 1.09:1 FSR with a mix of 4 multi-family buildings consisting of a mix of apartments and townhouses on the combined Site. The Developer will be responsible for a number of public realm improvements regardless of whether developing under current zoning or a proposed new zone, including improvements to sanitary sewer, and upgrades to the sea walk.

METHODOLOGY & ASSUMPTIONS

We began by assessing the potential for market residential strata at the site, taking into consideration a review of the market as well as any data provided the Developer that would provide evidence of current market pricing and demand, recognizing the specific influences on the Site. We focused on projects recently completed or completing soon on the Sunshine Coast with similar proximity to water rather than specifically projects in Gibsons, with an average selling price per square foot of \$1,125. Hard costs were estimated through the use of information available from Altus' annual Construction Cost Guide and a check with other information available at roughly \$376 per square foot. Soft costs were derived from industry standards and municipal fees and charges. Soil conditions so close to the water and issues with underground aquifers result in a higher than average cost for constructing parking for the project at \$65,000 per stall.

To establish the base value for the Site we looked to the current assessed value for the property as we believe it represents an accurate reflection of the fair market value of the Site at \$4.9 million.

For the value as proposed we used a standard developer proforma wherein estimates of revenues and costs are inputs and the remaining variable is the desired output. In typical proformas this output is usually profit, following a revenues minus costs equals profit formula.

For a residual land valuation, however, an assumption on developer's return needs to be included in order to leave the land value as the variable to solve for. For these analyses MPLE has determined the residual value based on the developer achieving an acceptable profit of 15% on total project costs (calculated as a representative portion of overall project costs for the proposed development) for the strata component of the project. The residual values are the maximum supported land value a developer could pay for the site (under the density and conditions tested) while achieving an acceptable return for their project.

The residual land value determined from this analysis is then compared to the value of the site using the supported value at the base density to establish a 'lift' in value that arises from the change in density. This lift in value is the total potential monies that are available for public amenities or other public works not considered as part of the analysis. MPLE have made allowances for streetscape and public realm improvements that would typically be incurred through development in both sets of analysis. Any additional improvements that would be required only from the proposed rezoning and not from development under current zoning would impact the lift and would need to be identified, priced, and included in a revised analysis.

Typically there is some sharing of the lift value between the Municipality/District and the developer, but the percentage shared varies by community and by project. It is MPLE's understanding that in compliance with current policy, the Municipality has determined that they will seek 75% of the lift for amenities.

CONCLUSIONS & RECOMMENDATIONS

When comparing the supported land value for all market strata to the base value, the estimated land lift we arrive at is \$645,900, 75% of which would be a CAC of \$484,400.

I trust that our work will be of use in the Municipality's determination of the Amenity Contribution they will seek as part of rezoning of 421, 427, 431, 437, and 445 Gower Point Road Gibsons, BC. I am available to discuss this further at your convenience.

Yours truly,

Gerry Mulholland | President

Mulholland Parker Land Economists Ltd.

T 604 275 4848 | M 778 772 8872 | F 1 866 366 3507

E gerry@mulhollandparker.com | W www.mulhollandparker.com

BYLAW NO. 985-30, 2023

WHEREAS the Council for the Town of Gibsons has adopted *Town of Gibsons Official Community Plan Bylaw No. 985, 2005*;

NOW THEREFORE the Council, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited as “*Official Community Plan Amendment Bylaw No. 985-30, 2023*”.
2. The *Official Community Plan Bylaw No. 985, 2005*, is amended by:
 - a) Altering the land use designation on Schedule “B” – Land Use Plan of the Bylaw 985 for that portion of LOT 46 BLOCKS 22 TO 27 DISTRICT LOT 685 PLAN 4856, as shown on Appendix A attached to and forming part of this bylaw, from the existing “Commercial Harbour” to “Residential/Tourist Accommodation”.
 - b) Making such consequential alterations and annotations as are required to give effect to this amending bylaw, including renumbering of subsequent provisions of the Bylaw.

READ a third time the ##### day of MONTH, 202X

ADOPTED the

day of MONTH, 202X

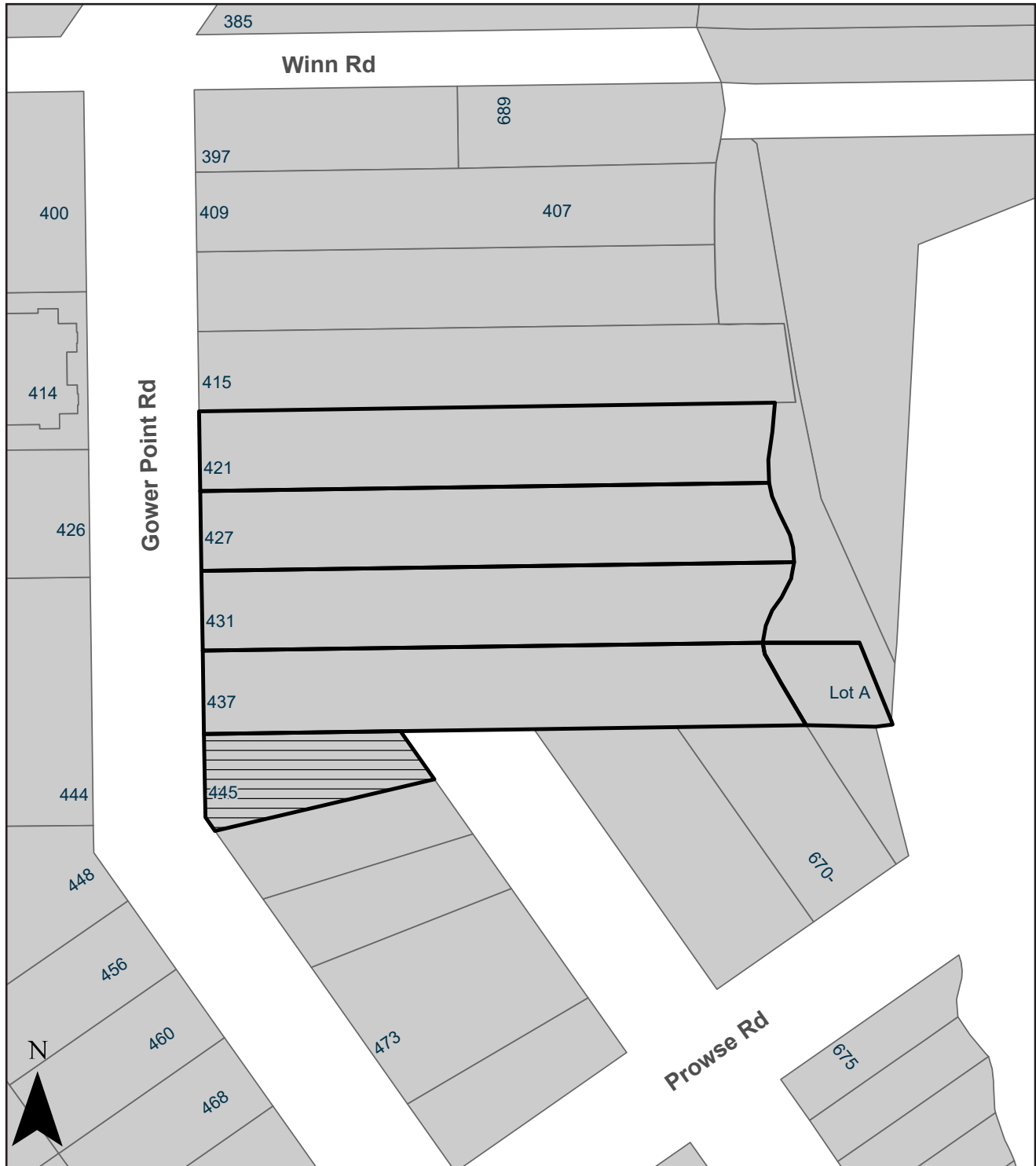
Silas White, Mayor

Rebecca Anderson, Corporate Officer



Appendix A

Official Community Plan Amendment Bylaw No. 985-30, 2023



To alter the land use designation o for LOT 46 BLOCKS 22 TO 27 DISTRICT LOT 685 PLAN 4856, from the existing "Commercial Harbour" to "Residential/Tourist Accommodation".

BYLAW NO. 1065-68, 2023

WHEREAS the Council for the Town of Gibsons has adopted *Town of Gibsons Zoning Bylaw No. 1065, 2007*;

NOW THEREFORE the Council, in open meeting assembled, enacts as follows:

- 1) This Bylaw may be cited as the *Zoning Amendment Bylaw No. 1065-68, 2023*.
- 2) The *Town of Gibsons Zoning Bylaw No. 1065, 2007* is amended by:
 - a) Inserting the new Multi-Family Residential Zone 8 (RM-8) in numerical order in Part 10 to Bylaw 1065, attached to and forming part of this bylaw as Appendix A.
 - b) Altering the zoning designation of LOTS 5, 6, 7, 8 BLOCK A DISTRICT LOT 685 PLAN 5579; and LOT 46 BLOCKS 22 TO 27 DISTRICT LOT 685 PLAN 4856 on Schedule A to Bylaw No. 1065, from the existing Tourist Commercial Zone 2 (C-2) to Multi-family Residential Zone 8 (RM-8), as shown in Appendix B attached to and forming part of this bylaw.
 - c) Altering the zoning designation of LOT A DISTRICT LOT 6946 GROUP 1 NEW WESTMINSTER DISTRICT on Schedule A to Bylaw No. 1065, from the existing Marine Zone 1 (M-1) to Parks, Recreation and Open Space (PRO) as shown in Appendix C attached to and forming part of this bylaw.
 - d) Making such consequential alterations and annotations as are required to give effect to this amending bylaw, including renumbering of subsequent provisions of the Bylaw.

ADOPTED the ##### day of MONTH, YEAR

Silas White, Mayor

Rebecca Anderson, Corporate Officer

APPENDIX A

Multi-Family Residential Zone 8 (RM-8)

10.XX Application and Intent of Zone

The regulations of this zone apply to the use of land, buildings, and structures within the Multi-Family Residential Zone 8 (RM-8). The intent of the RM-8 zone is to allow for the development of high-density residential uses in areas that the “Land Use Plan” of the Official Community Plan designates in the “High Density Residential” and the “Residential/Tourist Accommodation” categories.

10.XX Permitted Principal Uses

- (1) apartment use; and,
- (2) townhouses.

10.XX Permitted Accessory Uses

- (1) In conjunction with a principal dwelling unit, one:
 - a. Secondary suite as permitted by Section 8.9; or,
 - b. Lock-off suite as permitted by Section 8.11
- (2) accessory off-street parking and loading;
- (3) accessory buildings as permitted by Section 4.13-4.20;
- (4) a home occupation use as permitted by Section 8.05
- (5) other accessory uses customarily incidental and subordinate to a permitted principal use.

10.XX Minimum Lot Area

The minimum lot size is not less than 1,000 m² (10,764 ft²);

10.XX Minimum Lot Width

The minimum lot width is not less than 25.0 m (82 ft);

10.XX Minimum Lot Depth

The minimum lot depth is not less than 25.0 m (82 ft);

10.XX Maximum Density

- (1) The maximum base density shall not exceed 75 units per hectare;
- (2) A bonus density to permit a maximum residential density of 120 units per hectare for *apartment use* is permitted subject to:
 - (a) The provision of a Community Amenity Contribution based on an economic analysis, which would be conducted at the applicant's expense, to calculate the land value created by the proposal beyond the land value under the base density to identify justifiable Community Amenity Contribution levels while maintaining project economic viability.
- (3) Where required accessory off-street parking is located within or under a principal building, the floor area occupied by such parking may be added to the lot area of the lot for purpose of determining density under subsections (1) and (2).

10.XX Setbacks

- (1) Except as required or permitted by Section 4.3, Section 4.13-4.20 , buildings and structures must be sited no closer to a lot line than the following:
 - (a) front lot line: 7.5 m (24.6 ft)
 - (b) rear lot line: 7.5 m (24.6 ft)
 - (c) interior and exterior side lot line: 4.5 m (14.8 ft)

10.XX Maximum Lot Coverage

- (1) For the purposes of calculating lot coverage, underground parking structures are deemed to be impermeable surfaces in this zone and therefore constitute lot coverage, unless they are covered with at least 450 mm of topsoil;
- (2) The maximum lot coverage is 80%.

11.XX Maximum Height of Buildings

- (1) The maximum height of a principal building is 15.0 m (49.2 ft), except where fill is required by a Geotechnical Engineer, the maximum height is 16 m (52.5 ft).

10.XX Required Off-Street Parking

- (1) Off-street parking must be provided and maintained in accordance with the requirements of Part 6.

10.XX Landscaping

- (1) The uses in the RM-8 zone must be landscaped and maintained as required by Sections 4.5 and 6.14 of this Bylaw.

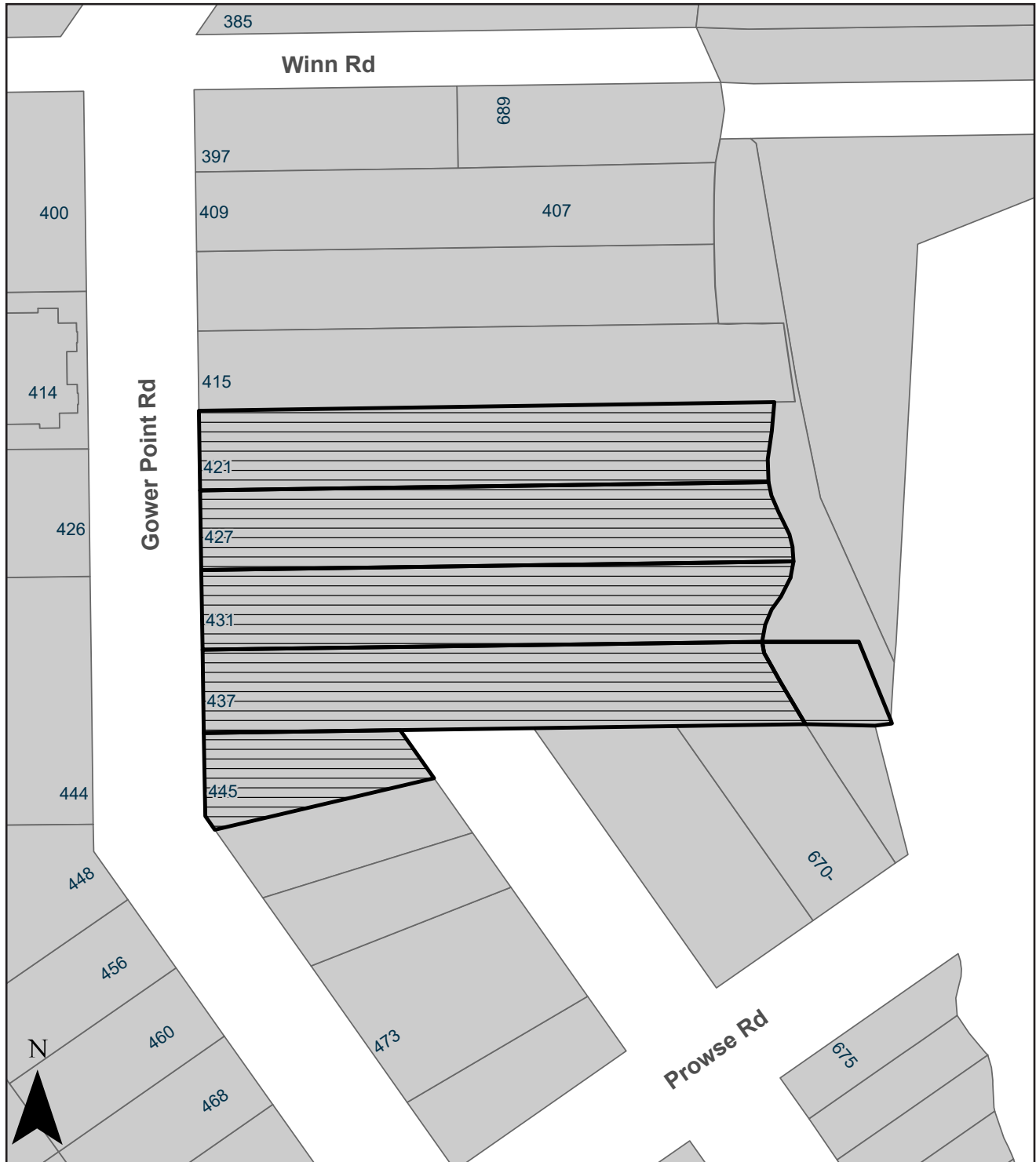
10.XX Site-Specific Conditions

- (1) For lots legally described as LOTS 5, 6, 7, 8 BLOCK A DISTRICT LOT 685 PLAN 5579;(Civic Addresses: 421,427, 431 and 437 Gower Point Road); and LOT 46 BLOCKS 22 TO 27 DISTRICT LOT 685 PLAN 4856 (Civic Address: 445 Gower Point Road). The front lot line setback is 2.5m (8.2 ft) and the interior and exterior side lot line is 3m (9.8 ft).



Appendix B

Zoning Amendment Bylaw No. 1065-68, 2023

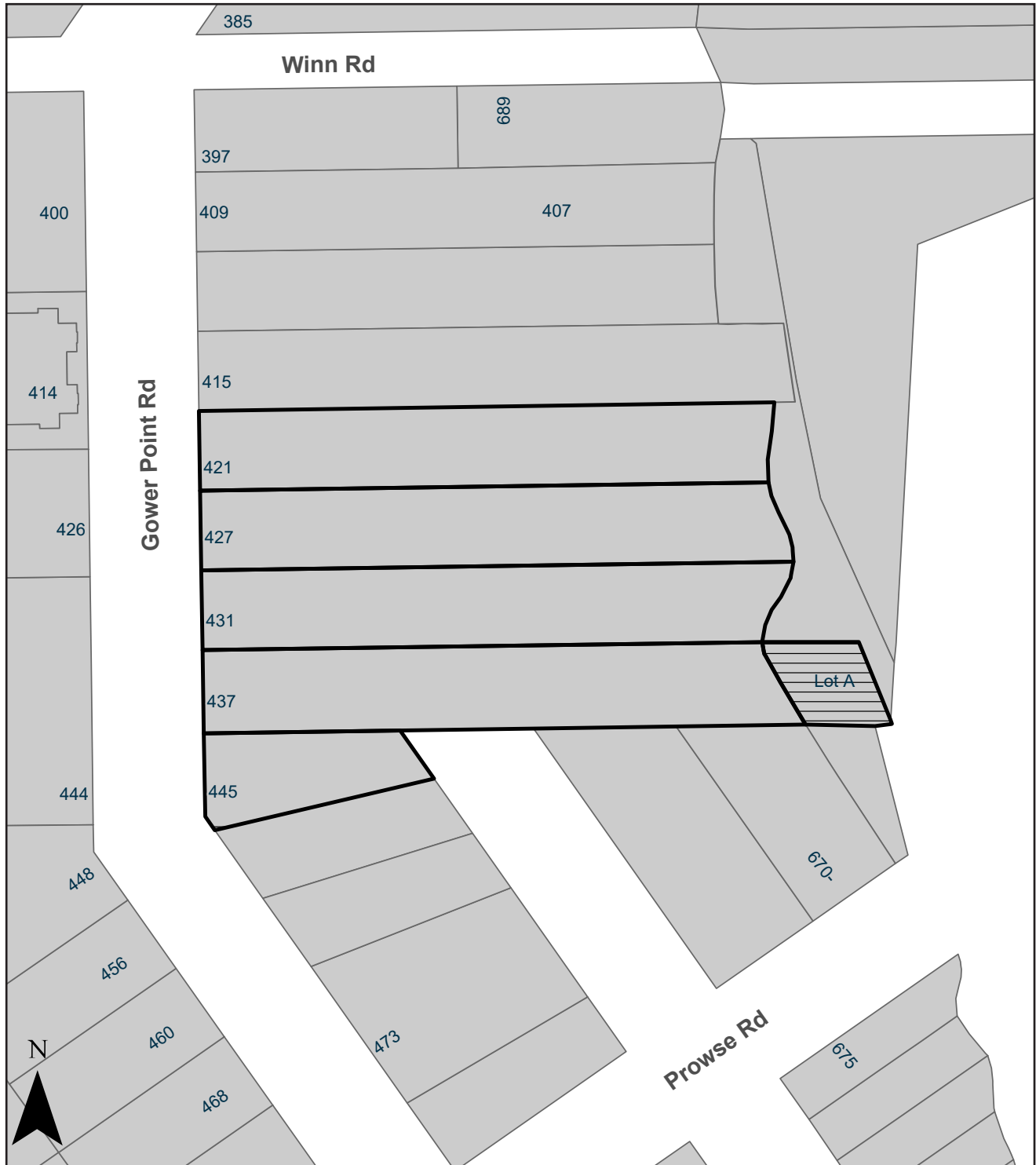


To alter the zoning designation of LOTS 5, 6, 7, 8 BLOCK A DISTRICT LOT 685 PLAN 5579; and LOT 46 BLOCKS 22 TO 27 DISTRICT LOT 685 PLAN 4856 from the existing Tourist Commercial Zone 2 (C-2) to Multi-family Residential Zone 8 (RM-8)



Appendix C

Zoning Amendment Bylaw No. 1065-68, 2023



To alter the zoning designation of LOT A DISTRICT LOT 6946 GROUP 1 NEW WESTMINSTER DISTRICT from the existing Marine Zone 1 (M-1) to Parks, Recreation and Open Space (PRO).