



STAFF REPORT

TO: Advisory Design Panel (ADP) **MEETING DATE:** November 1, 2023

FROM: Planner I **FILE NO:** DP-2023-16

SUBJECT: Design review of 'Phase 2' Apartment Residential Development on Town-Owned Property at 571 Shaw Road

REPORT FOR RECOMMENDATION TO COUNCIL

PURPOSE

The purpose of this report is to share development plans for a second apartment residential building on the Town-owned property located at 571 Shaw Road, and to obtain a recommendation from the ADP to Council on whether to approve the form and character of 'phase 2' development plans as proposed or if changes should be required. The DP request includes a relaxation to the long-term bicycle parking requirements reflecting anticipated usership and to improve the form and character of the outdoor amenity space adjacent to the bike parking.

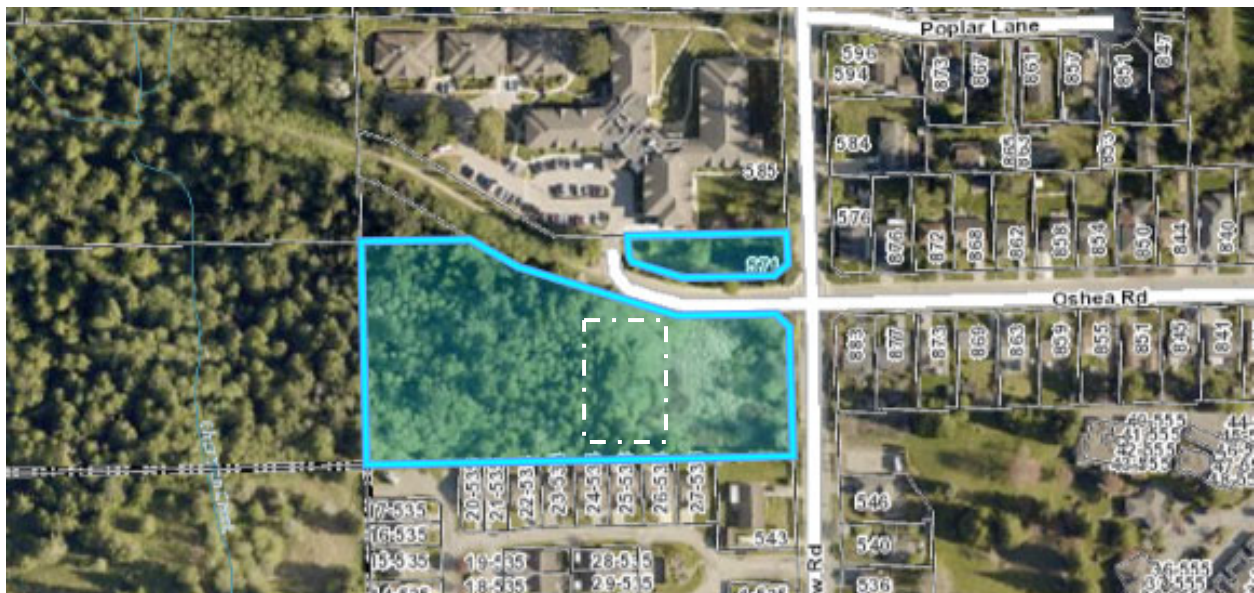


Figure 1 - Site location at 571 Shaw Road. The approximate location of the Phase 2 development is outlined in white.

BACKGROUND

2019	<p>Following public consultation, the Town rezoned its property at 571 Shaw Road and leased the east 50% of the property to the Sunshine Coast Affordable Housing Society (SCAHS) to develop proposed mixed market rental housing.</p> <p>The remaining 50% of the Town-owned property is zoned to support development of a future Community use.</p>
June 24, 2020	Development Permit DP-2020-08 issued for the first apartment building (40 units). Subsequent minor changes to the building exterior and landscape have been approved to address drainage concerns, neighbour, privacy and budget constraints.
July 14, 2020	Variance authorized reducing onsite parking requirement for phases 1 and 2 from 1.5 spaces per apartment unit to 0.7 spaces per unit and permitting development of additional parallel parking on-street on O'Shea Road
October 19, 2022	Phase 1 building permit was issued and site construction remains underway.
Present Requests	<ul style="list-style-type: none"> • Development Permit DP-2023-16 for form and character of the development in relation to Development Permit Area No. 4 • To improve form and character compliance, reduce the bylaw requirement for Class 2 (secured locker) bicycle parking from 1.2 to .79 spaces per unit.

DISCUSSION

Proposal

Development Plans have been submitted to the Town by the Sunshine Coast Affordable Housing Society for a second rental apartment residential building at 571 Shaw Road. The first building has 40 apartment units over four stories. Three units and a common balcony on each of the floors (12 units total) are oriented to a common courtyard amenity space at the centre of the site, which includes a children's play area, communal barbeque space, shared food gardens and extensive landscaping.

A second building is now proposed, which effectively mirrors the design of Building 1 in both floor plan and exterior detailing, and which is separated from Building 1 by the courtyard and phase 2 parking areas. The majority of the 36 units proposed for the building are oriented and closely located to the currently undeveloped portion of the Town property that is zoned for future development of a community use. An indoor communal amenity space for residents is located on the ground floor, facing the parking and courtyard.

Figure 2 shares the proposed site plan; architectural and landscape plans are enclosed with this report as Attachments A and B.

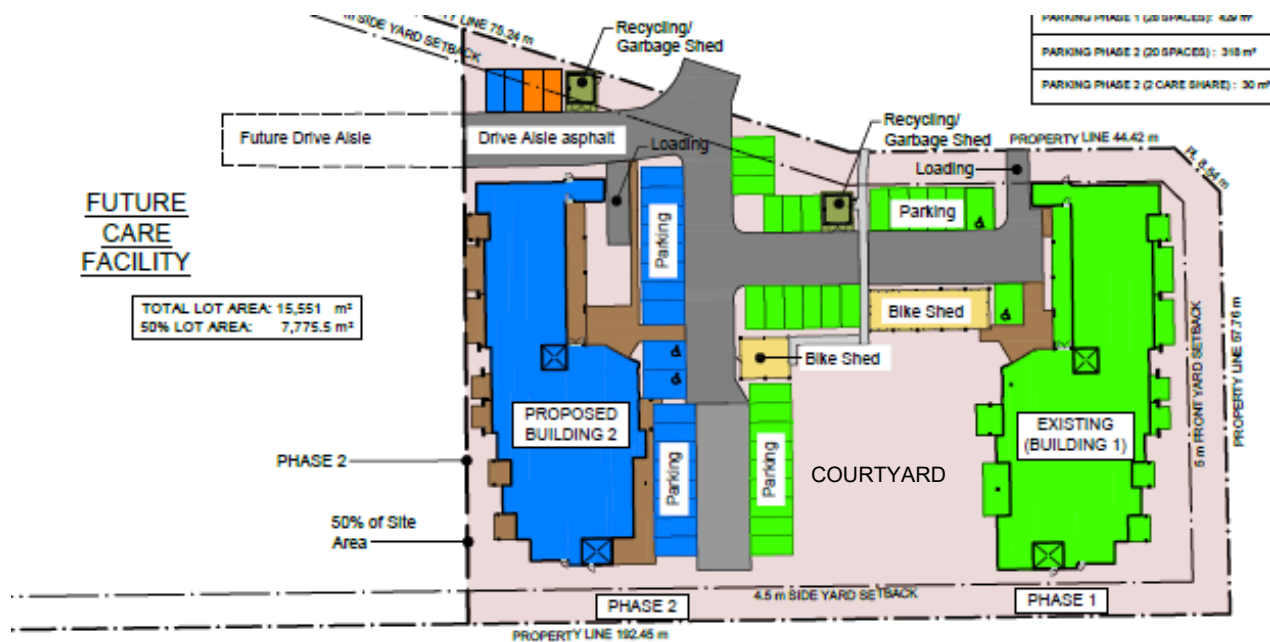


Figure 2 - Site Plan

Zoning

Staff has reviewed the development plans in relation to the regulations for the CDA-5 zone and the variances authorized for the property in conjunction with approval of the first phase of the development and notes the following:

- The development is consistent with the setbacks, building height and lot cover provided in the zone.
- Parking is provided at a rate of .7 spaces per unit including credit per the bylaw of 3 spaces for each of two car share vehicles and spaces to be provided.
- Long- and short-term bicycle parking is provided per the bylaw except that a request is presented to reduce the number of spaces in long-term bike shed parking structures from 80 spaces to 60. Rationale for relaxing the bicycle parking is provided in a letter from the applicant, enclosed with this report as Attachment C.
- Staff notes that the project site boundary is not a property boundary and therefore setback requirements do not apply and a 0.0m setback from the site boundary is proposed.

Development Permit Area No. 4 Guidelines and Review

The property at 571 Shaw Road is located within Development Permit Area No. 4 (DPA 4) per Schedule E of the Official Community Plan.

DPA 4 has the intent:

“to ensure that a high standard of design, landscaping and building form is implemented for any multi-unit residential development”.

Prior to issuance of a building permit for the proposed multi-family residential development, a Development Permit is required. The purpose of the permit is to confirm that the DPA4 guidelines are appropriately addressed, ensuring that new development is appropriate to its surroundings, is compatible with surrounding uses or neighbourhood character, and that the multi-unit residential development is attractive for future residents.

The Advisory Design Panel is requested to review the proposal in relation to the form and character guidelines of DPA 4 and provide a recommendation to Council on issuance of the permit and/or any changes to be required.

To assist the ADP in its review, staff has also reviewed and provided comments on the phase 2 development plans in relation to the Guidelines of DPA 4. Staff’s review is enclosed with this report as Attachment D.

In summary, staff finds that:

•	Most of the guidelines in relation to the <u>building form and character</u> , <u>building scale and massing</u> , <u>roof design</u> , and <u>landscaping</u> are well addressed.
•	Materials are still required to address site lighting for phase 2.
•	Guidelines that staff found not to be well addressed relate largely to parking on the Courtyard, and fronting the street on O’Shea Rd. The ADP’s interpretation and comments would be helpful to understand whether this is a concern that should be addressed, or whether the parking is well located and can be considered well located as it is recessed from the front of the site on Shaw Road.

Consideration of Public Interest re: Use of Town-Owned Land

The project is proposed on land owned by the Town with the intent to serve not only the currently proposed housing use, but also a future community use fitting with the intent covenanted for the lot by the donor of the property to the Town. The parcel is effectively divided into two equally sized parcels, with a use zoned for each portion. The zone areas are shown in Figure 3. Subarea 1 in orange permits residential use, while subarea 2, in blue, permits community uses that may include uses such as:

- a seniors care facility,
- school,
- police station,
- community centre,
- health centre, or
- library.

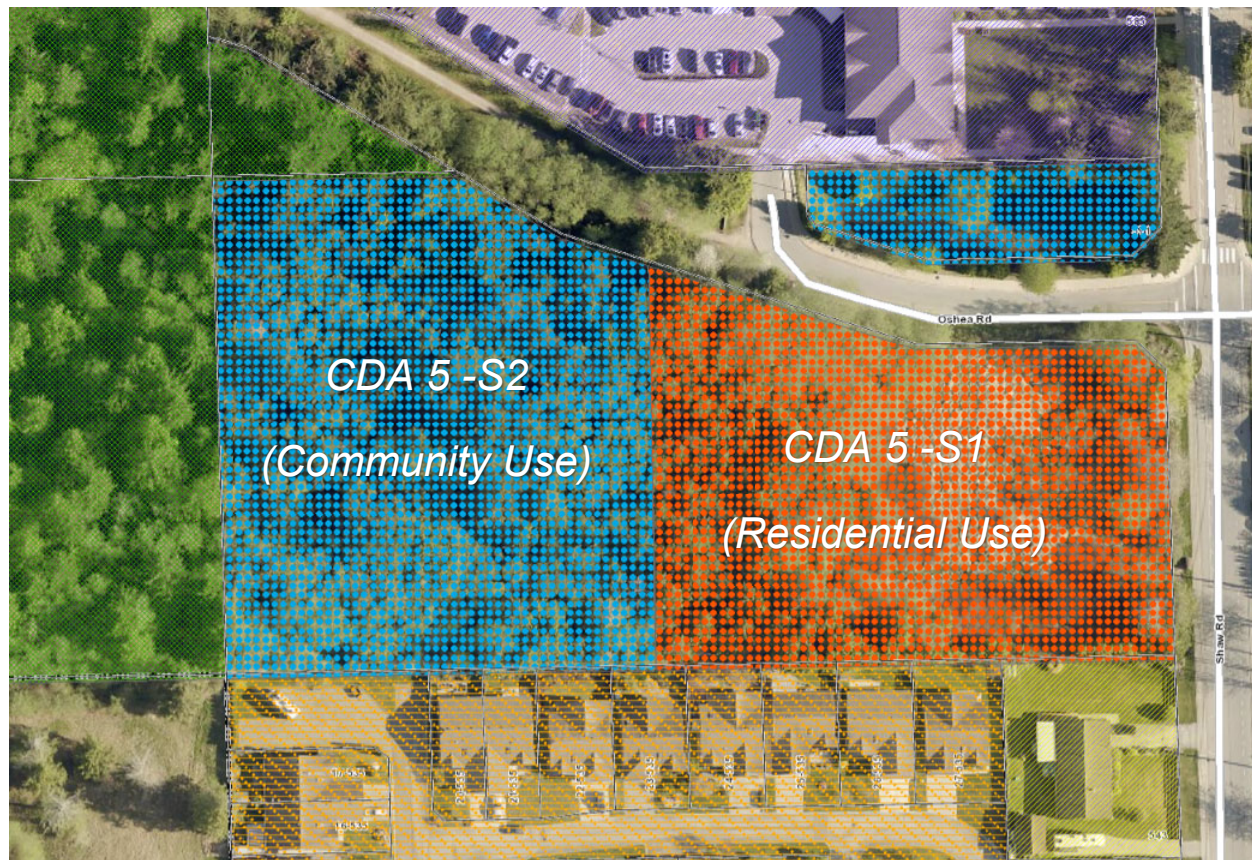


Figure 3 - Property zoning -CDA 5 Subarea 1 shown in orange and Subarea 2 in blue.

The future uses of the neighbouring site are noted as the phase 2 proposal under consideration proposes a 0.0 m setback from the divide between the use areas. This is illustrated in the site plan in Figure 1.

While there is no setback requirement in the zoning bylaw from a zoning divide, the BC Building Code will require a setback or alternate solution for the neighbouring development. Further, the residences of Building 2, with living areas and balconies oriented primarily to the west will require screening and privacy from any future community use proposed on the west portion of the property, which is not provided in the plan – rather relying on the forest presently adorning the undeveloped site.

A timeline for development of subarea 2 is unknown. In consideration of the proposal, Council may choose to require that the current development include a buffer to protect development potential for a future use on the subarea 2 site.

Reduction to required long-term bicycle parking spaces.

Part 6.17 of the Zoning Bylaw requires a minimum number of both short-term (standard bike racks) and long-term (sheltered and secured) bicycle parking to be provided for new developments.

For a multi-family development, 1.25 long term bicycle parking locker spaces are required per unit and 0.2 short term rack spaces per unit are required.

The Phase 2 development plans, as first drafted, included two bicycle cages to accommodate the 95 bicycle storage spaces required for 76 units. The two cages were placed end to end with a pedestrian path between connecting the courtyard to the property frontage and circulation routes, as shown in Figure 4, below. The length of the bike parking structures occupied a sum 26 m (85 ft) of the courtyard frontage and formed a visual barrier between the O'Shea street frontage and courtyard gardens, circulation and other amenities within the development.



Figure 4 - Bicycled 'shed' parking structures required to meet bylaw requirement and store 95 bicycles. The applicants request to reduce the bike parking requirement to reduce the size of the structures within the courtyard.

Staff noted its concern that the barrier would create a visual barrier and impede open circulation through the courtyard and potentially compromise comfort and safety of pedestrians entering the space.

In response, the applicants reviewed numerous other locations for the second bicycle storage locker, but determined all other locations would either obstruct views from units or would be removed from open view and therefore would not be functional or be secure.

Further, SCAHS notes that in practicality, the number of required long term parking spaces is excessive in relation to the use they anticipate for the property.

The applicants have therefore submitted a request to reduce the size of the parking as shown in the enclosed landscape plan, with a letter outlining rationale supporting the reduction. This letter is enclosed as Attachment C.

Where a zoning bylaw regulation conflicts with development permit areas guidelines, the Local Government Act provides that a municipality may vary the bylaw as a provision of the Development Permit.

COMMUNICATION

The application has been referred to the Building, Infrastructure and Finance Departments, Gibsons and District Volunteer Fire Department and Vancouver Coastal Health for comment. At this time, no comments have been received.

As the application is consistent with zoning requirements, the application review process does not include public comment.

NEXT STEPS

Staff will share the ADPs recommendations with the Committee of the Whole and with Council for a decision on the application.

Once the Development Permit is approved, the applicants may apply for a building permit subject to meeting any permit conditions. A key funding timeline requires issuance of the development permit before the end of this year.

RECOMMENDATIONS / ALTERNATIVES

The ADP is asked to provide a recommendation and comments to Council on the following:

1. Whether the form and character of the development is supported as proposed or whether changes are required to better address the guidelines of DPA 4
2. Whether the requested reduction in long term locked bike parking spaces is supported.

The following are recommendation options for the ADP to consider:

- 1) *THAT the ADP recommends issuance of the Development Permit DP-2023-16 with no changes required*

OR

THAT the ADP recommends issuance of the Development Permit DP-2023-16 subject to the following changes to better address form and character guidelines...

a) (list changes...)

- 2) *THAT the ADP supports the requested reduction to required enclosed long-term bicycle parking spaces to improve conformance with the intent of the form and character design guidelines, recognizing the rationale provided in the application*

OR

THAT the ADP does not support the requested reduction to required enclosed long-term bicycle parking spaces because (cite reason for Council's consideration).

Attachments

- Attachment A – Development Plans
- Attachment B – DPA 4 Guidelines
- Attachment C – Rationale letter re bike parking reduction
- Attachment C – Staff Review of DPA 4 Guidelines

Respectfully Submitted,

Kirsten Rawkins
Planner I

Report reviewed by:

	Chief Administrative Officer
	Director of Corporate Services
	Director of Finance
	Director of Infrastructure Services
X	Director of Planning and Development

Shaw Road Affordable Housing Project Phase 2 Development Plan

- 1.1 Site Survey
- 1.2 Site Aerial
- 1.3 Site Concept Plan
- 1.4 Zoning Map
- 1.5 Building Statistics Site Coverage

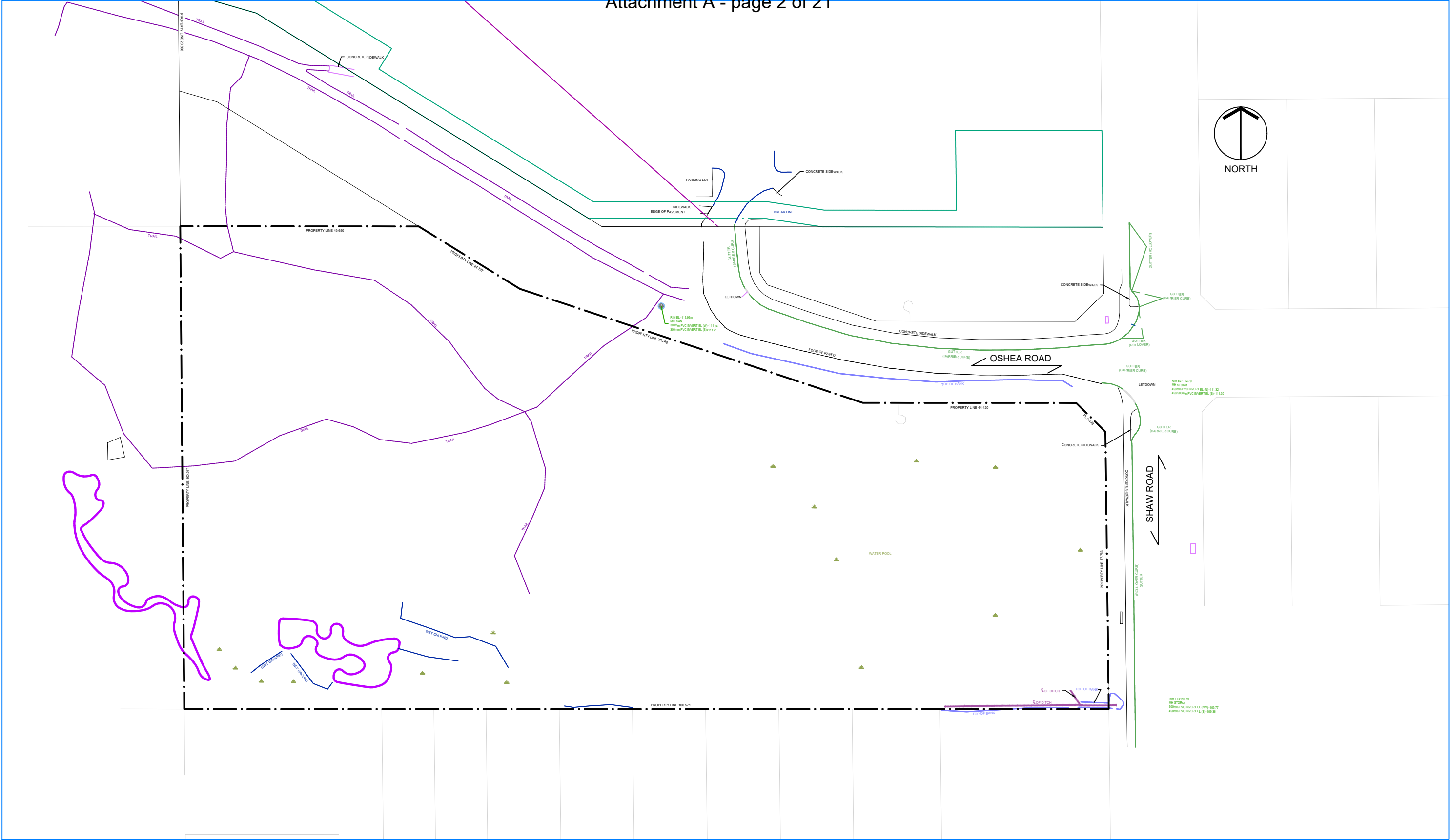
- 2.1 Unit Plans
- 2.2 Unit Plans
- 2.3 Unit Plans
- 2.4 Unit Plans
- 2.5 Unit Plans

- 3.1 Ground Floor Plan
- 3.2 Second Floor Plan
- 3.3 Third Floor Plan
- 3.4 Fourth Floor Plan
- 3.5 Roof Plan

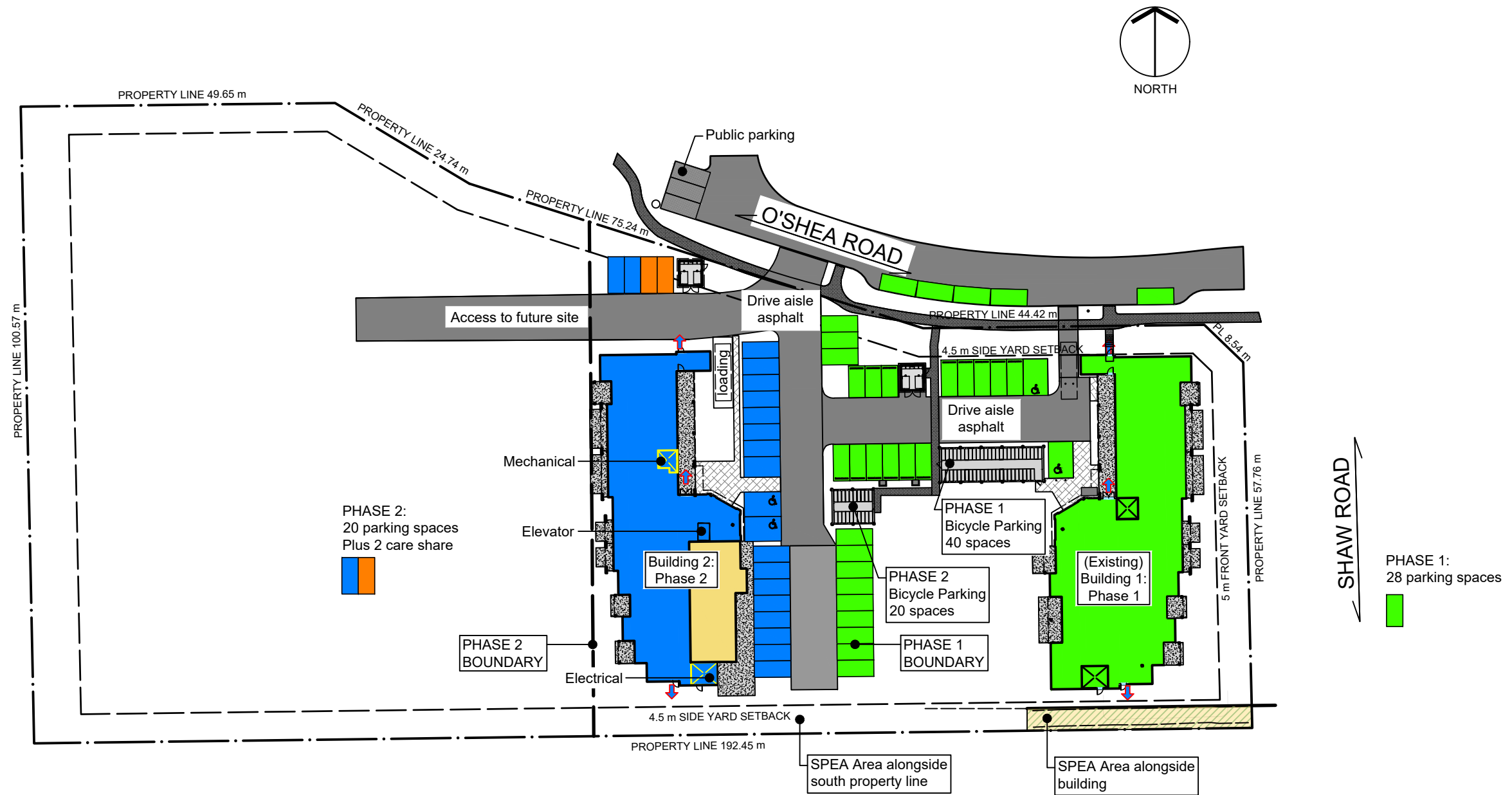
- 4.1 Exterior Finishes
- 4.2 Elevations
- 4.3 Elevations
- 4.4 Design Images
- 4.5 Design Images

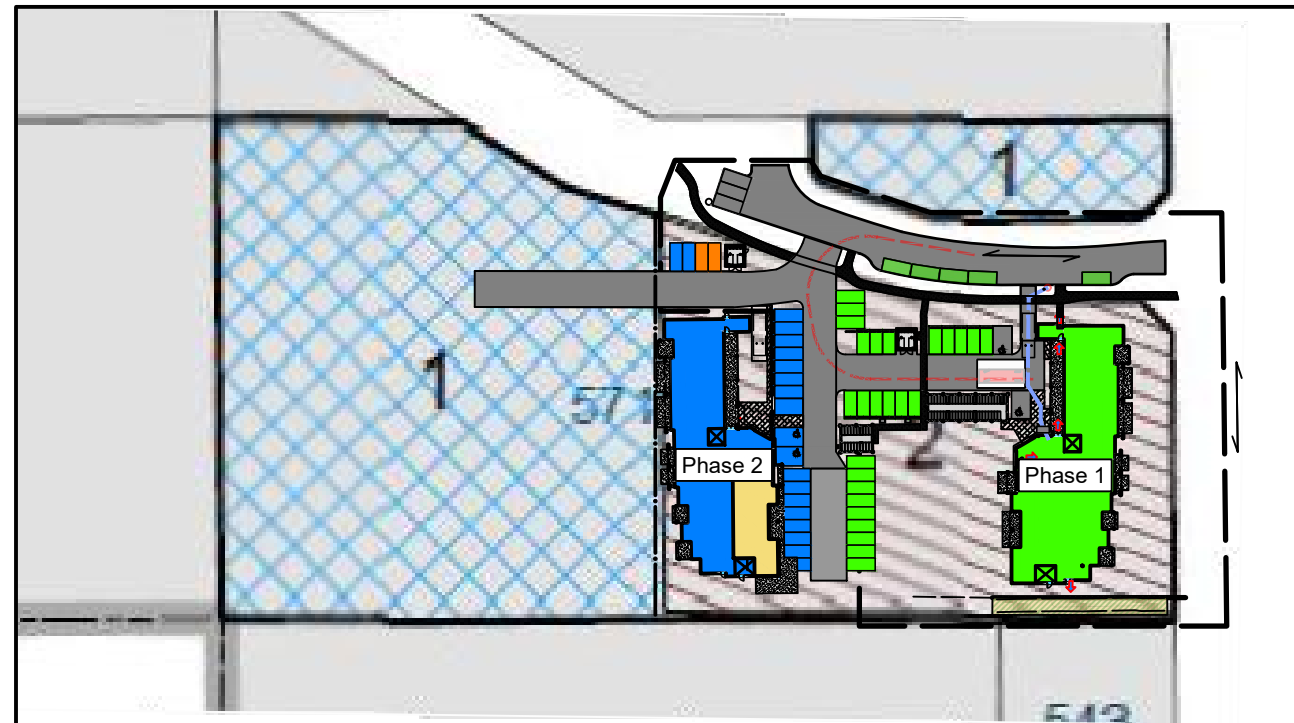


October 19, 2023

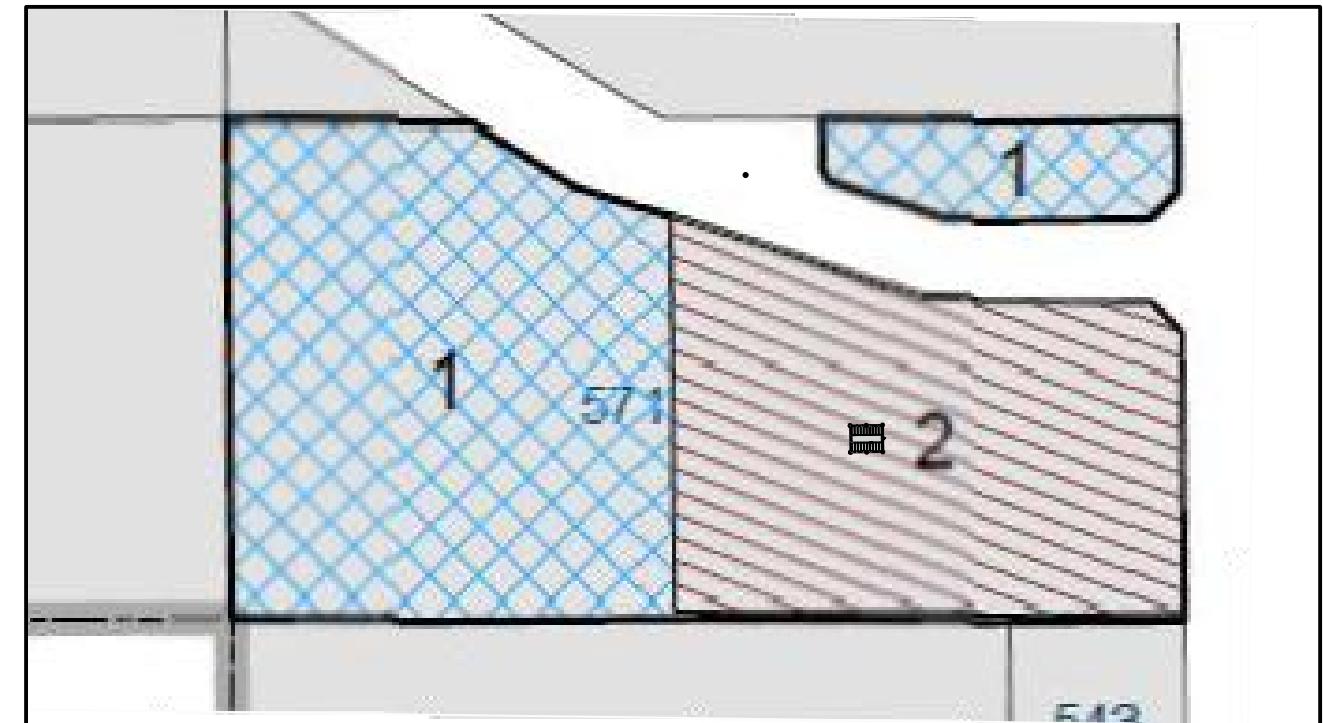








1 CURRENT ZONING MAP
Scale: 1/128" = 1' - 0"



2 CURRENT ZONING MAP
Scale: 1/128" = 1' - 0"

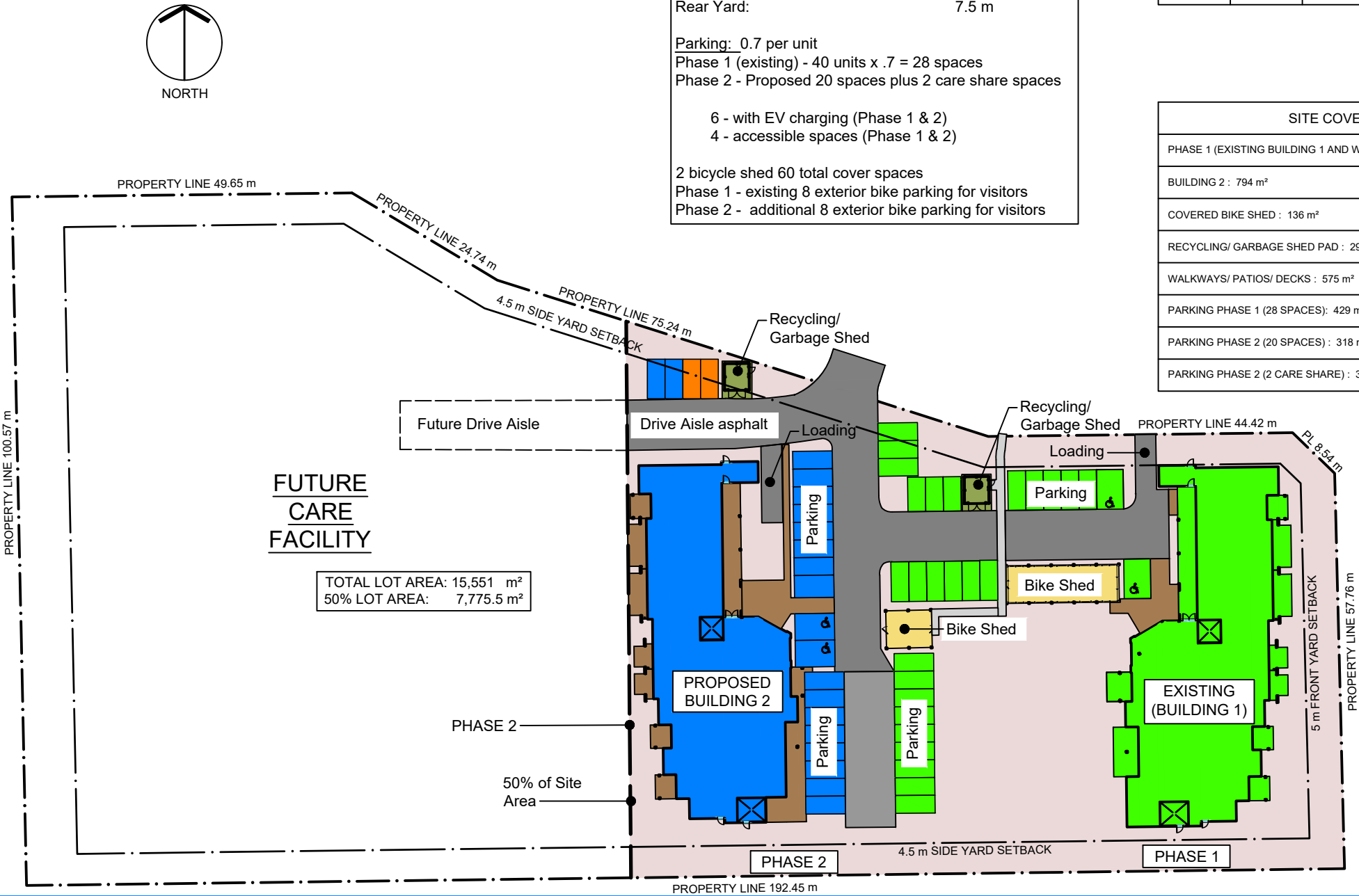
SITE STATISTICS FOR 50% OF SITE AREA	
Total Site Area:	15,600 m²
50% Site Area:	7,800 m²
Phase 1 (Existing Units):	40
Phase 2 Proposed Number of Units:	36
Total Units:	76
Proposed Building Height:	14.3 m
Set Backs	
Front Yard:	5.0 m
Interior Side Yard:	4.5 m
Exterior Side Yard:	4.5 m
Rear Yard:	7.5 m
Parking: 0.7 per unit	
Phase 1 (existing) - 40 units x .7 = 28 spaces	
Phase 2 - Proposed 20 spaces plus 2 care share spaces	
6 - with EV charging (Phase 1 & 2)	
4 - accessible spaces (Phase 1 & 2)	
2 bicycle shed 60 total cover spaces	
Phase 1 - existing 8 exterior bike parking for visitors	
Phase 2 - additional 8 exterior bike parking for visitors	

UNIT TYPE - FLOOR AREA (m²)				
Unit Type	Area (m²)	Area (sq.ft.)	Description	Number of Units
A1	34.9	375	STUDIO ADAPTABLE	3
A2	35.2	380	STUDIO ADAPTABLE	3
B1	59.9	645	1 BEDROOM ADAPTABLE	4
B2	59.8	644	1 BEDROOM ADAPTABLE	3
B3	64.4	693	1 BEDROOM ACCESSIBLE	4
B4	60.2	648	1 BEDROOM ADAPTABLE	3
B5	70.6	760	1 BEDROOM ACCESSIBLE	1
C1	81.1	872	2 BEDROOM ACCESSIBLE	1
C2	70.7	761	2 BEDROOM ADAPTABLE	3
C3	77.2	832	2 BEDROOM ADAPTABLE	3
C4	75.2	810	2 BEDROOM ACCESSIBLE	3
C5	96.8	1042	2 BEDROOM ADAPTABLE	1
D1	87.7	944	3 BEDROOM ADAPTABLE	4

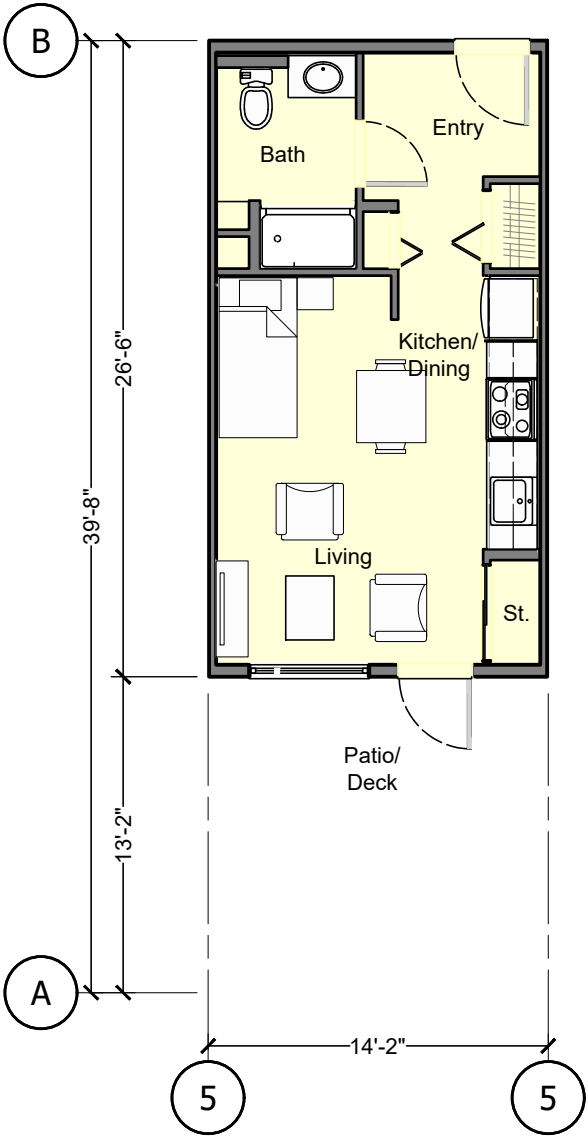
TOTAL UNITS: 36

SITE COVERAGE : LEGEND	
PHASE 1 (EXISTING BUILDING 1 AND WALKWAY/ PATIOS) : 998 m²	
BUILDING 2 : 794 m²	
COVERED BIKE SHED : 136 m²	
RECYCLING/ GARBAGE SHED PAD : 29 m²	
WALKWAYS/ PATIOS/ DECKS : 575 m²	
PARKING PHASE 1 (28 SPACES): 429 m²	
PARKING PHASE 2 (20 SPACES) : 318 m²	
PARKING PHASE 2 (2 CARE SHARE) : 30 m²	

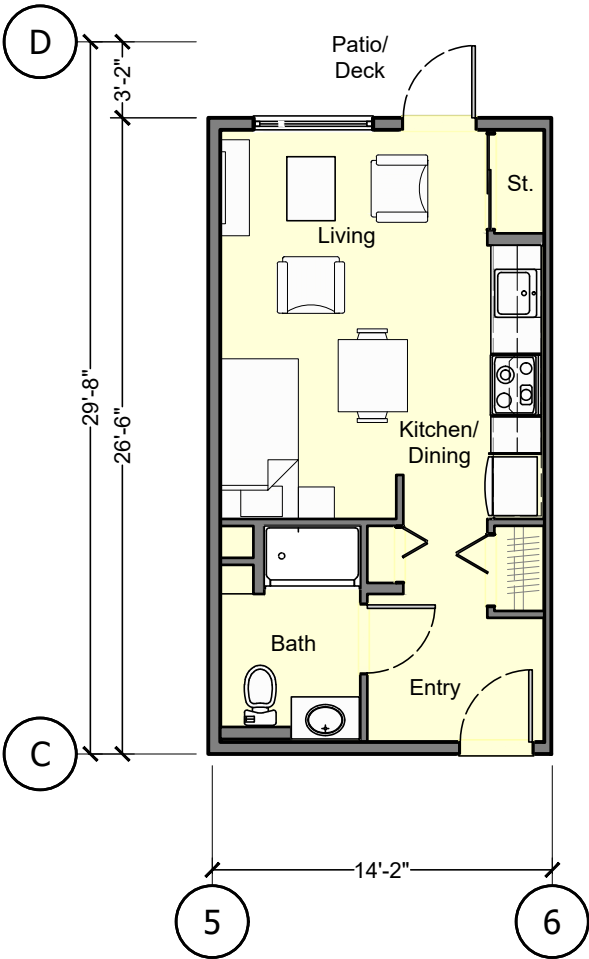
BUILDING 2 - FLOOR AREA (m²)		
FLOOR LEVEL	TYPE	FLOOR AREA (m²)
GROUND FLOOR	UNIT B1	59.9
	UNIT B3	64.4
	UNIT B5	70.6
	UNIT C1	81.1
	UNIT C5	96.8
	UNIT D1	87.7
	COMMON	130.4
	LAUNDRY	13.4
	MULTI-PURPOSE	90.3
	OFFICE/ BOARD RM	52.5
	MECHANICAL	46.8
	WALKWAY/ DECKS	267.0
GROUND FLOOR AREA (Excluding decks/ walkways) : 793.9		
SECOND FLOOR	UNIT A1	34.9
	UNIT A2	35.2
	UNIT B1	59.9
	UNIT B2	59.8
	UNIT B3	64.4
	UNIT B4	60.2
	UNIT C2	70.7
	UNIT C3	77.2
	UNIT C4	75.2
	UNIT D1	87.7
	LAUNDRY	13.4
	MECHANICAL	10.4
	COMMON	80.9
	WALKWAY/ DECKS	210.8
SECOND FLOOR AREA (Excluding decks/ walkways) : 729.9		
THIRD FLOOR	UNIT A1	34.9
	UNIT A2	35.2
	UNIT B1	59.9
	UNIT B2	59.8
	UNIT B3	64.4
	UNIT B4	60.2
	UNIT C2	70.7
	UNIT C3	77.2
	UNIT C4	75.2
	UNIT D1	87.7
	LAUNDRY	13.4
	MECHANICAL	10.4
	COMMON	80.9
	WALKWAY/ DECKS	201.5
THIRD FLOOR AREA (Excluding decks/ walkways): 729.9		
FOURTH FLOOR	UNIT A1	34.9
	UNIT A2	35.2
	UNIT B1	59.9
	UNIT B2	59.8
	UNIT B3	64.4
	UNIT B4	60.2
	UNIT C2	70.7
	UNIT C3	77.2
	UNIT C4	75.2
	UNIT D1	87.7
	MECHANICAL	23.8
	COMMON	80.9
	WALKWAY/ DECKS	201.5
FOURTH FLOOR AREA (Excluding decks/ walkways) : 729.9		
TOTAL FLOOR AREA		2983.6
FLOOR AREA RATIO TO 50% LOT AREA		38%



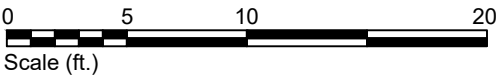
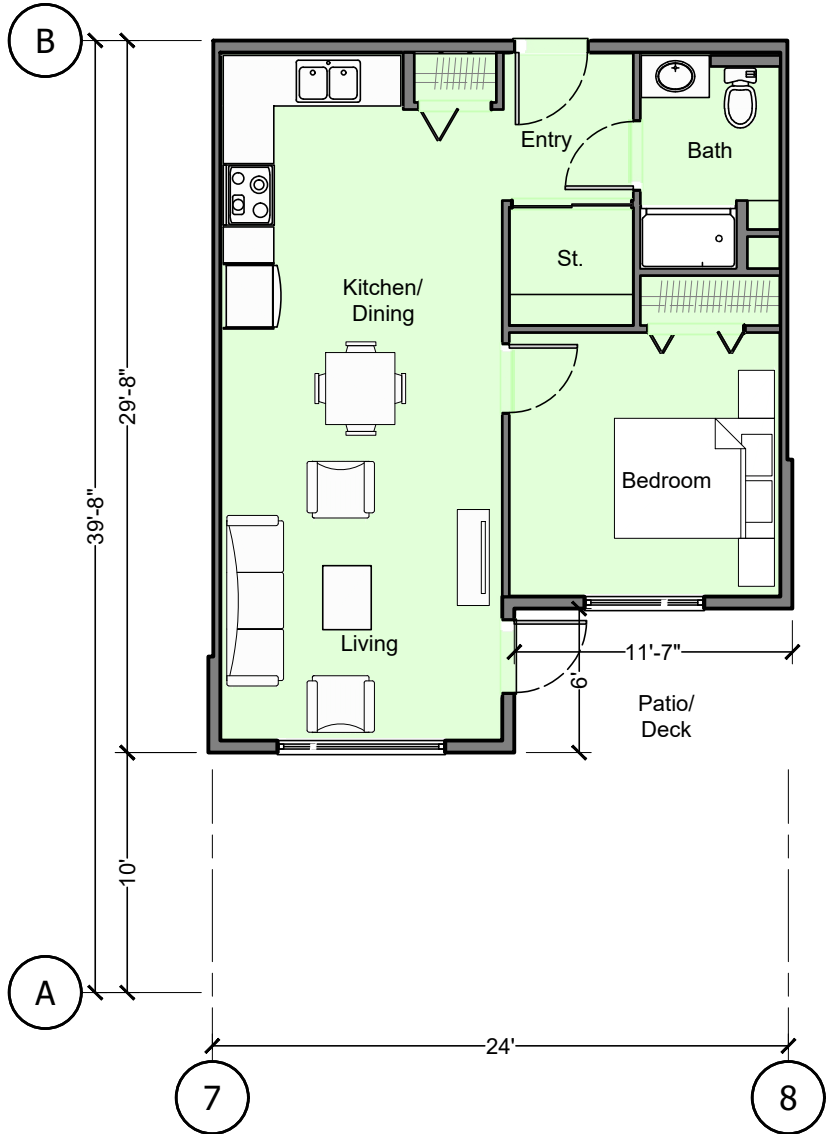
Unit Type A1
Adaptable Studio
375 sq.ft.



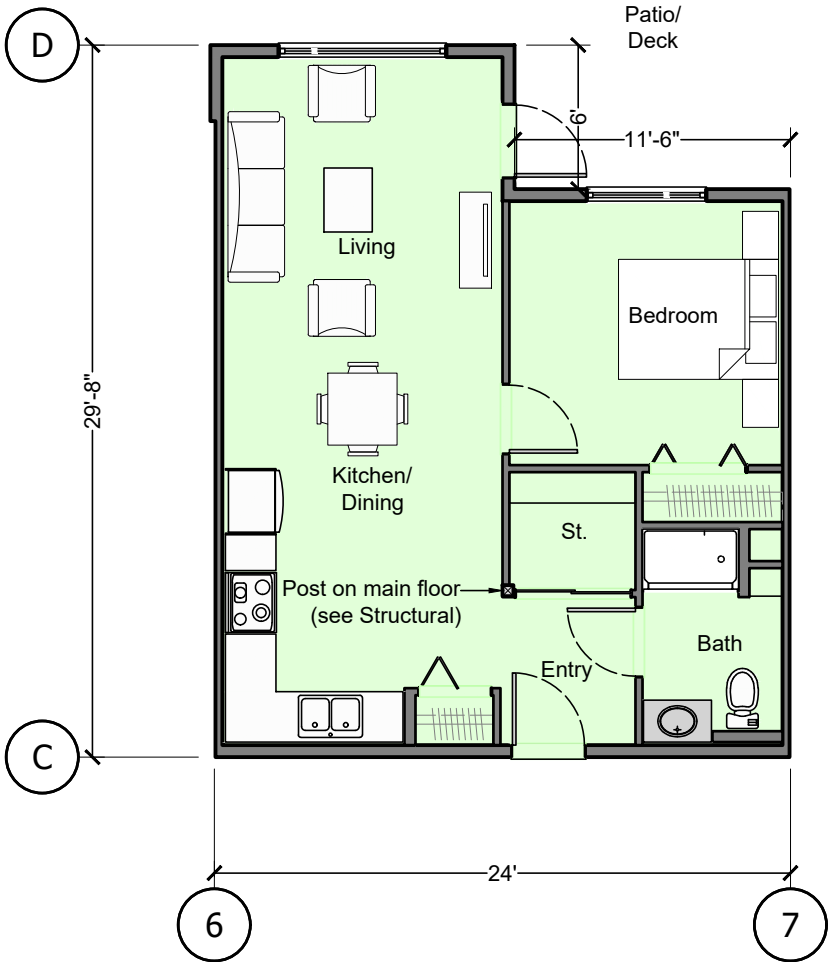
Unit Type A2
Adaptable Studio
380 sq.ft.



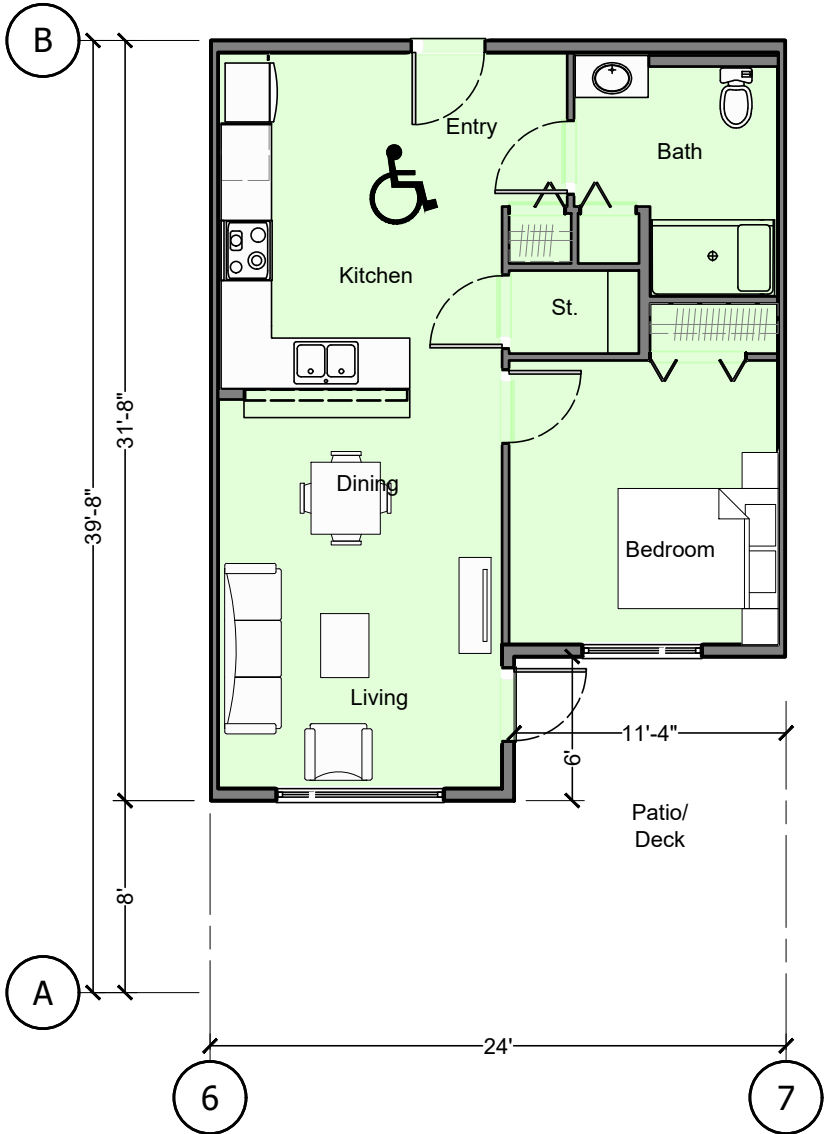
Unit Type B1
Adaptable 1 Bedroom
645 sq.ft.



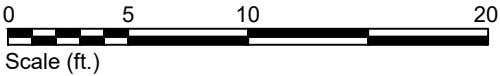
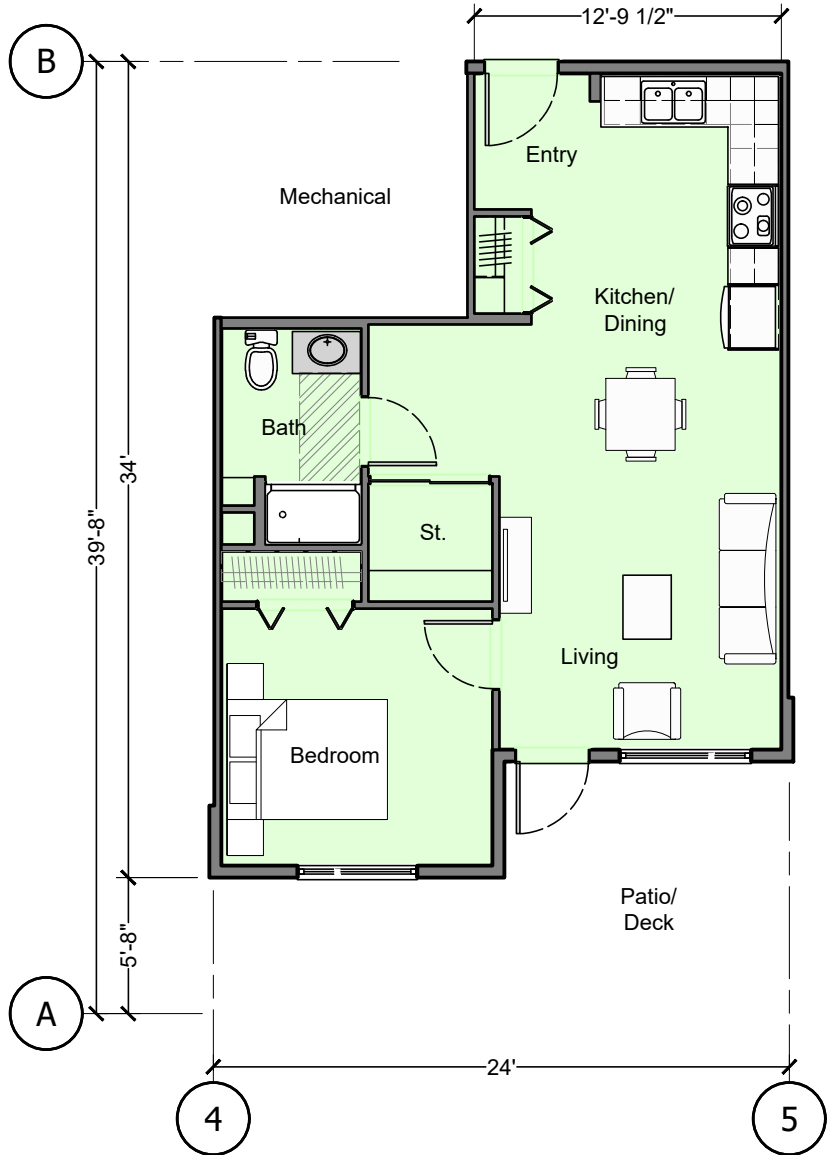
Unit Type B2
Adaptable 1 Bedroom
644 sq.ft.



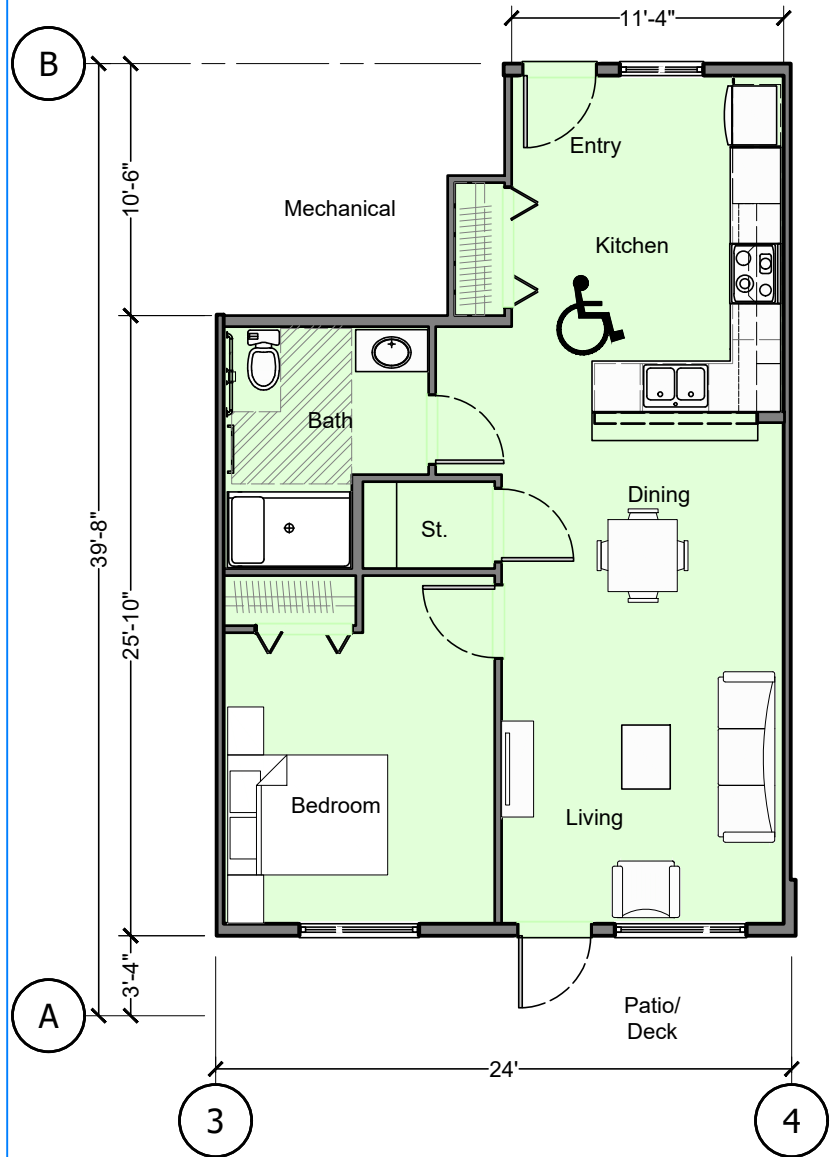
Unit Type B3
Accessible 1 Bedroom
693 sq.ft.



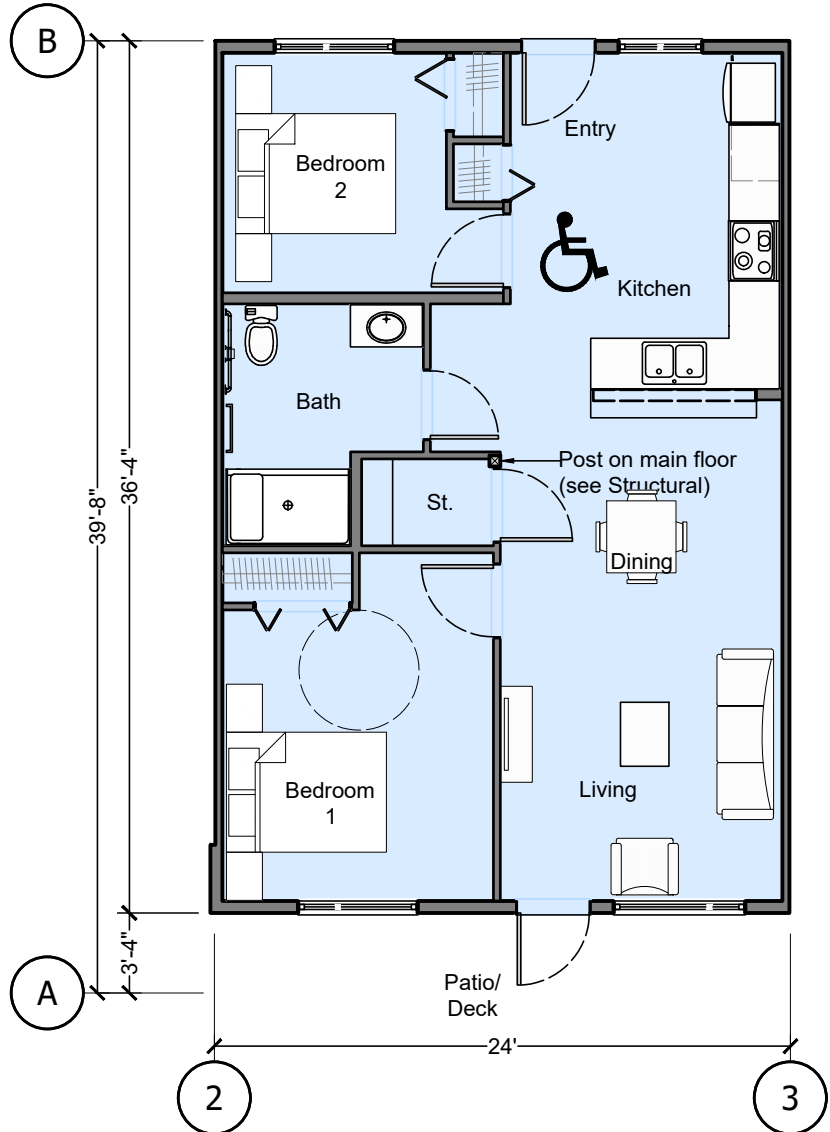
Unit Type B4
Adaptable 1 Bedroom
648 sq.ft.



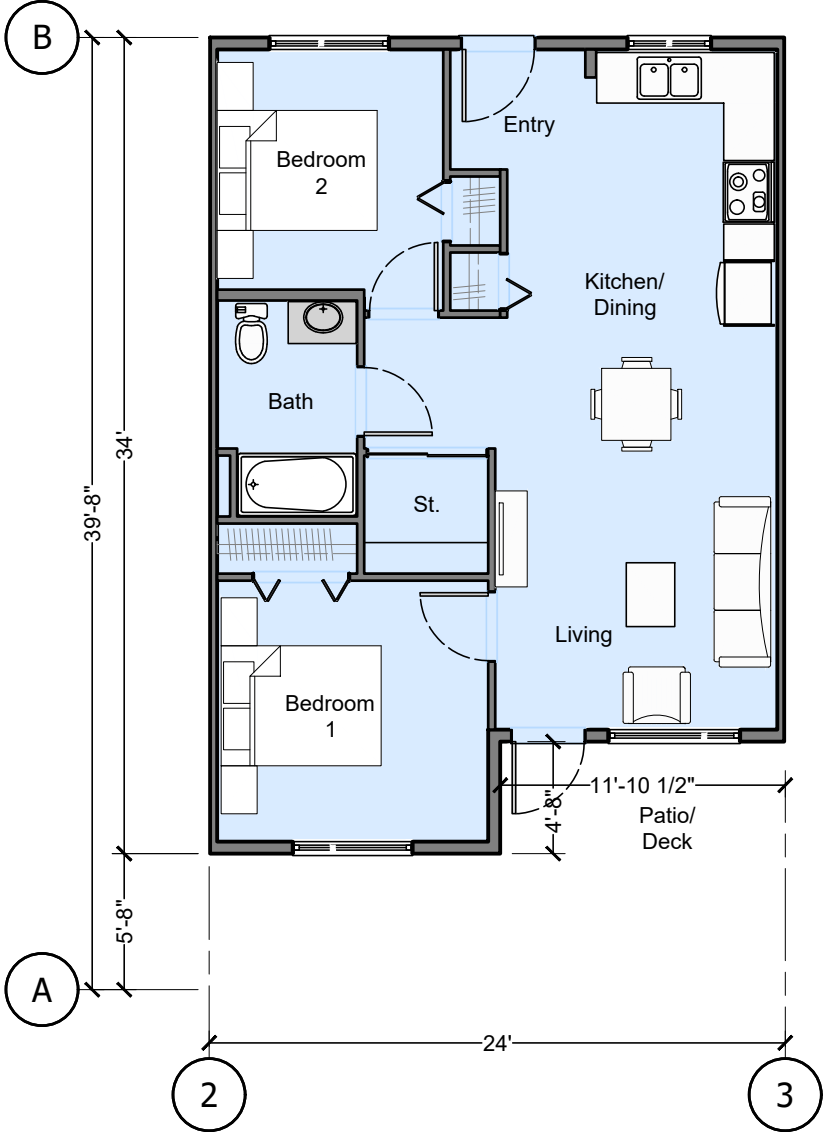
Unit Type B5
Accessible 1 Bedroom
760 sq.ft.

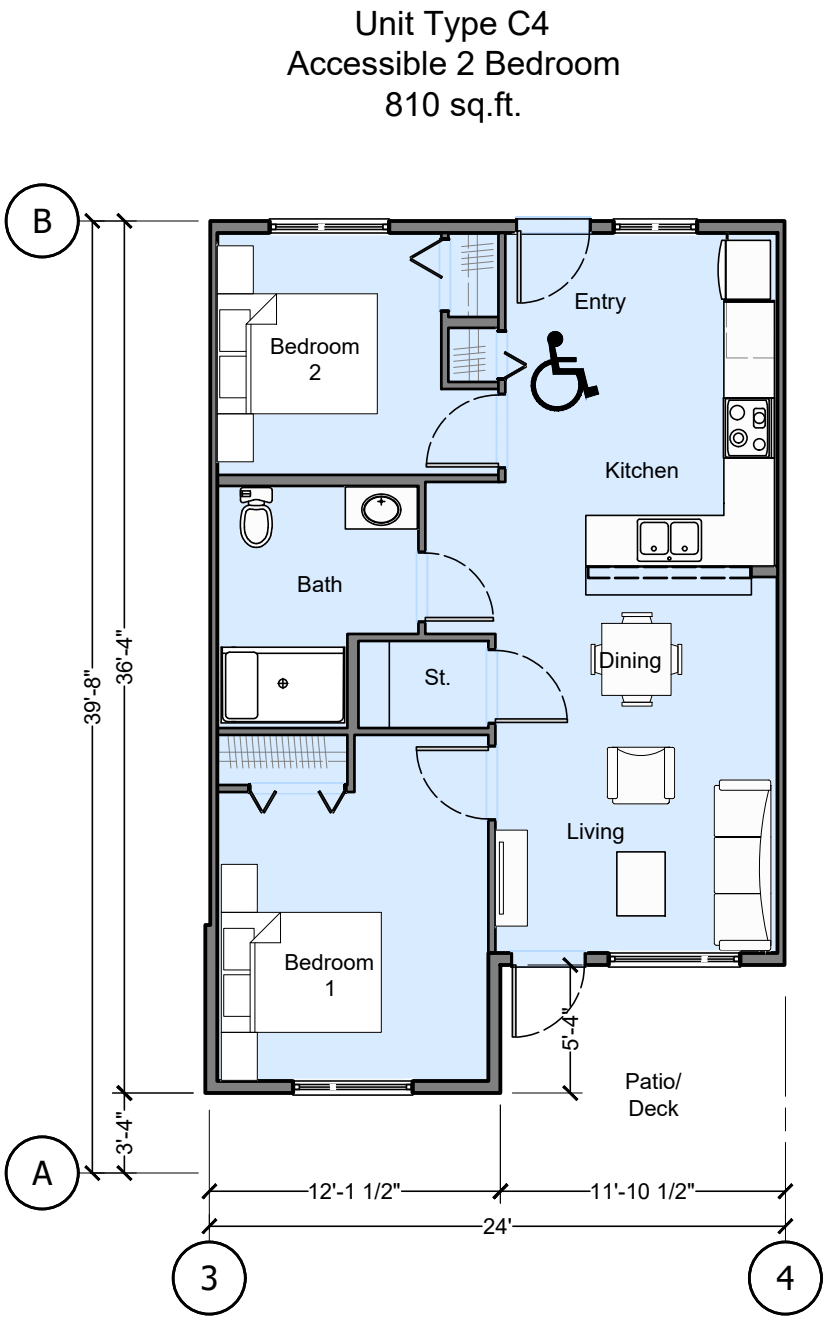
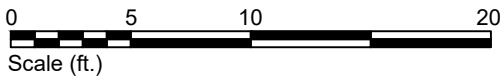
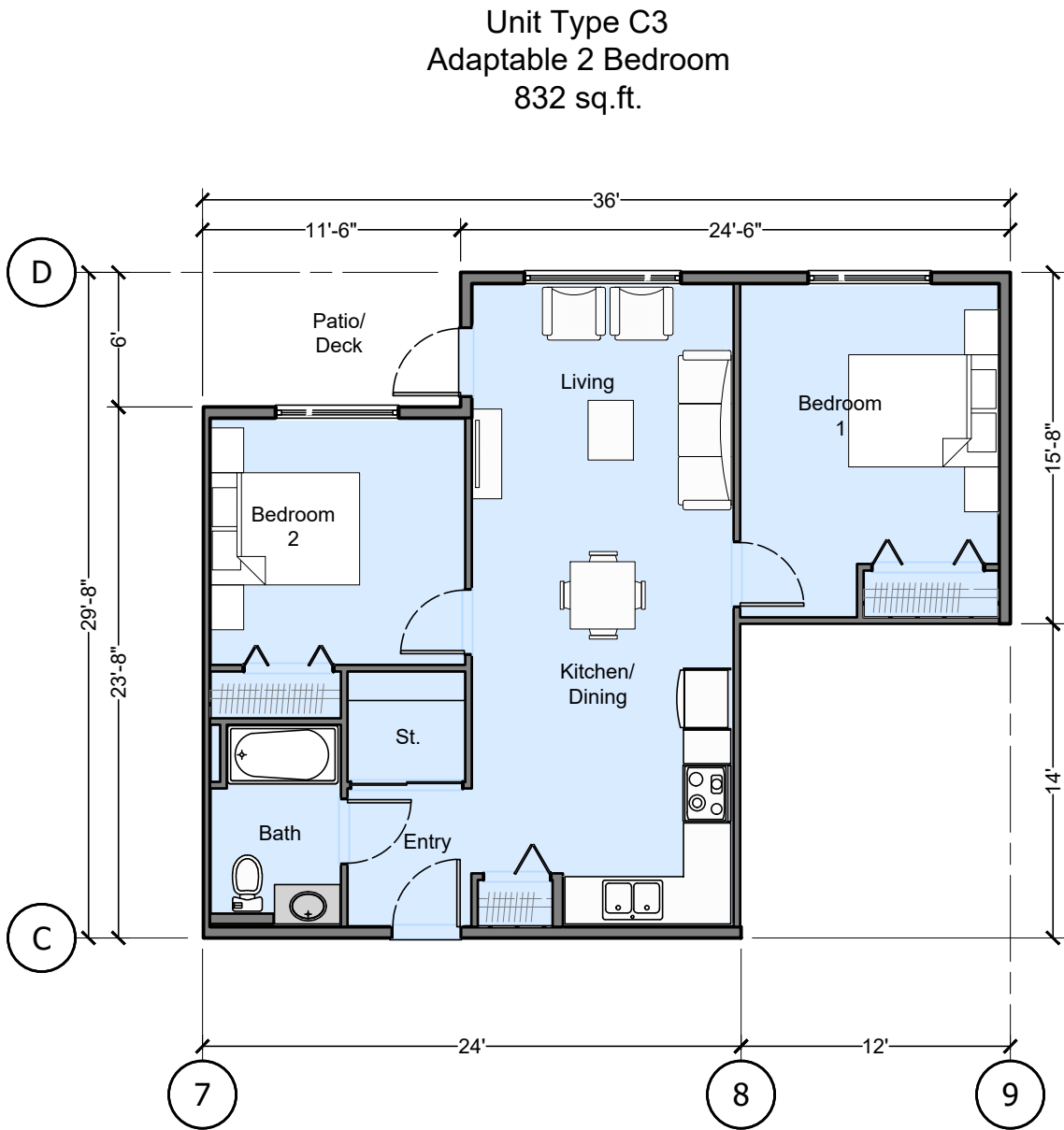


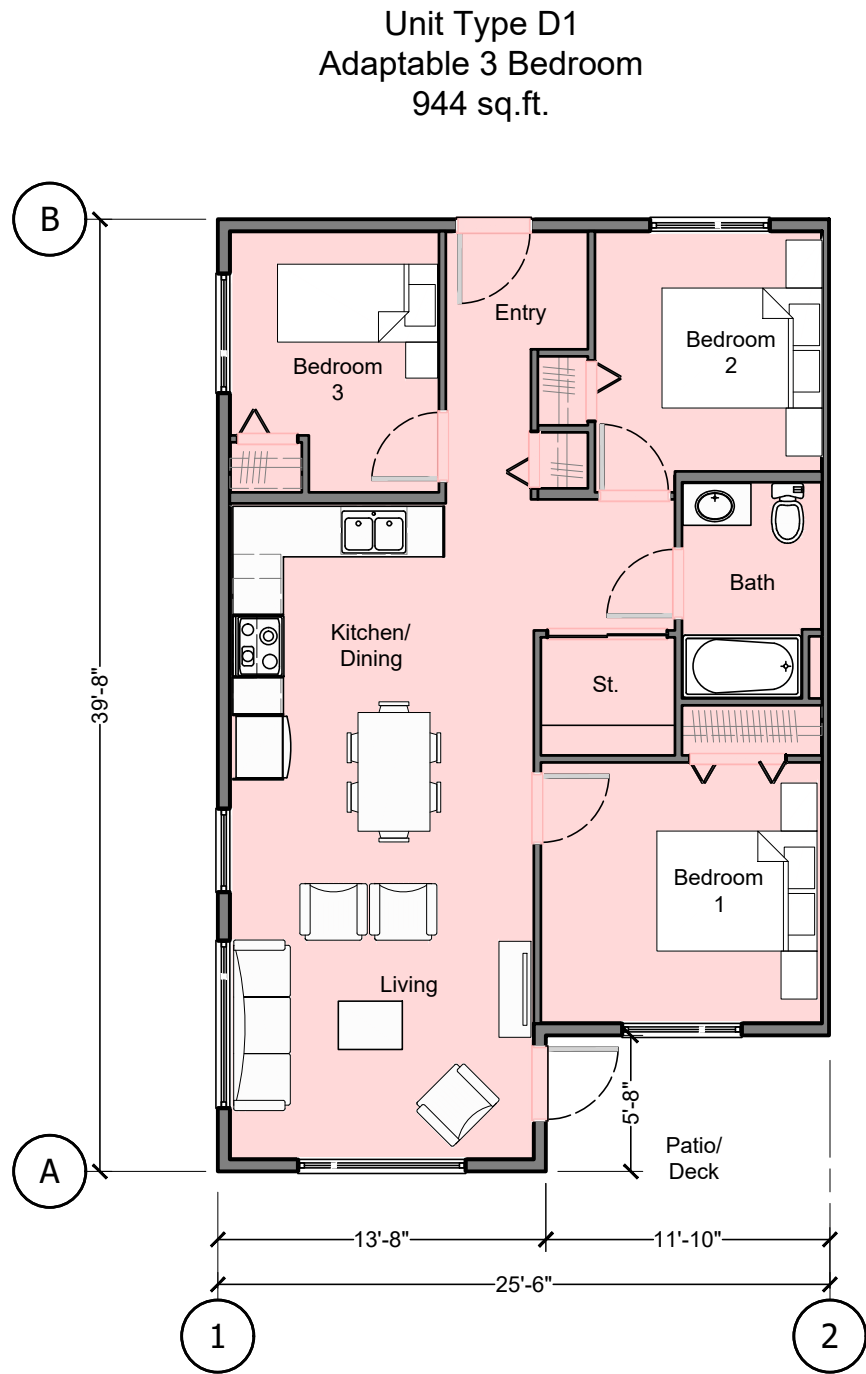
Unit Type C1
Accessible 2 Bedroom
872 sq.ft.



Unit Type C2
Adaptable 2 Bedroom
761 sq.ft.





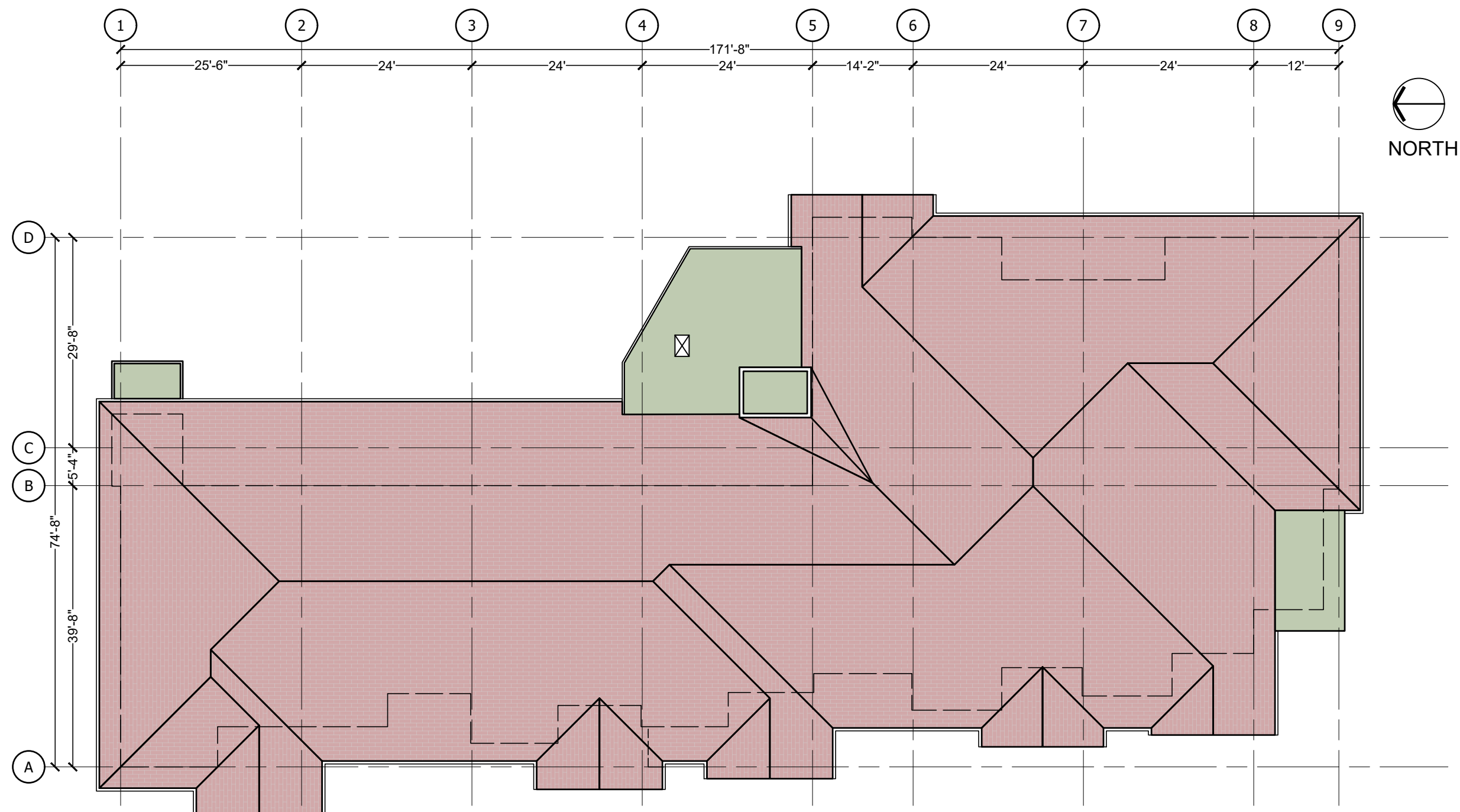


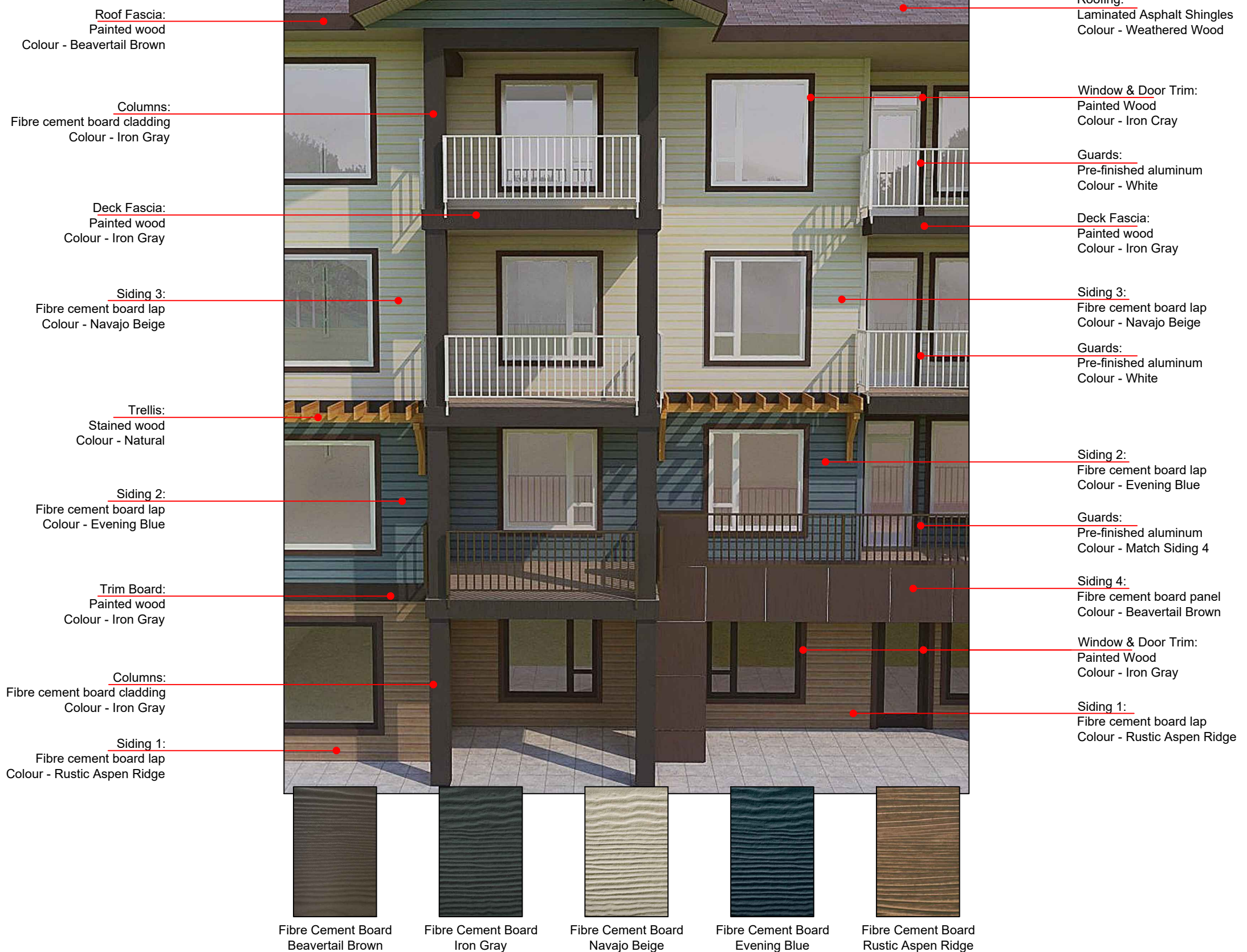














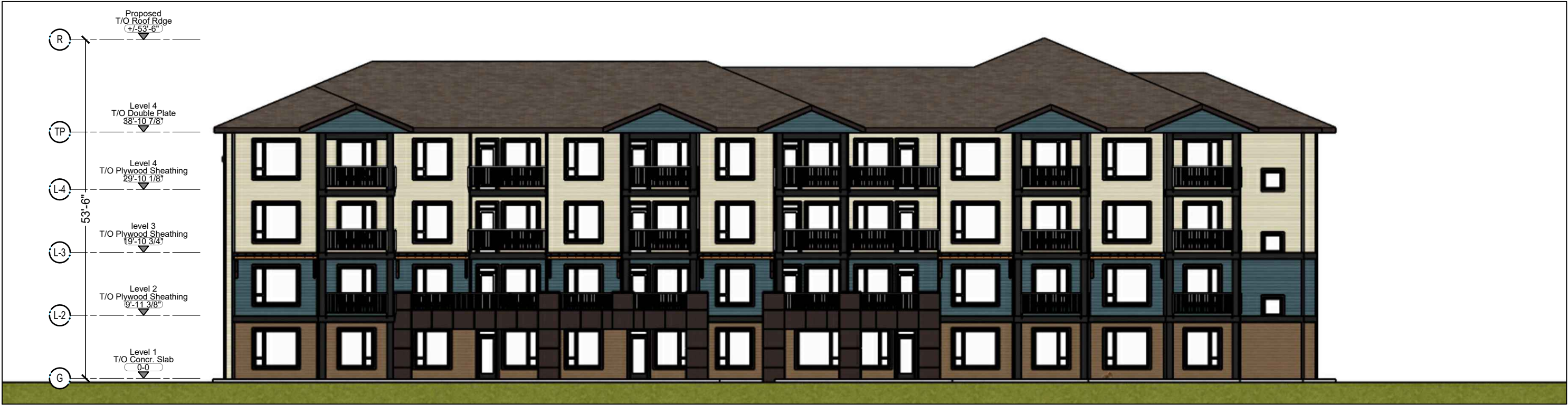
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



Looking northwest from southern property line

Looking northeast from southern property line



Looking southwest from Shaw Road

Looking southeast FROM O'Shea Road



Looking northeast from southern property line



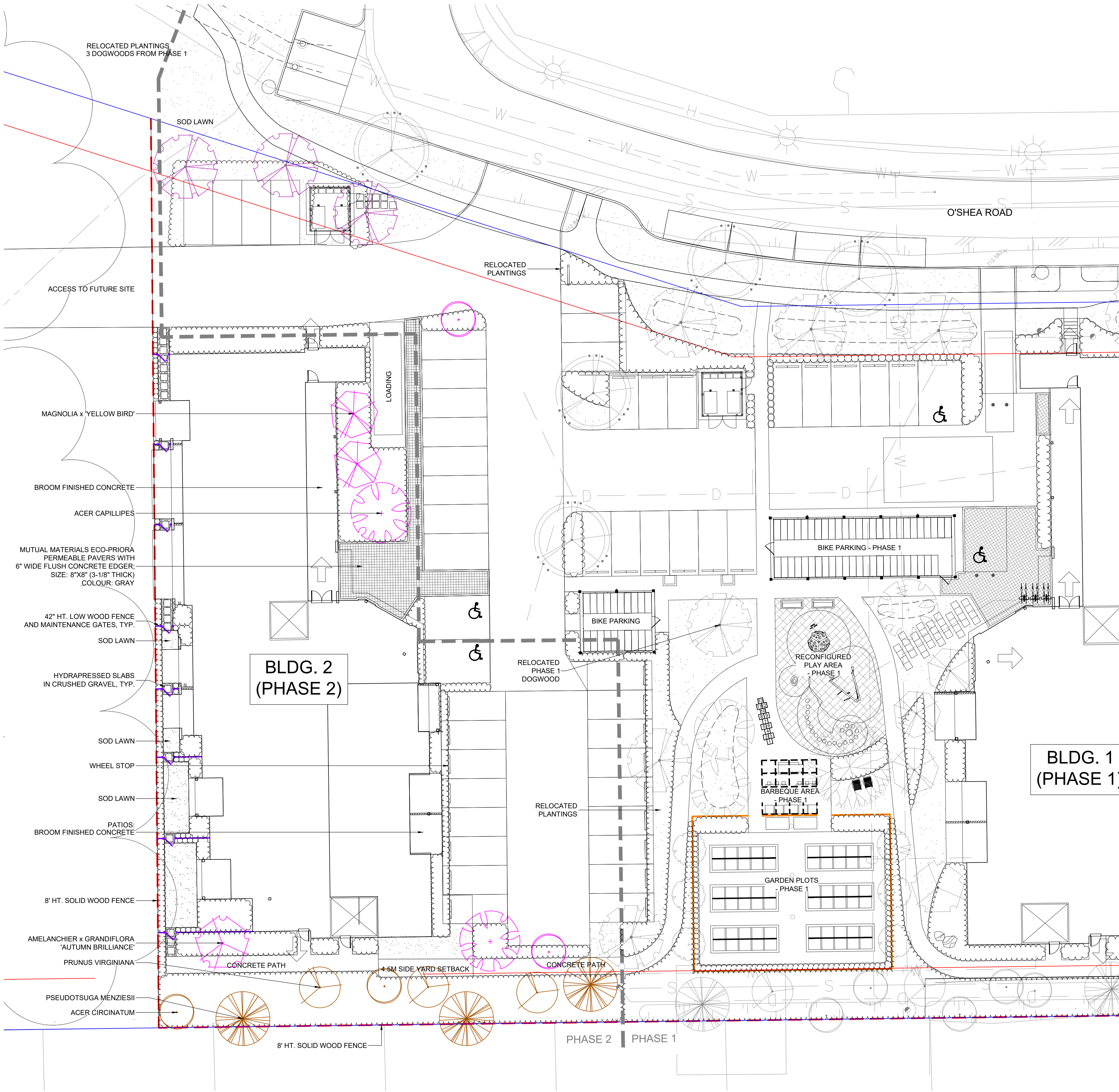
Looking southeast from O'Shea Road





Looking northwest from southern courtyard



Looking southwest view from O'Shea Road



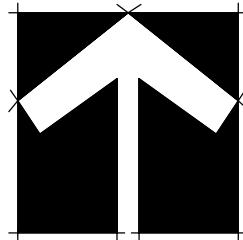
TREE SCHEDULE - PHASE 2				PMG PROJECT NUMBER: 23-142	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS	
	2	ACER CAPILLIPES	STRIPED BARK MAPLE	50M CAL. B&B	
	2	ACER CIRCINATUM	VINE MAPLE	3.0M CLUMP	
	1	AMELANCHIER x G. 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	50M CAL; 1.2M STD.	
	3	CORNUS NUTTALLII 'WHITE WONDER'	PACIFIC DOGWOOD	50M CAL; 1.2M STD.	
	2	MAGNOLIA x 'YELLOW BIRD'	YELLOW BIRD MAGNOLIA	50M CAL, 1.5M STD.	
TREE SCHEDULE - SPEA				PMG PROJECT NUMBER: 23-142	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS	
	2	ACER CIRCINATUM	VINE MAPLE	3.0M CLUMP	
	3	PRUNUS VIRGINIANA	CHOKE CHERRY	2.5M HT; B&B	
	3	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	3M HT; B&B	
<p>NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.</p>					

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pmg
LANDSCAPE
ARCHITECTS

Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G9
p: 604 294-0011 ; f: 604 294-0022

SEAL:



NO. DATE REVISION DESCRIPTION DR.

CLIENT:



PROJECT:

AFFORDABLE HOUSING
APARTMENT DEVELOPMENT

571 SHAW ROAD
GIBSONS, BC

DRAWING TITLE:

LANDSCAPE
PLAN

DATE: 23.AUG.09 DRAWING NUMBER:

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

DRAWN: JR

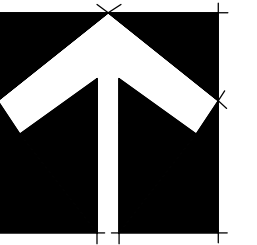
DESIGN:

CHK'D: PCM

L1

OF 2

SEAL:



SHRUB SCHEDULE - PHASE 2				PMG PROJECT NUMBER: 23-142
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB				
(A2)	3	AUCUBA JAPONICA 'GOLDSTRIKE'	MALE JAPANESE AUCUBA	#3 POT; 50CM
(B4)	160	BUXUS SEMPERVIRENS 'GREEN VELVET'	GREEN VELVET BOXWOOD	#3 POT; 40CM
(C4)	9	CHOISYA TERNATA	MEXICAN MOCK ORANGE	#3 POT; 50CM
(H4)	12	HYDRANGEA PANCULATA 'GRANDIFLORA'	PEEGEE HYDRANGEA	#3 POT; 80CM
(R4)	41	RHOODODENDRON 'PATTY BEE'	DWARF RHOODODENDRON; YELLOW	#3 POT; 30CM
(T4)	24	RHOODODENDRON 'TRILBY'	TRILBY RHOODODENDRON; CRIMSON	#3 POT; 50CM
(S4)	59	SPIRAEA JAPONICA 'GOLDMOUND'	DWARF GOLDMOUND SPIREA	#1 POT 25CM;
(V4)	5	VIBURNUM P.T. 'SUMMER SNOWFLAKE'	SUMMER SNOWFLAKE VIBURNUM	#3 POT; 60CM
GRASS				
(C4)	46	CAREX OSHIMENSIS 'EVEREST'	FROSTED SEDGE	#1 POT
(M4)	23	MISCANTHUS SINENSIS 'ADAGIO'	ADAGIO MAIDEN GRASS	#1 POT
(P4)	34	PENNISETUM ALOPECUROIDES 'HADELIN'	HADELIN DWARF FOUNTAIN GRASS	#1 POT
PERENNIAL				
(N4)	38	NEPETA x 'JR WALKER'	DWARF CATMINT	15 CM POT
(ST4)	28	SEDUM TELEPHIUM 'MOHRCHEN'	AUTUMN STONECROP	15 CM POT
GC				
(NE4)	23	NANDINA DOMESTICA 'HARBOUR DWARF'	HEAVENLY BAMBOO; LOW SPREADING	#1 POT; 20CM
(X4)	116	ARCTOSTAPHYLOS UVA-URSI	KINNICKINICK	#1 POT; 20CM
(P4)	19	POLYSTICHUM MUNIUM	WESTERN SWORD FERN	#1 POT; 25CM

SHRUB SCHEDULE - SPEA				PMG PROJECT NUMBER: 23-142
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB				
(CO)	15	CORNUS SERICEA 'KELSEY'	DWARF KELSEY DOGWOOD	#2 POT; 50CM
(+)	6	PHILADELPHUS LEWISII	LEWIS' MOCK ORANGE	#1 POT; 25CM
(SY)	53	SYMPHORICARPOS ALBUS	SNOWBERRY	#2 POT; 30CM
(VA)	63	VACCINIUM OVATUM 'THUNDERBIRD'	EVERGREEN HUCKLEBERRY	#2 POT; 40CM
GC				
(BL)	16	BLECHNUM SPICANT	DEERFERN	#1 POT; 20CM
(SA)	34	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM
(P)	28	POLYSTICHUM MUNIUM	WESTERN SWORD FERN	#1 POT; 25CM

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOW MOUNTAIN AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

NO.	DATE	REVISION DESCRIPTION	DR.
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CLIENT:



SUNSHINE COAST
AFFORDABLE HOUSING SOCIETY

PROJECT:

AFFORDABLE HOUSING APARTMENT DEVELOPMENT

**571 SHAW ROAD
GIBSONS, BC**

DRAWING TITLE:

SHRUB PLAN

DATE: 23.AUG.09

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

DRAWN: JR

DESIGN:

CHK'D: PCM

L2

OF 2

23142-1.ZIP

PMG PROJECT NUMBER:

23-142



Kirsten Rawkins
Planning and Development Services
Town of Gibsons
474 S Fletcher Rd.
Gibsons, BC V0N 1V0

26 October 2023

Re: Variance Request Shaw Rd Pahe 2: Bike Storage Area

Dear Kirsten:

The Sunshine Coast Affordable Housing Society (SCAHS) is requesting a variance that would allow a reduction in the size of the required covered bike storage area in regard to the second phase of residential construction at Shaw Rd.

This request is being made to enable the creation of more attractive and useful shared space for residents given the owner's confidence that the secured covered bike storage being completed for phase 1 and the smaller facility proposed for phase 2 will be sufficient to meet the needs of the two developments. Sunshine Coast Affordable Housing Society confidence is based on the following:

1. Between both development there are 16 units of fully accessible housing that will be targeted to households with members who have limited mobility. We expect this to result in a reduction of overall demand for bike parking.
2. Forty-four of the total 76 units across both building will be studios or 1-bedroom units intended to appropriately house a diversity of populations but particularly seniors. While many seniors will no doubt require bike storage space, we anticipate that a significant number will not have bikes.
3. In discussing this issue with other non-profit community housing providers, SCAHS has understood that utilization of exterior secured covered bike storage by residents has been less than anticipated by zoning requirements and that many residents despite the availability of such space will use their apartment premises to store valuable property like a bike.

Please do not hesitate to let me know if we can provide additional information in regard to the request. Thanks for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andy Broderick', with a stylized flourish at the end.

Andy Broderick
Managing Director, NCD
Agent of SCAHS for Shaw Rd. II

msh/RAB

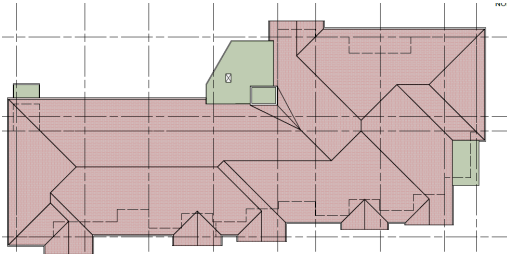
Development Permit No. 4 Guidelines Evaluation

The objective of DPA 4 is to ensure that a high standard of design, landscaping and building form is implemented for any multi-unit residential development. Guidelines are aimed at ensuring that new development is appropriate to its surroundings, is compatible with surrounding uses and neighbourhood character, and at ensuring that multi-unit residential development is attractive for future residents.

Staff have evaluated the application with DPA 4 guidelines. Comments are shown below:

DPA 4 Guidelines	Staff assessment	
	Comments	Met?
<i>Building Form and Character</i>		
Development should promote a small town character by encouraging architecture, landscape design and environmental settings that respect the surrounding context.	<i>The building form, massing and elements of design reflect building forms used in adjacent single family development, the Phase one building under development on the site, and the buildings and landscape of adjacent Christensen Village.</i>	Yes
Public street edges which are characterized by low (less than 3.5 feet high), neighbourly fences, combined with extensive landscape materials at the private edge.	<i>Public edge – Oshea: No fences; mixed plantings proposed including disease resistant dogwood trees and a variety of shrubs, grasses and perennials. Private edge – South: 4.5 m native tree buffer to screen neighbour views, including native Vine Maple, Douglas Fir and Choke Cherry *A fence should be provided on the lot line to address neighbour privacy concerns in immediate term while trees mature.</i>	Yes*
Residences oriented towards the street with well-defined and welcoming entries at the street edge.	<i>Residences of phase 1 are oriented to Shaw Road, whereas those in phase 2 are oriented the neighbouring site, with 12 residences facing onto the interior courtyard and adjacent parking. A welcoming common entrance is provided adjacent the interior parking and courtyard.</i>	Yes/ No
Construction materials should reflect the West Coast Design and setting.	<i>Materials include fibre cement board wood look siding panels, providing a more durable reference to traditional cedar siding. Stained wood trellis details and wood tones provide additional references to west coast design and the wooded setting.</i>	Yes
Each building should appear unique or easily distinguishable from neighbouring buildings.	<i>The buildings, while coordinated, are distinguished by colour; the second storey feature siding colour band in Phase 2 is 'Evening Blue' (fibre cement board), whereas Phase 1 used a brown tone on tone .</i>	Yes


DPA 4 Guidelines	Staff assessment	
	Comments	Met?
Simple exterior detailing with earth-tone colours – and primary colours only as accents.	<i>Earth tone wood colour, grey and beige siding proposed, with natural wood trim and evening blue siding accent colour.</i>	Yes
Buildings should be oriented to maximize solar exposure while minimizing shadow impacts on adjacent buildings and common areas.	<p><i>Most units in the building are oriented to the West, with the intent of views into the trees rather than onto parking. The building is stepped back somewhat toward the south to give access to indirect midday light. Filtered evening light is accessed from the west.</i></p> <p><i>Staff notes that the tree views and privacy would be impacted by future development of the west side of the property.</i></p> <p><i>There are no shadow impacts for neighbouring uses, except potentially for the future development to the west.</i></p>	No/Yes
Common building elements which include: <ul style="list-style-type: none"> • pitched roof line • dormers • porches • low building profiles, simple residences, set well back from the roadway and nestled into the landscape 	<i>Rooflines pitched and varied, echoing a dormer style. Porches and balconies provided for each unit. Building profile is long rather than high and set back into the site.</i>	Yes
The inclusion of elements such as bay windows, dormers, porches and cross gables help mitigate the visual impact of larger buildings.	<i>As above.</i>	Yes
Steeper roof pitches and stepping down of roof lines to vary the height and rooflines of buildings is recommended.	<i>Roofline is pitched and varied but does not step in height.</i>	Yes/No
Offsetting and modulating wall lines along the building elevation to allow smaller building sections to stand out. The overall building footprints on the site shall be modulated to avoid monotony and repetition and to avoid wall-like massing.	<i>Wall lines are off-set and modulated horizontally. To break up the building massing. The appearance of smaller building sections is provided vertically with varied siding colours.</i>	Yes
The general character of the development should reflect aspects of Gibsons' semi-rural coastal setting by using natural and typical local wall	<i>Fibre cement board siding and panels provide a wood look in a low-maintenance material, with wood accent. Native and locally appropriate</i>	Yes

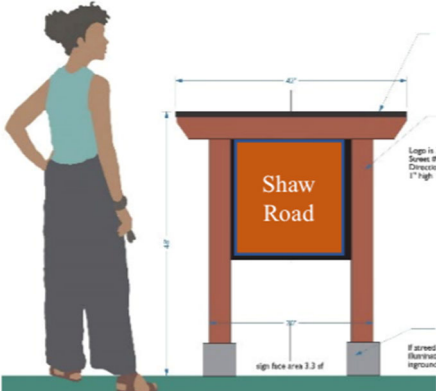
DPA 4 Guidelines	Staff assessment	
	Comments	Met?
materials including wood siding, wood shingles, stucco, stone and brick.	<i>plantings further reflect the building's natural setting.</i>	
The number of materials used on the building exterior must achieve a balance between achieving visual interest and complexity without overpowering the surroundings.	<i>Staff finds that a balance of interest and harmony with surroundings is achieved in the design.</i>	Yes
Building Scale and Massing		
Larger developments should be separated into smaller groups or clusters of units to promote a sense of belonging and neighbourliness and to maintain a residential scale and image.	<i>The development consists of two buildings sharing central common outdoor space. The narrow ends of the buildings are oriented to the adjacent residential properties to the south, reducing the visual impact of the building massing.</i>	Yes
Very large single buildings more than 70metres in length, or townhomes with more than six joined units are to be avoided.	<i>The building has a length of 52 metres.</i>	Yes
Roof Design		
The roof form should have a sloped appearance. Large areas of flat roof will not be acceptable in low or medium density multiple unit residential developments except in the case of a green (vegetated) roof.	<i>The roof is sloped.</i>	Yes
The roof form should be modulated and broken up with dormers, skylights and other architectural features. A continuous unbroken ridge line should be avoided.	<i>The roof form and pitch is varied and modulated, and is broken up with dormers.</i> 	Yes
Roof lines should include steep pitches typical of west coast building forms.	<i>Roof pitches are not steep, but are typical of building forms in the surrounding neighbourhood.</i>	No/Yes
Secondary hipped or gabled roofs are preferable to flat roofs or mansard	<i>The roof consists of hips and gables</i>	Yes

DPA 4 Guidelines	Staff assessment	
	Comments	Met?
roofs, or segments of pitched roofs applied to the building's edge.		
Roofing materials may be metal, cedar shakes, concrete tiles or asphalt shingles.	Laminated Asphalt Shingles are used (Colour - Weathered Wood)	Yes
Integration with Surrounding Areas		
New developments should reflect elements of the existing neighbourhood and the prevailing residential streetscape. This may require recessing of parking areas, creation of gabled entries or porches, and highlighting individual front door entries to be similar to those on neighbouring lots.	The building form mirrors the design of building 1 to the east, and borrows design elements (gabled rooflines, colour) from Christensen Village to the North and single family residences on Shaw Road to the South. The use of space on the lot mirrors that within the Christensen Village property adjacent to the site on O'Shea Road.	Yes
New residential buildings should not in general, be much larger than the surrounding buildings. A graded transition in the building height is desired to ensure adjacent properties are not confronted with a "wall". Additional setbacks may also be required to achieve this transition.	<i>The building is taller by one storey than Christensen Village to the north (having 3 stories), though similar in overall massing on the property. The building is the same size as the first building already developed on the Site, and is significantly larger than the single family residential homes on adjacent properties to the south. A graded transition to the building height is not provided, through the building faces adjacent smaller residential properties are reduced by the north-south orientation of the building.</i>	Yes/ No.
Roof lines should be stepped down from building ends to reduce the apparent mass of the building.	Rooflines are not stepped but are pitched to the ends of the building and the long edge of the building oriented away from residential neighbours to reduce apparent massing.	No/Yes
The end units of new developments at road edges should not be more than one to two stories in height to establish a single-detached residential appearance in multi-unit residences.	<i>The end units facing O'Shea Road are four stories in height, though the building is set back from the Road edge.</i>	No/Yes
All lots must have direct access to the larger pedestrian circulation system via park corridors, pathways, and/or sidewalks.	<i>Pedestrian circulation is provided on site through the central courtyard and connects to nature trails in Whitetower Park and Inglis Trail, and to sidewalks and cycling facilities on Shaw and O'Shea Roads.</i>	Yes.

DPA 4 Guidelines	Staff assessment	
	Comments	Met?
New developments should be oriented to best utilize natural light, southern exposure, and views of adjacent natural features, and to minimize loss of views and shadows cast on adjacent uses. This may require increased setbacks or terracing of buildings.	<i>Views from units are largely oriented west, onto the undeveloped (currently treed) portion of the property. Stepping of the building helps provide indirect access to light from the south. An increased setback from the boundary of future community use development would ensure views, privacy, greenspace and light access in the long term.</i>	Yes/No
Sense of Place; Development Identity		
The design of developments into smaller areas where residents share smaller parking areas, pathways and other common areas creates a sense of belonging within a larger development.	<i>The design is oriented on a single public open space, with parking areas distributed along the building frontage.</i>	Yes/No
Multi-unit homes should provide a street orientation through features such as major entry points to provide a sense of belonging to the neighbourhood.	<i>A major vehicle entry point is provided from O'Shea Road and framed by landscaping. A primary pedestrian access links the public sidewalk on O'Shea to the two building entrances via the central courtyard.</i>	Yes
Street level landscaping creates privacy within the development.	<i>Landscaping with trees, shrubs and perennials provides privacy at the street edge.</i>	Yes
Parking areas should be recessed to allow the pedestrian entry to predominate.	<i>Parking areas are not recessed, but fronting the building and street, separating the building from the central courtyard.</i>	No
Amenity Space; Private Area		
An outdoor living space of minimum 5 m depth for townhouses and minimum size of 37 m ² (400 square feet) is recommended.	<i>Extensive common outdoor living space is provided in the courtyard and in private balconies for each unit.</i>	Yes
Apartments should have a minimum 3 m depth terrace or balcony, sufficiently large to create a usable outdoor "room". Balconies should be at least half enclosed to give the occupant privacy, security and weather protection.	<i>Each unit has a private balcony having 2.5 m depth or more. Balconies are semi-enclosed except in corner locations. A large common balcony is provided on the second storey, accessed by elevator.</i>	Yes/ No
Dwelling units to be "clustered" in smaller groups to create more resident	<i>Dwellings are in two buildings and dwellings on each floor are accessed from a common</i>	Yes

DPA 4 Guidelines	Staff assessment	
	Comments	Met?
interaction and neighbourly surveillance.	<i>hallway, providing opportunities for neighbourly interaction.</i>	
Changes in grade can provide for private areas between street edges and the development units.	<i>Units are not oriented to the street</i>	N/A
Landscaping		
All Development Permit applications must provide a professional landscape plan.	<i>Plan by PMG Landscape Architecture provided.</i>	Yes
Trees should be planted and maintained by the property owners along street frontages of new multi-unit developments to create a mature treed "boulevard" type of streetscape. (Spacing will vary by species used, however, a rule of thumb for tree spacing is a minimum of 8.0 metres.) This may be supplemented by other lower ornamental plantings.	<i>Extending the planted frontages on Shaw and O'Shea Roads including three White Wonder Pacific Dogwoods, three Karpick Red Maples, and two Douglas Fir, three additional dogwoods are proposed on the boulevard fronting the Phase development.</i>	Yes
Native or hardy landscape species are preferred over exotic species; a mix of coniferous and deciduous species is recommended to provide effective landscaping though the seasons. Willows, bamboo and other invasive species are not recommended.	<i>A mix of native and hardy deciduous and coniferous trees is proposed, with native species specified for the riparian SPEA along the south edge of the property. No BC invasive species are noted in the planting list.</i>	Yes
Trees, or a combination of landscape and architectural features shall be used to define the gateway or entrance to a development. Landscaped entrances however, should be low-level for better security at entrances.	<i>Vehicle access to the development is framed by the street tree plantings. Shrubs used to screen parking areas at the west side of the driveway provide somewhat of a gateway in combination with the Phase 1 boulevard plantings. This could be strengthened by extending the shrub and perennial planting bed to the driveway edge and/or with the addition of hard landscape elements. The Pedestrian approach to the development is centred on the site and well framed by landscape plantings.</i>	Yes
Clusters of trees, ponds, or other landscape features should be used within the development to create a meaningful common area. Central areas or courtyards should be usable and inviting to residents as a meeting place, rather than random plantings of	<i>A large communal courtyard with a playground, vegetable gardens, and barbecue area is enclosed with tree and shrub plantings and connected with the two buildings by a number of walking paths. A lighting plan for the courtyard is provided in the Phase 1 landscape plans.</i>	Yes

DPA 4 Guidelines	Staff assessment	
	Comments	Met?
grass and shrubs. Seating areas and appropriate lighting should be provided within these common areas. Landscaping should also create a sense of enclosure and privacy for these spaces.		
Large areas of uncharacteristic materials such as bark mulch, gravel, river rock and ground cover are to be avoided, and should be combined with a variety of plant materials.	Landscape plans include a variety of plantings.	Yes
Wherever possible, natural vegetation should be retained or enhanced as a feature of the development. This is particularly important where natural features such as streams or steep slopes are a component of the development.	A single willow has been retained providing interest at the corner of the site, while the rest of the property was cleared in order to address drainage issues encountered in the first phase of development. 	n/a
All public and semi-public areas should be landscaped, including entrance driveways, areas surrounding parking spaces or structures.	The landscape plan covers all public areas of the site.	Yes
Additional landscaping depth, denser vegetation and noise barriers such as earth berms should be used where a development abuts a major roadway.	<i>Phase 2 does not abut a major roadway</i>	n/a
Fencing		
Fences along streets should not provide a continuous wall or high barrier to the street, but should be lower profile and broken at intervals to provide pedestrian linkage and views to the street.	<i>No fencing is proposed on the street frontage of the Phase 2 development. A low split rail fence is proposed on the Shaw Road frontage as part of the Phase 1 landscape plan.</i>	Yes
Parking Areas and Vehicle Access		
Walkways and surface parking areas should be well lit and located in an area which is observable by residents.	<i>Parking is centrally located for easy observation by residents coming and going from both buildings and from some units facing the courtyard. observable from units. A lighting plan should be provided for phase 2 landscape and building areas as a condition of the development permit.</i>	Yes/ No

DPA 4 Guidelines	Staff assessment	
	Comments	Met?
Where possible, parking areas should be located in underground structures. Small groups of parking spaces throughout the development, located near to entry doors are preferable to large, central parking areas.	<i>Phase 2 parking is centralized on the building frontage within the courtyard at grade.</i>	No
Developments should be designed to prevent parking areas, carports or garages from dominating the internal open space areas; parking should be recessed from the main building edges.	<i>As above</i>	No
Parking areas should be landscaped and screened, but sufficiently visible to provide security to residents and vehicles.	<i>Parking is buffered with shrub plantings and feature tree plantings. The parking areas are easily visible from the open building corridors and entrances.</i>	Yes
Distinct, visible visitor parking areas should be provided near the entry to the development.	<i>Additional visitor spaces are to be designated for phase 2, near the entry to the development, to a sum of 8 for phases 1 and 2.</i>	*
Site design should provide for emergency vehicles, moving vans and service vehicles, and should locate this use to minimize noise impacts on residents and adjacent uses.	<i>Emergency and loading access is via a pull-through loading space on the O'Shea frontage. The location and reduced need for backing up should minimize noise impacts to residents.</i>	Yes
Signage and Lighting		
The size, siting and style of signage shall not be obtrusive or present a cluttered image.	<p><i>Signage to be integrated with landscape design at the Shaw and O'Shea Road corner (phase 1 plans) and have localized spot lighting for illumination.</i></p>  <p>Site Entry Sign Concept</p>	Yes

DPA 4 Guidelines	Staff assessment	
	Comments	Met?
Entry signs shall be placed at or below eye level and shall be integrated with landscaping or other feature.	<i>As above.</i>	Yes
Site lighting of all developments should be designed so that it avoids “light-spill” upon adjoining low density residential lands and of the night sky.	Site lighting for phase 1 is designed to designed to ‘night sky’ standard and will be focused on resident security. A lighting plan is required for phase 2.	Yes/no

Recommended Changes/ Conditions:

- light access given west orientation
- shadow and impact to developable area on remaining lot portion.
- Extension of lighting plan to include phase 2 areas as condition of permit