SMART PLAN

Gibsons Official Community Plan

Schedule A: "Town of Gibsons Official Community Plan Bylaw No. 985, 2005" March 2015



Our Vision

Gibsons will continue to be a welcoming, sustainable community that offers residents and visitors an outstanding quality of life in a spectacular natural environment. We will ensure this beautiful town retains its seaside village character for the enjoyment of all and we will nurture our unique cultural heritage and natural assets while supporting opportunities for our local economy.

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Administrative

Adoption

BYLAW NO. 985 originally Adopted: April 19th, 2005

Consolidated for convenience December 2020 to include Amendment No. 985-28, 2020

This version of this Bylaw is a consolidation of amendments to the original Bylaw as of the date specified. This consolidation is done for the convenience of users and accurately reflects the status of the Bylaw as of the specified date but must not be construed as the original Bylaw and is not admissible in Court unless specifically certified by the Corporate Officer for the Town of Gibsons. Persons interested in the definitive wording of this Bylaw and its amendments should view the original sealed Bylaws at the Town of Gibsons.

Amendments to the Official Community Plan

NO.	BYLAW NO.	DATE	AMENDMENT	
1	985-1	August 1 st , 2006	Schedule "A" Land Use Plan of Schedule "A" amended by changing Gospel Rock Neighbourhood Plan Area by adding that portion of Block 7 south of Gower Point Road between Gower Point Road and the high water mark as shown on Schedule "1".	
2	985-2	December 19 th , 2006	Addition of the Upper Gibsons Neighbourhood Plan.	
3	985-3	May 15 th , 2007	Change designation of 724 Gibsons Way and 720 Gibsons Way.	
4	985-4	September 2 nd , 2008	Amends "Single Lot" in Section 8.1 and "Typical Lots Size" and "Single Lot in Table 14.2 of Upper Gibsons Neighbourhood and Strategic Servici Plan and Development Permit Areas of Upper Gibsons Neighbourho and Strategic Servicing Plan.	
5	1148, 2011	August 5 th , 2011	Change designation of 518 Shaw Road.	
6	1149, 2011	August 2 nd , 2011	Amend 14.0 Development Permits by addition of Section 14.8 "Temporary Use Permits".	
7	985-7, 2011	March 6 th , 2012	Addition of Harbour Area Plan.	
8	985-8, 2012	November 20 th , 2012	Addition of Gospel Rock Neighbourhood Plan, Revision to Developmen Permit Area No. 2.	
9	985-9, 2012	February 5 th , 2013	Change designation of 963 Gibsons Way.	
10	985-10, 2012	May 7 th , 2013	Change designation of 700 Payne Road.	
11	985-11, 2012	May 7 th , 2013	Change designation of 924/926 Gibsons Way. Addition of Live/Work designation.	

12	985-12, 2012	February 5 th , 2013	Removes suggested servicing standards that were incorporated into the Subdivision and Stormwater Management Bylaw No. 1175, 2012.
13	985-13, 2013	October 21 st , 2014	Change designation of 798 Park Road. Note: further changes were considered as part of 985-18, 2014.
14	985-17, 2014	April 5 th , 2016	Change designation of 1016 Seamount Way.
15	985-18, 2014	March 17 th , 2015	OCP update, addition of new policies, update and consolidation of existing policies.
16	985-19, 2015	October 6 th , 2015	Amends Part E Harbour Area Plan, Section 5 Plan Policies by replacing Policy 5.1.2. and adding explanatory map, and deleting Policy 5.1.5.
17	985-20, 2018	July 24 th , 2018	Change land use and Development Permit Area designation of 1000 Venture Way on Schedule "B" and Schedule "E".
18	985-21, 2018	July 24 th , 2018	Change Development Permit Area designation for Gospel Rock Neighbourhood Plan Area on Schedule "E", replace Schedule "E", amend Policy 3.4.4 - 3.4.7, 3.4.11 and 3.7 in Gospel Rock Neighbourhood Plan, and insert Section 16.11 Gospel Rock Village Development permit Area No. 10.
19	985-22, 2019	November 19 th , 2019	Change designation of Lot 9 Except: Part Dedicated Road on Plan BCP19378, District Lot 684 Group 1 New Westminster District Plan 4438 on Schedule "B" and Schedule "E".
20	985-23, 2019	December 17 th , 2019	Change designation of Lot 2, Block 1, District Lot 686, Group 1, New Westminster District, Plan 9933. Add policy 9.4.8.
21	985-24, 2020	March 3 rd , 2020	Change designation of 931 Davis Road. Amends description and intent of "Multi-Unit Residential Special Character" in Table 5-1. Amends Development Permit Area No. 8 by replacing the heading entitled "Relationship to the Street or Lane" with "Relationship to the Street or Lane (Where Present)" and replacing the text under heading "Parking and Access".
22	985-25, 2020	October 20 th , 2020	Change designation of properties fronting Davis Road and Poplar Lane on Schedule "B" and Schedule "E".
23	985-26, 2020	March 17 th , 2020	Change designation of Lot 1 Blocks 4 and 9 District Lot 685 Group 1 New Westminster District Plan EPP98128 on Schedule "B".
24	985-27, 2020	July 28 th , 2020	Addition of Note 2 under Table 5-1: Land Use Designations
25	985-28, 2020	December 1, 2020	Addition of Mixed-Use Gateway to Table 5-1. Amend Section 10 to include new designation "Mixed Use Gateway". Change designation of Lot H District Lot 682 and 908 New Westminster District Plan BCP24851 on Schedule "B".

PARTA: BACKGROUND TO THE SMART PLAN



1 INTRODUCTION

The Town of Gibsons' Official Community Plan (OCP) was adopted in 2005 (Bylaw 985, 2005) following a thorough review process, including consultation with residents and other stakeholders. The 2005 Plan replaced the previous Plan, adopted in 1993. Three neighbourhood plans were subsequently added: Upper Gibsons Neighbourhood Plan (2006); Harbour Area Plan (2012); and Gospel Rock Neighbourhood Plan (2012).

Since it has been almost a decade since the last thorough review of the OCP and given the socio-economic changes that have taken place and the issues facing Gibsons today, it was time to review the Town's OCP and prepare an update to the Plan that will provide a guide for Gibsons for the next five to ten years. There was also a need to consolidate some of the redundancies in the plan resulting from the introduction of the Neighbourhood Plans. This updated plan is built on the excellent foundation provided by the 2005 document and the Neighbourhood Plans.

1.1 Purpose of an Official Community Plan

The OCP (referred to simply as the Plan) is a long-range policy guide for land use planning. It is one of the most important documents adopted by Town Council. The intent of an OCP is to guide Council's decisions in relation to residential and commercial development, industrial activity, transportation infrastructure, and environmental considerations. An OCP also identifies where future development should occur, including utility servicing.

The purpose and content of an OCP is formally outlined in the Local Government Act of British Columbia, Chapter 323. Section 875(1) of the Act defines a community plan as:

"...a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government."

The Local Government Act also requires local governments to provide consultation, in addition to a public hearing, and outlines the adoption procedure for an OCP.

Once adopted as a bylaw, the Plan becomes "official", and all future land use decisions made by Council must be consistent with the objectives and policies outlined in the Plan. It is important to note that an OCP is strictly a policy document. In order for an OCP to be effective, several tools are required to implement a Plan's policies and objectives. This includes the use of regulations or guidelines such as those contained in the zoning bylaw, development permits, capital expenditures planning, development cost charges and subdivision control. After adoption of the Plan, all bylaws enacted or works undertaken by a council, must be consistent with the Plan.

While it provides guidance and an amount of certainty for the community and investors, an OCP is not intended to be a static document. It is a living document and should respond to new, unanticipated conditions and circumstances. As such, following careful consideration by Council, policies and land use designations in an OCP may be revised through adoption of an amending bylaw following the provisions outlined within the Local Government Act including a public hearing. Community plans are typically reviewed at least once every 5 years to assess whether the goals and objectives and policy directions remain valid.

1.2 The Community Charter

On January 1, 2004, the Community Charter was adopted which replaced sections of the Local Government Act. The intent of the Community Charter is to replace the tradition of prescriptive legislation for municipalities in favour of enabling legislation that allows municipalities to be innovative in meeting the needs of their communities. In particular, the Community Charter addresses broad municipal powers, public participation and accountability, municipal bylaws and procedures, financial management and municipal revenue, bylaw enforcement and governmental relations. Despite this, the Local Government Act remains the primary legislation for certain municipal provisions not covered by the Community Charter, including land use planning.

1.3 The Planning Process

The consulting firm of Rob Barrs & Associates was retained in 2013 to assist the Town to review and update the OCP. For the "OCP Update" project. The goal was to consolidate the existing OCP and neighbourhood plans as well as adding policies for new topics such as greenhouse gas reduction, sea level rise and Gibsons Aquifer protection. In contrast to a full OCP renewal, the OCP Update project had a limited scope with short one year timeline.

An OCP Steering Committee made up of local residents, members of Town Council and planning staff, was appointed by Council to act as an advisory body to the consultant team. Each member of the Steering Committee represented various interest groups, stakeholders, or perspectives with the intention of recognizing the broad interests of the community of Gibsons.

Phase 1 started with a background review by staff and consultants Robert Barrs, Vince Verlaan and Joanna Clark. Also, the OCP Steering Committee provided feedback. At the public meeting on November 25, 2013, approximately 50 people attended to hear about the project and to identify topics of interest. After the meeting, 93 people provided input and comments by way of a survey that was posted online.

In phase 2 the consultation efforts included 2 Open Houses in March 2014, the use of 2 "Engagement Champions" who hit the streets to promote the project, and an on-line questionnaire. In total, 313 people provided input through this process: 158 people participated in Ethelo (on-line questionnaire), with a total of 1145 comments, staff received 26 paper discussion guides from 14 individuals and 129 people participated in 24 OCPizza night sessions. The results of the phase 2 engagement efforts exceeded expectations.

Phase 3 included an Open House on June 2, 2014, attended by approximately 20 people. An online questionnaire saw a total of 74 respondents providing comments. The results show support for all categories of changes to the OCP. The strongest support was expressed for the natural environment and the commercial area changes. In the comments there was a lot of discussion about the character of the Harbour Area and view protection.

Later in the process, a number of external agencies were contacted to provide their input into the planning process. These agencies are largely government bodies with either interests in Gibsons or whose plans or actions may impact decisions made in the Town. These agencies included:

- Department of Fisheries and Ocean
- Ministry of Transportation and Infrastructure
- Ministry of Environment
- Sunshine Coast Regional District
- o Sunshine Coast School District No. 46
- District of Sechelt
- Squamish Nation
- Sechelt Nation
- Vancouver Coastal Health

1.4 Planning Issues and Interests

Several issues, common themes and interests were identified throughout the planning process with the Steering Committee, Town staff and the public. In addition, a review of past documents commissioned by the Town, since adoption of the last OCP, has indicated similar themes and issues. The majority of OCP-related issues centre around the themes of protecting the natural environment, maintaining the small town atmosphere of Gibsons, enhancing the quality of life and working towards sustainability. These themes recognize the need to encourage local opportunities for employment, housing, and the community's social fabric and balance urban and economic growth with environmentally sound decision-making. These themes are supported by the principles of community sustainability and its three cornerstones: the natural environment, the economy, and the social well-being of the community.

1.5 Review of Key Policy Documents

Since 2005, Council has approved several OCP amendments and policy initiatives, in addition to commissioning studies and reports in order to update the Town's information base. Key plans and studies undertaken which have an impact on future planning in Gibsons include:

- Upper Gibsons Neighbourhood Plan (2006)
- The Harbour Neighbourhood Plan (2012)
- Gospel Rock Neighbourhood Plan (2012)
- Age Friendly Planning (2013)
- Economic Development Strategy and Action Framework for Gibsons and the Sunshine Coast (2013)
- Community Energy and Emissions Plan (2013)
- Eelgrass Mapping (2013)
- Gibsons Aquifer Mapping Study (2013)
- o Coastal Climate Change in Gibsons (2014)
- Town of Gibsons Parks Master Plan (2010)

Other previous and/or regional plans and studies that are relevant for the OCP include:

- Town of Gibsons Official Community Plan Reconnaissance Study of Geotechnical Hazards and Biophysical Environment (Thurber Engineering, 1991)
- The Trail and Bicycle Network Master Plan (2001)
- One Coast, Together in Nature, Culture and Community A Regional Sustainability Plan for the Sunshine Coast (2012)
- Community Resource Centre's "Progress Plan" (2013)

These studies, as well as updated information from other sources have been incorporated into the OCP, as appropriate.

1.6 Focus and Organization of the Smart Plan

The Plan for the Town of Gibsons contained in this document is not a significant departure from the policy direction established in the 2005 Plan. The relevance of the current Plan is based on a review of the 2005 Plan, together with input from the OCP Steering Committee and residents at the Public Open House which suggested that the Smart Plan philosophy and many of the specific land use policies contained in the 2005 Plan remain relevant today. For example, this Plan, like the 2005 Plan, maintains the importance of:

- Smart Growth principles as the foundation for land use planning and development.
- The neighbourhood as a basis of the community.
- Gibsons Landing and Upper Gibsons as the focal points for commerce.
- On-going efforts to revitalize Upper Gibsons and create a more welcoming entrance to the Town and a more pedestrian-friendly environment.
- Protecting and enhancing the natural environment.
- Maintaining the small town atmosphere while allowing for sustainable forms of development.

This Plan includes the following changes and additions:

- An emphasis on growth management to achieve fiscal, community and environmental objectives.
- Addition of policies and goals regarding Green House Gas reduction and climate change.
- Greater emphasis on sustainable forms of economic development.
- o Simplified land use designations and encouragement of more mixed use buildings.
- Greater emphasis on form & character development guidelines to create the type of development that Gibsons wants.
- The use of development permit areas to prevent negative impacts on the aquifer and environmentally sensitive areas.
- o Greater emphasis on creating a high quality pedestrian environment.
- Follow up on recent social planning studies such as the Age-Friendly Planning project and the Community Resource Centre's Progress Plan, promoting health and community equity.

The Official Community Plan consists of six main parts, which include:

Part A: Introduction to a Smart Plan

- defines an OCP
- outlines the planning process
- sets out the philosophy of growth management for the Town

Part B: Policies of a Smart Plan

- comprises the main policy section of the Plan
- o introduces and outlines the various land use designations
- o outlines the objectives and guidelines of Development Permit Areas
- considers the planning tools required to implement the policies of the Plan
- summarizes future studies

Part C: Implementing a Smart Plan

• Describes specific tools for implementing the Plan Policies including all Development Permit Areas and Guidelines and Temporary Use Permits.

Part D: Upper Gibsons Neighbourhood Plan

• Outlines specific goals, objectives and policies for the Upper Gibsons Planning Area incorporated into the OCP in 2006.

Part E: Harbour Area Plan

• Outlines specific goals, objectives and policies for the Harbour Area incorporated into the OCP in 2012.

Part F: Gospel Rock Neighbourhood Plan

• Outlines specific goals, objectives and policies for the Gospel Rock Neighbourhood Area incorporated into the OCP in 2012.

Many of the background sections and policies include illustrative maps and diagrams. These are intended to form explanatory guides and supplementary direction. The land use designations are shown on Schedule B – Land Use Plan.

2 THE COMMUNITY OF GIBSONS

Incorporated in 1929, the Town of Gibsons has a total area of 507 hectares (ha), which is small in size when compared to most other municipalities within British Columbia. This stresses the need to carefully plan for a limited land base. The community of Gibsons is bound by Howe Sound and Shoal Channel, which feeds into the Strait of Georgia, to the south and east, and lies at the foot of Mount Elphinstone, part of the Coast Mountain Range. The Town of Gibsons, which is part of the Sunshine Coast Regional District, is situated 25 kilometres west of Vancouver and 23 kilometres southeast of Sechelt (Map 1).

2.1 History of Gibsons

The earliest records of settlement indicate that there was First Nations habitation along the Sunshine Coast. These fishing villages were used for food gathering and as a meeting place. Coastal Indians traditionally lived in communal lodges with some lodges holding several related families.

In 1886, George Gibson, who was a new resident of Vancouver, was one of the first Europeans to settle in the region. George Gibson and his family soon encouraged others to settle in this heavily wooded area known as Gibson's Landing. The Gibson family was instrumental in the development of the community. Shortly after their arrival, the family began producing vegetables, building roads, and even started a postal service. In order to access the lucrative Vancouver market, George Gibson built a dock for passengers and general freight ships to travel. By 1946, the first ferry service was established to run across Howe Sound.

The area known as Gibsons Landing is the original harbour front and commercial core. Subdivision of shore land from 1910 onward led to development clustered north and south of the Government wharf, along Marine Drive and Gower Point Road, and up the adjacent hillside. The commercial development in Upper Gibsons began in the 1950s largely due to the temporary economic stagnation of the Gibsons Landing area. The area is being dramatically reversed by the development of the Gibsons Marina and by the Town's ongoing program of revitalization, ensuring that Gibsons Landing will continue to be the magnet for local tourism.

The community of Gibsons traditionally relied on fishing and forestry. Early logging also opened up land for agricultural uses. The population of Gibsons began to rise, which led to an increase in the demand for professional services. In recent times, the economic profile of Gibsons has changed as tourism, real estate and manufacturing have played a more prominent role. There are also significant arts and culture and retirement communities in Gibsons, drawn by the Town's natural beauty and lifestyle.



2.2 Growth Projections and Trends

The population of Gibsons has increased steadily over the past century. Growth was particularly high between 1986 and 1996, as the population increased by almost 40% (2,675 to 3,732 residents). This was largely due to an influx of families who wished to experience a lifestyle more conducive to raising children, despite the fact that working-aged adults were largely commuting to the Lower Mainland. In addition, the senior population has been attracted to the lifestyle choices on the Sunshine Coast. Since 1996, growth has slowed down to approximately 1.2% per year on average. According to the latest census-count in 2011, the population of the Town of Gibsons was 4,450, up from 4,182 in 2006 and from 3,906 in 2001.

Data Source: Statistics Canada (1996 to 2011) Projections (2016 to 2026): BC Stats and Rob Barrs & Associates

Figure 2-1 displays the observed population of the Town between 1981 and 2011, and indicates a projected population growth of 1.2% based on the historical trend since 1996 (1.4%) and regional growth projections by BC Stats to 2025 (1.1%). Actual growth is difficult to predict and will fluctuate largely in response to macro-economic conditions.





Figure 2-1: Observed and Future Population Counts

In addition to general population growth trends, the proportion of various age groups can be analyzed (Figure 2-2). Gibsons currently has a larger population of older residents than BC as a whole (Figure 2-2) and like BC, Gibsons' population is aging. However, interestingly in the last census period (2006 to 2011) Gibsons' population grew faster in the younger age cohorts (15 to 34 year olds) than the BC average. Key observations and trends in the last ten years include:

More than 1 in 4 Gibsons residents are 65 years or older. For the Province as a whole it is expected that the provincial population will not reach this ratio until 2038. As the graph below (Figure 2-2) shows, the population of Gibsons shows an over-representation of people older than 49 and an underrepresentation for younger people, relative to the population of British Columbia as a whole.

- The 45 to 64 age group increased from 29% of the total population in 2001 to 33% by 2011 and the 65+ age group increased from 21% to 26% in the same period. That is a substantial increase compared to other age cohorts, and this will have an impact on housing type demand, social services, health care, and general retail trends in the local area.
- While the 20-34 age group has remained at 13% of the population, those 35 to 44 of age have dropped from 15% in 2001, to 9% in 2011, suggesting a need to attract seasoned professionals and entrepreneurs to the Town.
- The 0-19 age cohort also declined from 23% to 18% of the total population. If this trend continues it will result in declining school enrolments.

The under-representation of people below the age of 45 is a key point of concern for the community because most people feel a diverse and vibrant community needs residents of all ages.



Data Source: Statistics Canada, 2011 Census

Figure 2-2: Age Distribution Gibsons and BC Compared, 2011

2.3 Economic Overview

Gibsons was founded as a fishing and forestry community. While these two industries continue to play a diminished role in the economic profile of Gibsons, trends in tourism, real estate and business and professional services have significantly altered the economic landscape of the community.

Gibsons, like many BC towns, is in the process of transitioning from a resource-based economy to a service based economy although Howe Sound Pulp & Paper Mill (located north of Gibsons in the SCRD) remains a major employer for Gibsons' residents. One of the challenges for recognizing new economic activity is that much of it is no longer visible. What people see primarily are the business-to-consumer activities of construction, retail, and tourism. Retail, in particular, is highly visible and when a particular business fails, everyone is aware of it. The bulk of economic activity (approximately 80%), however, is business-to-business,

occurring outside of the perceptions of most residents. Of this business and professional services are a very dynamic and growing section (see Table 2-1 below).

The four industries employing the most people in 2001 were manufacturing, retail trade, accommodation, and food and beverage. The 2011 census data indicates that this is no longer the case.

Table 2-1 provides data on Gibsons' population, employment structure, and the contribution of leading economic sectors.

Population data:

	2011	Change: 2001 to 2011
Population	4,450	+ 13.9%
Adults with no high school diploma	15.8%	- 22.5%
Adults with postsecondary degrees	62.1%	+ 10.5%
Residents over 65 years old	26.2%	+ 40.1%

Employment data:

	2011	Change: 2001 to 2011
Labour force	2,080	+ 16.9%
Unemployment rate	4.8%	- 46.1%
Self-employed	21.6%	+ 7.2%
Jobs in production	11.5%	- 36.0%
Jobs in tourism	6.5%	- 15.6%
Jobs in retail sales	10.8%	+ 15.4%
Jobs in construction	6.7%	+ 33.3%
Jobs in business/professional services	11.5%	+128.6%

Contribution of leading economic sectors (2011 estimates):

Sector	% of Economic Activity	% of Jobs
Business & professional services	20.0%	11.5%
Construction	11.7%	6.7%
Retail	9.8%	10.8%
Tourism	4.4%	6.5%
Arts and culture	3.2%	2.6%

Source: BC Stats and Statistics Canada, 2011; compiled by Service-Growth Consultants Inc.

Table 2-1: Education, Employment and Economic Sectors (2011)

The period from 2001 to 2011 showed significant improvements in economic conditions as well as some major changes in the local economy. Gibsons has a better educated population than 10 years ago, with over 60% of adults having post-secondary degrees. The unemployment rate dropped to 4.6%.

While jobs in production (manufacturing, agriculture, resources etc.) and tourism declined, self-employment and jobs in retail sales and construction increased. Remarkably, employment in the business and professional services sector increased 128% over the period and now represents 20% of all economic activity and 11.5% of jobs in the Town.

While these statistics tell an interesting tale of economic change, they do not reveal the fact that many Gibsons residents work in the Lower Mainland and commute on a regular basis, most via the BC Ferry Service from Langdale to Horseshoe Bay¹. Both commuters and business owners needing to meet with mainland customers or deliver/receive goods are affected by the unreliability and rising fares of BC Ferries.

Another untold story of these statistics is the increase of temporary foreign workers in the community especially as a result of the Temporary Foreign Worker Program. These low-wage workers are generally hired to fill jobs in the service industry, and need low-cost accommodation.

The Town acts as a retail centre for the regional population of the Sunshine Coast. The increase in the retail industry has had a dramatic impact on Upper Gibsons where a number of commercial franchises have located over the past ten years. Tourism is also a significant contributor to the local economy, but its contribution to the economy has declined in recent years. There is a significant and growing number of self-employed, operating home based businesses, as well as those that commute regularly to Vancouver for employment.

Commercial development is separated into two main commercial areas: Upper Gibsons and Gibsons Landing. Although School Road connects Upper Gibsons and Gibsons Landing, a significant slope separates them, thus giving each area a distinct focus and flavour. Upper Gibsons has a number of shopping malls, restaurants, services and a light industrial area, and largely serves local and regional residents. Gibsons Landing, on the other hand, is characterized as a quaint fishing village with bakeries, cafes, and shops that surround a bustling fishing wharf.

2.4 The Social Environment

The people of Gibsons are actively involved in their community through a number of organizations and interest groups. There is a wide variety of festivals and events throughout the year, including the Sea Cavalcade festival, annual Fall Fair, Maritime Weekend, and the Gibsons Landing Sunday Market, to name a few. Gibsons is also home to a theatre for the performing arts. With respect to recreational opportunities, there are a number of trails and parks throughout the community, in addition to an Aquatic Centre, Curling Rink and a recently completed Community Centre that includes an ice rink and a youth centre. The natural setting and mild year round climate provide plenty of outdoor activities for people of all ages.

There are a variety of community facilities, including a firehall, RCMP station, ambulance hall, a library, Christenson Village Residential Care facility, and medical clinics. With respect to educational facilities, there is a pre-school, an elementary school, a secondary school, and an alternate program school. Many of these facilities serve the greater Gibsons community.

¹ Stats Canada National Household Survey does not reveal the number of residents commuting outside of their community. However, Chamber of Commerce, Executive Director, Donna McMahon, says that based on a 1996 survey, and the federal government's National Household Survey from 2011, anywhere from 10 to 12 percent of Gibsons area residents are ferry commuters.

2.5 The Regional Setting

The growth rates and future development in the adjacent electoral areas of the Sunshine Coast Regional District have a significant impact on the demand for housing, commercial lands, and for community uses such as schools, libraries, recreation and other services. Table 2–2 indicates the population of Gibsons and its surrounding Electoral Areas for 1991 and 2001. Together, the two electoral areas and the Town comprise a sub-regional population or market area that is getting close to 10,000 residents.

Area	1991	2001	2011	% change (2001 to 2011)
Town of Gibsons	3,140	3,906	4,450	13.9%
Electoral Area E – Elphinstone	3,007	3,311	3,550	7.2%
Electoral Area F – West Howe Sound	1,383	1,971	1,875	4.8%
Sunshine Coast Regional District	20,785	25,599	28,070	9.7%

Source: Statistics Canada Census 1991 to 2011

Table 2-2: Population Growth for the Town of Gibsons and Surrounding Electoral Areas

3 SMART PLAN GOALS & PHILOSOPHY

A community plan is defined by the community it serves. The focus of this document is provided through examining the physical, social and economic environment of the Town of Gibsons together with the goals of the community, ultimately resulting in a policy document that guides Gibsons' future. There was a strong desire from the community to have a plan that encourages a kinder and gentler way to grow, that minimizes impact on the natural environment, and encourages alternative, smarter infrastructure and design rather than assuming status quo standards. The Gibsons community recognizes there are natural limits to growth such as a land base and water supply that may require limitations on growth at some time in the future. In short, growth for growth's sake is not part of the Gibsons way. Rather, Gibsons will support and encourage forms of growth that demonstrates an overall benefit to the community at large, ultimately making Gibsons and the Sunshine Coast a better place. Three comments from members of the public sum up this community sentiment well.

"Deeply honour and preserve the natural world that makes this place what it is, preserve its seaside village character, attract / stimulate a diversity of businesses that bring in revenues from off Coast, protect the aquifer, and support the arts."

"Planning for sustainable community economic development is key. Attracting new residents and work is important, but ensuring it's done in a sustainable way is absolutely vital if we want to avoid the boom and bust economy present in so many BC communities."

"Economic opportunities must never become socially and environmentally irresponsible. There has to be balance and a vision for the generations to come, not simple satisfaction of short term profit."

3.1 What is Smart Growth?

Throughout North America, it has been argued that urban sprawl has contributed to the over consumption of agricultural land, rising pollution and congestion problems, increasing costs of public services and amenities, and in some cases, weakening the economic and social vitality of town centres. Due to these negative effects of urban sprawl, many communities have adopted Smart Growth Policies that adhere to the principles of sustainability in order to manage growth.

Smart Growth can be defined as "...land use and development practices that enhance the quality of life in communities, preserve the natural environment, and save money over time" (SmartGrowth BC). It employs strategies that reduce the impact of urban growth on the natural environment, the comprehensive use of alternative development standards and the integration of infrastructure that is compatible with ecological and natural drainage systems. The overall goal is to create more livable communities that increase the quality of life for everyone. Smart Growth incorporates and integrates the three pillars of sustainability:

- o Environmental Sustainability: natural capital assets and environmental protection
- Social Sustainability: social justice and equity
- Economic Sustainability: economic stability and efficiency

Sustainable Development, as coined by the Brundtland Report, can be defined as"...development that meets the needs of the present without compromising the ability of future generations to meet their own needs"

(WCED, 1987). Sustainable Development considers the means to a desirable end, and can be characterized as future-oriented. Since the Brundtland Report, Sustainable Development, as a policy instrument, has migrated globally to the local level. This has prompted the need to define Sustainable Development in the context of the community.

The Smart Growth movement is a way of defining sustainability at the local level. Smart Growth aims to promote the linkages between the three pillars of sustainability and attempts to find a balance. There are a number of common principles to Smart Growth that are local in nature, which can be applied to Gibsons, including:

- creating a range of housing opportunities and choices
- creating walkable neighbourhoods
- encouraging community and stakeholder collaboration
- o fostering distinctive, attractive places with a strong sense of place
- o making development decisions predictable, fair and cost effective mixing land uses
- o preserving open space, farmland, and critical environmental areas
- o providing a variety of transportation choices
- o strengthening and directing development towards existing communities
- taking advantage of compact building design

Using these Smart Growth principles and the overall philosophy of sustainable development, the policies of the Plan will ensure that:

- the long-term integrity of the local ecosystem is protected through practices that minimize damage to the natural environment
- the community of Gibsons is a safe, healthy and viable setting for human interaction, education, recreation, and cultural development
- the production and distribution of wealth is done in a manner that provides access to the goods and services necessary for a good quality of life for both present and future generations

3.2 Goals of the Smart Plan for Gibsons

The overall philosophy of sustainable development and the principles of Smart Growth can be used to define specific goals and objectives for the Town of Gibsons. The community has been involved in a number of visioning exercises, including the Gibsons – Naturally strategic plan exercise (2001). The Gibsons – Naturally report established a vision statement that focused on retaining the natural attractiveness and creating safe and welcoming neighbourhoods. Not all of the goals within the report apply to an OCP, but it provides a foundation to some of the goals and objectives in this Plan.

As a result of the community and stakeholder input in Phase 1 of the process a number of goals were developed by the consultants and tested and refined in Phase 2. The resulting list of goals are included below. More specific objectives are provided within each policy chapter. These goals are all considered to be important and, therefore, the Town must attempt to create balanced decisions and investment that try to address all of the goals. It is acknowledged that this is no easy task but it is the essence of sustainability and an integrated approach to planning.

Smart Plan Goals

Environmental Sustainability

- Preserve the natural assets, natural beauty and the environmentally sensitive areas of the Town.
- *Reduce our greenhouse gas emissions and adapt to the impacts of climate change.*
- Preserve and protect the environmental integrity and natural beauty of the foreshore and harbour and the pristine quality of our waters.

Social Sustainability

- Be an accessible, inclusive and welcoming community that provides citizens with high-quality recreational, cultural, educational, and public participation opportunities.
- Preserve Gibsons' small town character and livability while allowing for moderate growth and change.
- Foster an active, engaged and healthy community with opportunities for residents of all ages, abilities and income levels.

Economic Sustainability

- Support a diverse, flexible and vibrant economy that supports entrepreneurship and the growth of local jobs.
- Encourage forms of economic development that support livability, and generate wealth within the local community.
- Discourage speculation and forms of economic development that undermine the Town's livability and natural environment.
- Ensure the Town is fiscally secure.

PART B: POLICIES

4 GROWTH MANAGEMENT

Objectives

- Manage growth patterns to achieve a balance of environmental, social and economic goals as outlined in this Plan.
- Maintain Gibsons as a compact, complete community.
- Manage growth so as to use land and infrastructure efficiently.
- Work with others to manage growth effectively within the Sunshine Coast region.

4.1 Growth and Sustainability

Managing growth (i.e. the location and patterns of new land use, development and infrastructure) is fundamental to the Smart Growth philosophy and the vision and goals of this Plan. The location of density of new development impacts livability, walkability, transit viability and frequency, the environment, viewscapes, and the capital and operating costs of infrastructure.

Like many communities across Canada, Gibsons is struggling to balance the community's desire for investments and improvements in infrastructure and amenities with the desire to keep taxes reasonable. This demands careful attention to asset management and managing municipal finances in a sustainable manner. The OCP can play an important role, not only in shaping land use and development patterns that dictate future infrastructure costs, but also by raising these issues in the public discourse.

At the moment, similar to most Canadian municipalities, investments in infrastructure are not keeping up with replacement, maintenance and renewal of these infrastructure assets, generating what is termed the "infrastructure gap" (a gap between the spending needed to maintain the assets and the spending we can afford). Each year that we do not invest adequately in maintenance, renewal and replacement, the gap widens further. This raises the question of how future development can avoid increasing this gap or help decrease it.

As outlined in Section 2, the population of Gibsons has grown at a rate of just over 1% per annum in recent years. Population growth will have a direct impact on the number of housing units required. As of 2011, there were approximately 2,015 dwelling units within the Town, with an average of 2.1 people per household. Between 2006 and 2012, building permit information indicated there was an average of 20 new homes constructed per year. At an average annual growth rate of 1.2%, the population is expected to grow to 5,300 by 2025, an additional 850 people, requiring approximately 400 additional dwelling units.

Neighbourhood plans for two new neighbourhoods (Upper Gibsons and Gospel Rock) have been completed in recent years as well as a plan for the Harbour Area. Recent analysis of capacity in these neighbourhoods indicates more than enough capacity to accommodate expected growth over the next ten years (see Table 4-1). In addition, there is capacity available in other areas of the Town in the form of infill housing.

Area	Capacity (2014) approx.
Harbour Area Plan	700 dwellings
Upper Gibsons Neighbourhood Plan	915 dwellings
Gospel Rock Neighbourhood Plan	1096 dwellings
Other areas	unknown

Source: Town of Gibsons

Table 4-1: Capacity for New Residential Dwellings

Policies

- 4.1.1 Gibsons will remain a compact, complete community by focusing growth within its existing municipal boundaries.
- 4.1.2 Ensure development of new areas in the Town takes place in a sequence that supports long term financial sustainability and greenhouse gas reduction goals.
- 4.1.3 The Development Cost Charges program (the fees charged by the municipality to cover infrastructure costs when a developer or homeowner develops a new building) should be updated to align with the Towns growth management strategy.
- 4.1.4 The Town will explore the use of financial incentives (such as lower fees and development cost charges) to encourage "infill development"² that can tap into existing infrastructure capacity.
- 4.1.5 The Town will endeavour to ensure that new development helps reduce, not increase, the infrastructure gap, for example by considering the life cycle cost of new infrastructure.
- 4.1.6 Develop a maintenance and renewal plan for Town infrastructure, in consultation with the community with regards to priorities and financial implications.

4.2 Neighbourhood Plan Areas

Areas within the Neighbourhood Plan Area Designation have had Neighbourhood Plans prepared and are subject to Neighbourhood Plan policies in addition to the policies of this OCP.

- 4.2.1 Re-zonings within Neighbourhood Plan Areas shall be consistent with the Land Use Plan designations shown in Schedule B, Table 5-1, and with the Policies contained within each Neighbourhood Plan.
- 4.2.2 Development applications within the Upper Gibsons Neighbourhood Plan Area and Harbour Plan Area will be prioritized for short to medium term development, with the Gospel Rock Neighbourhood Area contemplated to accommodate medium to long term development.
- 4.2.3 Where discrepancies exist between general town wide policies and neighbourhood specific policies, the neighbourhood policies take precedence.

²Infill development means new development that occurs within areas that are already built up and serviced with infrastructure. Infill can occur in the form of splitting large lots into smaller lots, adding garden suites to existing lots, and replacing single family dwellings with higher density dwellings.

4.3 Managing Growth in a Regional Context

Smart Growth (the central philosophy of this Plan as described in section 3) means managing growth effectively within Town boundaries but also working with adjacent local governments to manage patterns of growth within the whole region (i.e. the Sunshine Coast).

- 4.3.1 Work with the Sunshine Coast Regional District, for example on the basis of a fringe area agreement, to ensure that growth adjacent to the municipal boundaries is managed in a consistent manner. Such agreement could address issues such as protection of the Gibsons Aquifer, Pratt Road changes, access routes to and from Gospel Rock and integration of pathway connections between the Town and SCRD areas.
- 4.3.2 Encourage the Sunshine Coast Regional District to forward development applications for comment for properties within a reasonable distance from the municipal boundaries. The Town may forward development applications to the SCRD for properties close to or adjacent to its boundaries in order to promote complimentary growth while ensuring preservation of farmland along the boundary.
- 4.3.3 When considering the provision of infrastructure services to lands in adjacent communities, consider the desirability of such development from a growth management and sustainability perspective.

5 LAND USE DESIGNATIONS

The OCP establishes a broad strategic framework for the physical development of the Town. As part of this Plan, the Town of Gibsons has been divided into several land use designations, as defined in Schedule B: Land Use Plan. These designations guide what kind of new land uses the Town can approve. For example, if a piece of land is designated for "Single-Detached Residential" then the Town could not approve a rezoning that allowed commercial development unless Schedule B was first amended to allow this use in this location. Policies in several sections of this OCP, complement the land use designations in the Plan.

However, the OCP is not a zoning bylaw. Land use designations are used to provide a guide to the type of future land use that would be desired in such a location. Zoning is used to establish a more detailed regulatory framework that can include building height, setbacks, and parking standards.

- 5.1
- Changes in land uses in the Town of Gibsons shall only be approved in accordance with Schedule B: Land Use Plan and the designations described in Table 5-1.



Official Community Plan

Schedule B - Land Use Plan



Table 5-1: Land Use Designations

Land Use	Description and Intent
Designation	
Detached Residential	To permit single-detached dwellings, and duplex housing with a maximum floor space ratio (FSR) of 0.5 (generally 15 to 20 units per hectare).
Low Density Residential 1	To permit small lot single-detached dwellings, duplexes, cluster housing, or multi-unit housing in a single-detached building form with a FSR of 0.6 to a maximum FSR of 0.75 (generally 20 to 25 units per hectare).
Low Density Residential 2	To permit small lot single-detached dwellings, duplexes, cluster housing, townhouses, and multi-unit housing in a single-detached building form with a FSR of 0.75 to a maximum FSR of 0.9 (generally 25 to 40 units per hectare).
Multi-unit Residential Special Character	To permit single detached dwellings and multiple unit residential in a single-detached building form with a FSR of 0.5 to a maximum FSR of 0.75 (generally 20 to 25 uph for single-detached, and 25 to 60 uph for multiple unit residential). For the area on the south-east side of Marine Drive between Beach Avenue and Jacks Lane, the residential use may be combined with compatible marine related uses.
Medium Density Residential	To permit townhouses, stacked townhouses and 2 to 4 storey apartments with a FSR of 0.7 to a maximum of 1.2 (generally between 40-75 units per hectare).
High Density Residential	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).
Live / Work	To allow mixed use development of small sized business units which incorporate living quarters for proprietors. The designation allows a residential use mixed with commercial or light industrial uses, provided the commercial and industrial uses are compatible with the residential uses on site and in adjacent areas. (floor space ratio of 0.7 to a maximum FSR of 1.0).
Mixed Use - Commercial	To allow for a wide range of retail and office use, restaurants, and visitor accommodations in a pedestrian oriented environment, and to allow residential uses as a secondary use, above or under a commercial use at ground level.
Service Commercial / Business Centre	To encourage a mix of service commercial and service industrial activities, including such uses as distribution and warehouse uses, light industrial and manufacturing, automotive products and services, gas stations, and large-site retail uses (such as building supplies and offices associated with these uses).
Commercial Harbour	To support a wide range of marine uses including recreational, visitor-oriented 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.
Marine Recreation	To permit moorage buoys for the use of pleasure craft and seasonal swimming floats.
Public / Community Uses	To provide for uses and services to the community at large, including schools, places of assembly, recreation facilities, government offices, public care facilities, and utility services. This includes museums and botanical gardens.

Land Use Designation	Description and Intent
Residential / Tourist Accommodation	Areas designated "Residential / Tourist Accommodation" were established to permit high density residential development 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 uses.
Rural and agricultural	To permit a range of agricultural activities in a rural environment, subject to the Agricultural Land Commission Act.
Park and Recreation	To protect areas of outdoor recreational significance, and to allow outdoor recreation activities.
Greenbelt / Natural Open Space	To restrict intensive development and to minimize detrimental impacts on land and water in these areas.
Mixed-Use Gateway	To permit a wide range of compatible commercial, multi-family residential, and light industrial uses as a gateway to the Upper Gibsons Mixed Use Commercial area. (Maximum residential floor space ratio is 1.0).

Note: Floor Space Ratio (FSR) is the ratio of the total floor area of buildings to the area of the site or lot upon which the buildings is proposed to be located. In Table 5-1, floor space ratio limits apply to the net surface area for individual properties, exclusive of areas that would be dedicated for roads, parks, etc.

Note 2: For the purpose of calculating density, Secondary Suites and Lock-Off Suites do not count towards units per hectare or units per acre.

6 THE NATURAL ENVIRONMENT

Objectives

- Protect the quality of the natural environment, including the presence of valued wildlife and green space in the Town's wooded and natural areas.
- Protect the Gibsons Aquifer, as a source of high quality drinking water for the Town.
- Maintain and improve the natural features of the Town of Gibsons, by both identifying and preserving the natural amenities which play a significant role in the definition of the Town's "sense of place".
- Ensure future development is compatible with the physical characteristics of the site and surrounding area and the overall carrying capacity of the Town.
- Minimize risks to life and property from natural hazards and disasters such as floods, erosion and slides.
- Improve the local air and water quality.
- Maintain public access to natural areas, the shoreline, and the characteristic viewscapes of the Town.

6.1 Geotechnical Hazards

There are a number of areas with challenging terrain within the Town of Gibsons. This includes the comparatively steep slopes from the lowland to the plateau, the bedrock hills south of the Town (including the bluff and Gospel Rock), and the steep ravines of Gibsons and Charman Creek. In order to reduce the risk to life and property from geotechnical hazards, a number of measures are required. The study conducted by Thurber Engineering Ltd. (1991) identified hazardous areas and these are represented in Development Permit Area 1 (DPA1).

Policies

- 6.1.1 Require that geotechnical risks are identified and addressed at time of new development in accordance with DPA1.
- 6.1.2 Consider updating the identification of geotechnical hazard areas while taking into consideration climate change and sea level rise.

6.2 Environmental Protection

The spectacular natural setting is one of Gibsons' greatest assets, which includes miles of ocean shoreline, several fish bearing streams, forested areas, steep hillsides and magnificent viewscapes. Public consultation during the planning process reconfirmed that there is a strong desire by the community to not only preserve and protect these assets, but to sustain and improve the natural environment over time. As a means of environmental protection, it is equally important to emphasize the efficient use of urban land and alternative modes of transportation such as walking and cycling. These are described in other chapters. Public comments noted the importance of clean air, the aquifer and clean water, wildlife (including at-risk species) and wildlife habitats and corridors, waterfront and foreshore areas, as well as the natural beauty and views.

Natural assets play an important role in providing services to the community and these often go unseen. The riparian areas, wetlands, aquifer and forested areas of the community are the unsung heroes. Sometimes referred to as "green infrastructure," these assets play an important role in stormwater management and climate adaptation. In doing so, these assets can significantly reduce the cost of infrastructure investment and

maintenance and, therefore, make an important contribution to the fiscal health of the Town.

A study by Thurber Engineering Ltd. (1991) identified areas that are environmentally sensitive. These areas are largely contained in the Greenbelt land use designation (see Schedule B) and/or Development Permit Area 2 (DPA2). The Greenbelt designation limits most types of land alterations whereas DPA2 provides guidelines to ensure that future development is sensitive to the environment. For areas that require a Development Permit, the Town can specify the exact siting of buildings or require that certain areas remain in their natural state. Schedule D indicates areas that are subject to DPA2, and the respective guidelines can be found in Section 16. Other ways to protect the natural environment include public awareness programs, environmental programs at other levels of government, and continued dialogue between residents, government and environmental agencies. On-going education of the community via the Town's website, interpretive signage, and educational events are a critical companion to on-going maintenance work by Town staff.

- 6.2.1 Protect environmentally sensitive areas, riparian areas and marine habitat, including creeks, wetlands, forested and critical habitat areas from unsustainable development and land alterations other than as part of normal farm practices. The Town shall work closely with property owners who own land within or adjacent to environmentally sensitive areas and shall require a detailed environmental review prior to any development approvals. See Schedule D DPA2, for areas that are subject to development permit area regulations in order to protect the natural environment, its ecosystems and biological diversity.
- 6.2.2 Conduct a thorough field survey and mapping exercise to determine which additional lands and shorelines are environmentally sensitive and should be protected through a Development Permit. This may include the ocean shoreline, the ravines of Charman and Gibson Creek, vegetative communities, watershed areas, eagle nesting areas, alligator lizard habitat areas, and other areas that have high scenic and cultural values.
- 6.2.3 Work with the BC Ministry of Environment, Federal Department of Fisheries and Oceans, and other relevant environmental and government agencies to identify other areas that require environmental protection. This information may be used to update the 1991 study by Thurber Engineering Ltd. on geotechnical hazards and the biophysical environment.
- 6.2.4 Ensure that environmentally sensitive areas play an important role in the open space and trail system network. To achieve these trail links, the Town may ask for undevelopable lands to be dedicated to the Town. However, lands acquired through environmental protection provisions shall not replace the need for park dedications within neighbourhoods.
- 6.2.5 Lands that have unstable slopes, poor soil permeability, subject to flooding, or areas with significant flora and fauna shall generally be designated as 'Greenbelt'. These areas are generally unsuitable for development and are intended to be used for very low impact uses such as trail access or public utility corridors, subject to all pertinent regulations and bylaws. See Schedule B Land Use Plan, for lands that are designated as Greenbelt.
- 6.2.6 Grow our environmental assets by pursuing opportunities for reclamation of habitat, greening of streets and other projects that benefit both environment and community.
- 6.2.7 Acquire through purchase or by dedication as park or by other creative arrangement, environmentally valuable land, riparian areas, sensitive marine backshore areas, including streams and watercourses and establish a network of natural trails and viewpoints throughout the Town.
- 6.2.8 Ensure that deleterious substances (including sewage and other toxic materials) are not deposited into freshwater or marine aquatic environments.
- 6.2.9 Work with landowners and responsible government agencies to remediate contaminated and brownfield sites so they can be used for appropriate uses.

- 6.2.10 Work with industry, environmental groups, and government agencies in order to monitor and improve air quality and assist in the reduction of harmful air emissions. This may also include a ban or further restrictions on open burning of garden refuse and the installation of additional air quality monitoring stations and the consideration of regulating wood-burning fireplaces.
- 6.2.11 Where possible, specific natural assets should be identified and interpreted through signage and educational placards.
- 6.2.12 Consider evaluating, improving and streamlining current tree protection provisions under Development Permit Areas and Town bylaws to protect mature trees on both public and private property and on lands before they are developed.
- 6.2.13 Advocacy policy: Request that the Provincial and Federal Governments recognize the value of natural assets to municipal infrastructure and allow funding for infrastructure to include improvement and protection of such natural assets.

6.3 Streamside Setbacks

In March, 2005, the Province enacted the Riparian Area Regulations requiring local governments to establish stream side setbacks. Local governments can implement the regulations through zoning, development permit areas or separate watercourse protection bylaws. The Riparian Area Regulations apply to residential, commercial and industrial zoned lands and state the requirements for protection including the width of protection areas and implementation.

Policies

- 6.3.1 Require appropriate setbacks and other measures for new development along both sides of all rivers, streams, and wetlands, in accordance with DPA2.
- 6.3.2 Consider increasing the riparian setback for areas identified in conservation studies as having high capability for wildlife or marine habitat.
- 6.3.3 Permit already established home sites and other previously approved uses within riparian setback areas to continue. However, any significant expansion of these non-conforming uses shall be in accordance with DPA2.
- 6.3.4 Work with the appropriate jurisdictions and obtain the necessary approvals to assist in the clean up of contaminated or degraded watercourses. Partnerships with local residents and environmental organizations are strongly encouraged.
- 6.3.5 Do not permit watercourse alterations or crossings for trails except in accordance with DPA2 guidelines.
- 6.3.6 Consider daylighting the culverted sections of Charman and Goosebird Creeks in the Gibsons Landing area, as well as other enclosed watercourses, wherever possible. This will require the cooperation of affected landowners.

6.4 The Marine Environment

Much of the waterfront in Gibsons consists of moderate to steep embankments adjacent to the water, with the exception of parts of the inner bay area, which are relatively flat. South of the developed harbour, the upland consists of extensive rock outcroppings and use of the foreshore is very limited with some small "pocket" beaches located between rocky bluffs. In general, intertidal or "beach" areas in Gibsons are very limited, as most of the foreshore is submerged at high tide. Development of a sea walk will help to make the waterfront more accessible at all tides, although the natural "edge" to the shoreline has been altered.
The Gibsons Landing Harbour Authority (GLHA) is a Federal Corporation operating within Gibsons harbour. The Gibsons Landing Harbour Authority has plans for expansion of the Harbour on the north side of the existing pier. A new float and ramp was installed in 2013 and further expansions are pending, subject to budget / grant availability. The Harbour is mentioned on the list of contaminated federal sites.

Other operations within the harbour include: Gibsons Marina, Hyak Marine, Smitty's Marina and Kayak Adventures. GLHA works in partnership with the Department of Fisheries (DFO), the British Columbia commercial fishing fleet and provincial, national and international tourism. Under the lease terms between DFO and the GLHA, an environmental management program has been created and is contained in a report entitled "Gibsons Landing Environmental Management Program". The report provides working solutions to harbour issues of pollution, conservation and environmental stewardship.

Protection of the foreshore and other environmentally-sensitive areas was one of the top three issues identified by members of the public during the planning process. Marine habitat, eelgrass, herring spawning areas, the waterfront and foreshore areas, and beaches (including vehicle access to beaches) were identified as areas of concern. The waterfront and foreshore areas include all land and water areas extending 15 metres upland of the highest water mark and to 15 metres below the low tide line of all shoreline and foreshore properties.

Mapping of Eelgrass beds was completed in December 2013 and these are shown on Map 9: Eelgrass Beds. Compared to previous mapping in 2005, the eelgrass areas appeared healthy and growing. Eelgrass is a valuable habitat for all kinds of fish and marine wildlife. The consultant has suggested that the Town keeps working towards effective protection and demarcation of eelgrass areas.

Policies

- 6.4.1 A significant portion of the marine shoreline is designated as Greenbelt as indicated in Schedule B: Land Use Plan. Marine areas with this designation are intended to remain undeveloped, and provide for boating, fishing, swimming and other outdoor recreation uses.
- 6.4.2 Within the Greenbelt designation, do not allow any new foreshore structures for commercial uses.
- 6.4.3 Maintain the foreshore in a natural state wherever possible as this provides important habitat and also absorbs storm impacts better.
- 6.4.4 Restrict new pier, float or private wharf facilities associated with a single residential upland use within the Town's foreshore lease boundary.
- 6.4.5 Improve and develop beach facilities in areas such as Armour's Beach, Pebbles Beach and Georgia Beach, which are within walking distance of the Gibsons Landing area, and other areas which provide for neighbourhood beach access.
- 6.4.6 Complete and extend the seawalk from the breakwater at the bluff to the northern boundary of the Town past Armour's beach without interruption, including the breakwater itself.
- 6.4.7 Discourage the purchase of fill areas located on the Crown foreshore located between the seawalk and the adjacent upland properties by the upland owners, as these areas may have value for increased public use along the seawalk, for benches, rest areas or other uses.
- 6.4.8 Continue to map and monitor the health of eelgrass beds and take action to ensure the health of these important marine habitats including preventing the shadowing of eelgrass beds by permanent structures or floats.
- 6.4.9 Work towards a Foreshore Strategy to coordinate water uses, harbour development, recreational use, impact of climate change and sea level rise, and renewal of sewer infrastructure located on the shoreline. These may incorporate of BC Stewardship "Greenshores Guidelines" where appropriate.

Note: Refer to the Harbour Area Plan for additional policies on marine and shoreline uses.

6.5 Protecting the Aquifer

Groundwater is an important resource. The Gibsons Aquifer supplies approximately 73% of Gibsons' potable water. The Gibsons Aquifer is a confined layer of water-bearing sand and gravel that extends from beneath Gibsons Harbour to the base of Mt. Elphinstone. The Gibsons Aquifer is largely overlaid by a low permeable layer called the Aquitard. The Gibsons Aquifer water quality and quantity can be impacted and influenced by a number of factors, including geological conditions, soils, vegetation cover, impermeable cover, sewage disposal methods, handling and storage of potential contaminants and proximity to salt water. Land use and activities (forestry, mining, urban development etc.) also play a significant role in the quality and quantity of water in the Gibsons Aquifer.

As part of its long-term plan to protect the aquifer, the Town completed an aquifer mapping study (2013) in order to gain a better understanding of aquifer boundaries, hydraulic properties, and recharge and discharge to and from the aquifer. Recharge of the Gibsons Aquifer takes place on Mount Elphinstone, through creeks in the area, and through infiltration in areas where no impervious covering layer (aquitard) is present (areas in Upper Gibsons up to the base of Mount Elphinstone). In the Lower Gibsons area the aquitard covering the Gibsons Aquifer can be relatively thin and this requires extra caution for excavations in the area. The study determined that the aquifer has the potential for providing drinking water for up to 10,000 people.

In recent years water metering has been introduced, resulting in lower per capita usage of water from the aquifer and the Town has constructed infrastructure to separate the Gibsons Aquifer drinking water system from the SCRD water system.

Local Groundwater Objectives

- To manage and protect the Town of Gibsons' water resources on a sustainable basis and to prevent undesirable impacts to water resources.
- To avoid the need for chlorination of the Town's water supply.
- To work in conjunction with the Ministry of Environment, Vancouver Coastal Health Authority, Sunshine Coast Regional District, residents, and businesses to maintain high water quality and to ensure the sustainable use and protection of the Town of Gibsons' water resources.
- To promote water conservation strategies that will reduce water demand by discouraging non-essential, large-scale uses of potable water (e.g. lawn irrigation).
- To update the information contained in the Gibsons Aquifer Mapping Study on a regular basis with data gathered from the groundwater monitoring program and with other hydrogeological information that may be acquired by the Town.
- To further our understanding of the Gibsons Aquifer and the influences on groundwater including climate change, sea level rise and impacts of increased water usage.

Policies

General

- 6.5.1 All proposals for new development shall be required to analyse the potential impacts of the development on the Gibsons aquifer and aquifer recharge zones and to propose and fund measures to protect it in accordance with DPA9.
- 6.5.2 The Town will implement appropriate enforcement mechanisms for unauthorized excavations and other activities that could damage or pollute the aquifer.
- 6.5.3 Work with the Sunshine Coast Regional District (SCRD), for example under a fringe area agreement, and other levels of government to ensure appropriate protection measures for part of the Gibsons Aquifer outside of the Town boundaries including well drilling and development permit guidelines.
- 6.5.4 Advocacy Policy: Work with relevant organizations and government agencies to prohibit activities that could negatively impact the aquifer, such as well drilling, logging, mining, uses that demand an excessive amount of water, activities that extract and sell water, as well as other forms of development that could negatively impact the aquifer.

Groundwater Monitoring

- 6.5.5 Conduct ongoing assessments of aquifer capacity, recharge rates, and sustainable yield based on data from an annual monitoring program.
- 6.5.6 Monitor and refine water demand trends based on water metering, zone metering and leak detection/repair.
- 6.5.7 Assess the availability and sustainability of the Gibsons Aquifer before approving large-scale groundwater–dependent development.
- 6.5.8 Require additional monitoring wells as shown in the Aquifer Mapping Study as a condition of rezonings resulting in significant increases in aquifer demand.
- 6.5.9 Develop a water testing and groundwater monitoring policy.
- 6.5.10 Update the Aquifer Mapping Study conceptual hydrogeological and numerical models as additional information becomes available thorough studies and data gathered by the Town or other parties over the area of the Gibsons Aquifer and within the recharge area.

Groundwater / Aquifer Protection Policies

- 6.5.11 Protect the quality of both surface water and groundwater.
- 6.5.12 Prepare an overarching Water Management Plan according to the recommendations in the Aquifer Mapping Study and include regular updates on watershed / aquifer management and well protection plans to minimize risks of contaminating the Gibsons Aquifer.
- 6.5.13 Work with adjacent jurisdictions to expand the Groundwater Management Zone from the area defined by the Gibsons Aquifer Development Permit Area to include the full extent of the Gibsons Aquifer and recharge area.
- 6.5.14 Prohibit in priority areas the use of underground fuel storage tanks, chemical storage, and use/storage of other potential sources of surface water and groundwater contamination.
- 6.5.15 Update the Town's inventory of potential contamination sources and areas of aquifer vulnerability.
- 6.5.16 Strongly discourage the use of chemical fertilizers, pesticides and herbicides in order to protect the aquifer and adjacent ecosystems.
- 6.5.17 Liaise with the Ministry of Environment to ensure that industrial activities involving emission of toxic or irritant material meet the most stringent interpretation of its standards with specific regard for the

protection of groundwater catchment areas, surface water and riparian areas and with respect to airborne industrial pollutants.

6.5.18 Conduct ongoing public communication programs to raise awareness about the potential for groundwater contamination and the need for aquifer protection.

Groundwater / Aquifer Recharge Area Policies

- 6.5.19 Map significant recharge areas according to the recommendations in the Aquifer Mapping Study.
- 6.5.20 Work with the Ministry of Environment to designate the Gibsons Aquifer watershed as a groundwater management area to maintain the collection and analysis of data on groundwater use and supply, and undertake comprehensive watershed planning.
- 6.5.21 Council will seek protection under the Forest Act / Land Act of Aquifer re-charge areas which are located outside the Town boundaries.

Water Sustainability and Demand Management Policies

- 6.5.22 Support the efforts of the Sunshine Coast Regional District to take an integrated approach with the Town of Gibsons for preserving water quality and conserving water use.
- 6.5.23 Establish and work towards appropriate targets for per capita water use.
- 6.5.24 Reduce demand-side pressures on the Gibsons Aquifer through water conservation measures to minimize per capita consumption.
- 6.5.25 Develop a stewardship program with an educational component along with active involvement by landowners aimed at responsible management of the watershed and associated groundwater resources.
- 6.5.26 Prohibit commercial uses that are reliant on large quantities of water.
- 6.5.27 Encourage water conservation measures such as the use of low water use fixtures and rainwater harvesting.

Water Asset Management Policies

- 6.5.28 Include the Gibsons Aquifer in the Town's asset registry and use established asset management policies to operate, monitor and maintain the aquifer.
- 6.5.29 Review metered water charges on an ongoing basis to ensure appropriate water rates are in place to manage all assets, including the natural asset of the Gibsons Aquifer.
- 6.5.30 Establish an inspection and maintenance regime for the Town wells.
- 6.5.31 Conduct ongoing assessments of well infrastructure to ensure that the wells and pumps are being operated in the most cost-efficient manner.
- 6.5.32 Conduct ongoing water main replacements to minimize water losses from the Town distribution system.
- 6.5.33 Minimize artesian flow losses from Town production wells wherever possible.



Source: Gibsons Aquifer Mapping Study, 2013

Figure 6-1: An overview of the extent and geology of the Gibsons Aquifer

6.6 Energy and GHG Emissions

Since 2008, the BC Local Government Act (LGA) has required OCPs to include targets, policies and actions to reduce Greenhouse Gas (GHG) emissions. The LGA includes some tools to manage GHG emissions including the ability to create a Development Permit Area specifically for the purpose of encouraging energy efficiency and reducing GHG emissions.

A recent GHG Inventory for the Sunshine Coast (EnerFiciency, Aug 2013) shows that for the period 2007 to 2010, "Energy and GHG emissions on the Sunshine Coast continue to rise although more slowly than population growth, driven largely by the transportation sector. Emissions from buildings fell during the period." The study also concluded that "policies related to community density and solid waste reduction have a much greater impact than all other policies."

Review of the BC Governments Community Energy and Emissions Inventory specifically for the Town of Gibsons shows a small decrease in both the total and per capita energy used and GHG emissions between 2007 and 2010, however, it is too early to tell if these decreases are the result of policy changes or simply the result of economic and weather related changes.

	2007	2010	% Change 2007 to 2010
Population	4,336	4,416	1.85%
Total Energy Used (GJ)	602,605	602,147	-0.08%
Per capita Energy Used (GJ)	138.98	136.36	-1.89%
Total GHG Emissions (tCO2e)	29,751	29,327	-1.43%
Per capita GHG Emissions (tCO2e)	6.86	6.64	-3.21%

Table 6-1: Change in Energy Consumption and GHG Emissions 2007 to 2010 for Town of Gibsons

Gibsons participated in the Sunshine Coast Community Energy and Emissions Plan (2010) and recently developed its own Plan. The Community Energy and Emissions Plan evaluates the community's existing energy use and GHG emissions. It outlines strategies to reduce GHG emissions, improve energy efficiency and an increase in local renewable energy supply. Based on a "Business As Usual" scenario, a range of measures was evaluated for effectiveness and feasibility.

Public comments recognized the importance of shifting trips to non-automobile transportation or low emissions forms of transportation, promoting energy efficiency and use of renewable energy, developing a Low Carbon Economy and Green Development Standards, and local food production.

Policies

6.6.1 Aim for a total community wide GHG emissions reduction target of 7% below the 2007 levels, to be reached by 2030.⁴

⁴This is the same target as the Sunshine Coast Regional District has set in their Community Energy and Emissions Plan. On the way to reaching this goal, the community's total energy costs would be expected to be reduced by 5%, a value of \$ 1.4 million / year by 2020.

- 6.6.2 Implement Development Permit Area requirements or Zoning Bylaw provisions to encourage better building energy performance and solar readiness.
- 6.6.3 Promote and encourage energy efficiency and alternative energy production amongst developers, builders and property owners. Design should consider the effects of climate and solar orientation to maximize energy efficiency and solar access.
- 6.6.4 Consider yearly investments for the development and expansion of the trail and cycle network, including the consideration of redesigning existing roads to better accommodate active modes of transportation.
- 6.6.5 Support electrical vehicle facilities and ride / car sharing initiatives.
- 6.6.6 Consider changes to garbage services that result in the diversion of organic waste away from the land fill.
- 6.6.7 Support economic and community development that results in (local) clean energy production and / or lower energy cost for households.
- 6.6.8 Work with the Province and utilities to implement a residential energy retrofit program.
- 6.6.9 Consider developing or supporting food recovery initiatives aimed at reducing food going to waste.

6.7 Climate Change

Climate change presents a challenge to Canadian communities by altering traditional climate patterns such as temperature and precipitation. For coastal communities such as Gibsons, sea level rise is also a major concern. Climate modellers have developed regional climate models in order to provide locally specific data. Gibsons is located in what is described in Canadian models as the "B.C. South Coast" or "West Vancouver" region. Over the past several decades, temperatures here have been slowly increasing and this trend is expected to continue. The average annual temperature is expected to increase by approximately 1.6 C through the 2020s, 2.5 C in the 2050s and 3.9 C by the 2080s. This increase will be most marked in the winter, suggesting that heating costs and ice related accidents may be reduced. However, this trend also suggests that less precipitation may be able to be stored as snow resulting in increased winter runoff.





Environmental changes

As temperatures rise, the geographical range of many species will move northwards and to higher elevations, introducing new competitors to local ecosystems and new diseases that may put both humans and the environment at risk. For example, the Coastal Western Hemlock Zone is projected to shift upwards in elevation by 134 m, 224 m, and 317 m by the year 2025, 2055 and 2085, respectively. This ecological zone contains species such as Western Red Cedar that are vital to the forest industry on the Sunshine Coast. As elevation increases, the range of this species is predicted to expand. This may invigorate the forestry industry, however, potential benefits may be attenuated by accessibility issues associated with hemlock stocks at higher elevations.

An increased presence of invasive species associated with warming may have adverse effects on local ecosystems. Invasives cost the Canadian economy approximately \$7.5 billion in damages each year, not counting 'intangible' (non-economic) impacts on ecosystems. The introduction of alien species will also increase the risk of disease and parasitization while increasing competition. Monitoring the health of local flora and fauna while being attentive to invasive species can assist in maintaining local ecological health and may also assist in the prediction of forestry jobs in the community and their associated economic effects.

Precipitation, run-off

Annual precipitation is also expected to increase (see "Figure 6.3 Projected Precipitation Change in South Coast Region" (data from Canadian Climate Change Scenarios Network). These changes are expected to be mild by the 2020s but become much more severe by the end of the 21st century. Increased precipitation, especially in the form of rain, can increase runoff, decreasing local soil nutrients, diminishing slope stability and increasing erosion.

Increased average annual precipitation and more severe rainfall events associated with climate change can lead to reduced slope stability, erosion, and water management (e.g. basement flooding, runoff) issues for residents living on or near the bottom of steep slopes. This presents several challenges. First, it is important to note that localized water retention may exacerbate reductions in slope stability. Furthermore, diversion of runoff to creeks has the potential to damage ecosystems that support salmon, especially in the dry season when flow rate is typically low and a sudden burst of water may have a higher potential for erosion and ecological disruption. This may result in both ecological and legal challenges for the Town due to its potential impact on salmon bearing streams.



Figure 6-3: Projected Precipitation Change in South Coast Region

Channeling runoff directly to the ocean may be the best option. However, this approach risks creating an increased potential for nutrient and pollution load in the harbour area. The impact of potential sources of runoff contamination on near shore ecosystems, including eelgrass beds, should be considered in feasibility assessments of this option. Constructing a bioswale (landscape elements designed to remove pollution and silt from runoff water) may help mitigate this impact by limiting contamination release into the harbour. However, storing water near an aquifer recharge zone, as in the case of a possible bioswale in the Landing, may present water quality challenges. The suitability of a bioswale may be evaluated in part through the use of a hydrology planning tool. While the suggestions presented here describe potential options, further investigation is needed to determine the suitability of such approaches to runoff management.

As the global climate changes communities will be faced with new environmental conditions. These will create both challenges and opportunities. In Gibsons, this may affect services, such as the sewer line along the foreshore, seawalls and present and future seaside walkways. The Town can play a central role in managing how local environmental changes will affect residents of Gibsons and in continuing to further our understanding of how these changes will impact the Harbour Area.

Policies

- 6.7.1 Conduct a vulnerability assessment that includes a locally specific climate model, examining the potential costs and impacts of climate change and extreme weather events on the community's infrastructure, working to ensure infrastructure is capable of withstanding a 200 year storm event.
- 6.7.2 Explore the relocation of existing services vulnerable to extreme weather events.
- 6.7.3 Mitigate urban heat island effect and create amenable micro-climates by encouraging features such as reflective white roofs, shade trees, green roofs, water features, and extensive vegetation in new development, where appropriate.

6.8 Sea Level Rise

As global sea levels rise due to a combination of factors such as glacial melt and thermal expansion of the oceans, coastal communities will be at increased risk of flooding. Floods may occur as a result of mean sea level change or as the result of increased wave height and strength during storm events. These storms undermine infrastructure by moving shoals further inland, increasing sediment transport rates, and increasing wave attack on shorelines. Storms can also affect local ecosystem productivity by altering nutrient cycle dynamics. The impacts of sea level rise are context dependent and will vary relative to the ecological and social vulnerabilities of particular communities.

In Gibsons, sea level rise poses risks primarily to shoreline property owners, the Harbour Area, the sewer line and the Gibsons Aquifer. It threatens structures and aquifers at very low elevations near the ocean due to the potential for salt water intrusion as well as increased wave power and inland range. Sea level is expected to rise by 0.82 m to 1 m in the mainland southern Strait of Georgia area by the year 2100. The British Columbia Ministry of Environment recommends that communities prepare for a possible sea level rise of 2 m by the year 2200. Threats presented by sea level rise may be mitigated through strategies that follow the principles of avoiding, protecting, accommodating, and managing retreat. The following introduction summarizes the Ministry's recommendations, guidelines and best practices for adapting to sea level change.

In Lower Gibsons these strategies may be implemented by taking into account the expected sea level rise during the expected life span of new buildings and infrastructure. Following the guidelines of the BC Ministry

of Environment, structures build near the water in the Strait of Georgia should be set back 15 m from the natural boundary (or 7.5 m from the natural boundary when protected from erosion by protective work designed by a professional engineer). Setbacks on bluffs should be equal to 3 times the height of the bluff as measured from the toe, unless development is supported by a report prepared by a suitable professional. Structures higher than but near the 1 m and 2 m above sea level limits should be protected by a structure such as a sea wall. It is important to note that defenses such as sea walls may lead to higher wave related currents, erosion, and increased wave power leading to an undermining of the structure. For this reason such structures are safest when constructed as storm surge barriers behind existing structures such as the breakwaters of the Gibsons harbour area. Accommodation for sea level rise may be incorporated into planning by, for example, designing parks whose landscape is designed to accommodate higher water levels. Last, managed retreat via the strategic withdrawal of potentially affected structures below the 1 m and 2 m levels can reduce the exposure of human lives and infrastructure to ocean related hazards.

Data on sea level rise may be obtained from a variety of sources (e.g. the Canadian Climate Change Scenarios Network) and this may be incorporated with potential runoff management plans into a hydrological model for the Town. The potential for infrastructure damage may also be evaluated using major storm scenarios.

Recent research (2012-2014) into sea level rise has underscored risks to low lying coastal communities and there is an important role for land use planning and development policy to manage these risks. A study by the University of British Columbia by Vadeboncoeur & Matthews (2014) as part of the C-Change Project, shows that the harbour area of Gibsons is at risk of sea level rise costing millions of dollars.



Above: Sea level with a 1:100 year storm surge for the year 2100. Red lines indicate sewers, yellow dots are manhole covers.

Source: Coastal Climate Change in Gibsons, BC (Vadeboncoeur and Matthews)

Figure 6-4: Projected Sea Level with a 1:100 year storm surge for the year 2100

If sea levels were to increase by 1 metre, 0.61 hectares (1.5 acres) of land would fall below sea level (0.52 hectares (1.3 acres) of private land and 0.09 hectares (0.22 acres) of Town property). The estimated losses for which calculations can be made are approximately \$5.3 million (\$4.3 million to private parties and \$1 million to the Town). Of the total projected damage, approximately 60% (\$3.3M) is a result of lost land, roughly 25% (\$1.3M) is a result of structural damage from sea level rise, and 14% (\$0.75M) is from storm damage.

The cost of adaptation in Gibsons will likely be substantial, relative to the Town's budget. The Town will likely face the following challenges to its infrastructure by the year 2100:

- Approximately 330 metres of stone breakwater is below the projected high tide mark for the year 2100 and likely needs to be raised.
- Three Harbourmaster's buildings on a raised platform over the harbour will also likely need to be raised.
- The sewer line along the shoreline in the inner harbour will be submerged and vulnerable to erosion.
- The storm water system will be vulnerable to backup and this could lead to overland flooding in Lower Gibsons during high flow events (such as storms).

- 6.8.1 Update development approval guidelines and requirements to ensure that any proposed development in coastal areas consider the implications of sea level rise and conform to the latest provincial flood protection guidelines.
- 6.8.2 Examine the need to relocate infrastructure in areas at risk of inundation.
- 6.8.3 Request funding from Federal and Provincial Governments to assist in adapting to sea level rise.
- 6.8.4 Explore the need to upgrade the breakwater to provide protection against storm surge and sea level rise.
- 6.8.5 Using best management practices incorporate green infrastructure that can also serve as public park space along the foreshore.
- 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.
- 6.8.7 Site all infrastructure, including bioswales and runoff outlets, above predicted sea levels.
- 6.8.8 Monitor impacts of sedimentation, erosion, and nutrient / pollutant load on the Harbour Area and develop strategies to ensure the harbour remains at depths suitable for vessels and that ecological conditions are maintained.

7 PARKS & OUTDOOR RECREATION

Objectives

- Ensure that residents and visitors of all ages and abilities have access to a variety of park lands and open spaces including forested lands.
- Designate sufficient park and open space areas to meet the long-term requirements of the community as it grows and changes.
- Create a system of linked parks and trails to provide opportunities for both active and passive outdoor uses.

7.1 Park Standards / General Park Policies

Gibsons has numerous natural assets, including the sea, mountains and beautiful scenery, and as such, provides opportunities for a wide variety of outdoor activities. Plan policies are aimed at achieving a system of parks, trails and recreation facilities where residents and visitors alike can enjoy the Town's natural setting to the fullest, including both natural, unstructured spaces as well as active parklands. Parks in Gibsons can be categorized as community parks, neighbourhood parks and bicycle and pedestrian corridors, each providing a different function.

In terms of total acreage dedicated to parks, Gibsons has a relatively large amount of parkland compared to many other communities of its size, although much of it remains undeveloped at present. Overall, the Town has about 19.7 hectares (ha) of park, excluding school sites, or 5.1 ha per 1000 residents. This exceeds the overall parkland standard of 2.2 ha per 1000 residents that was recommended in the "Sunshine Coast Parks and Recreation Action Plan" (1990 / 91). Using this parkland standard, Gibsons has enough park space for up to 9,000 residents, more than double the present population. The 2010 Town of Gibsons Parks Master Plan by Lees & Associates outlines plans for future park development.

- 7.1.1 Concentrate the development and programming of both community and neighbourhood parks in areas designated as Park & Recreation on Schedule B: Land Use. The Plan supports park space developed for active play as well as parks which remain as natural space. The Plan also recognizes smaller, informal parks, in other designated areas, and encourages the community to maintain these types of parks.
- 7.1.2 Maintain an overall parkland standard that provides, at a minimum, a rate of 2.2 hectares of parkland per 1000 residents. A parkland standard may be established for each neighbourhood in order to ensure an even distribution of park space.
- 7.1.3 Provide parks, trails and open space areas to serve the needs of a growing population by developing the park system as shown on Map 2: Parks & Civic Lands and by following up on the recommendations of the 2010 Parks Master Plan. Future park sites are shown schematically and actual size and location will be determined at the time of development in the area.
- 7.1.4 Acquire park dedications as part of new subdivision developments according to the following policies:
 - Park and trail locations shall generally be in accordance with the site indicated on Map 2 with specific locations to be determined by the Approving Officer at the time of subdivision.
 - Where appropriate, park dedications from two or more properties may be consolidated to form a larger park area.

- Lands which are undevelopable due to steep slopes, bluffs, ravines or other environmental constraints are not considered to be part of the required park dedication. At the Town's discretion, however, such lands may be conveyed to the Town and maintained as Greenbelt.
- Small parks, generally less than 0.4 ha (1 acre) serve a very limited purpose, have high maintenance costs, and are generally not supported as park acquisitions, except where a small park involves a special feature such as a viewpoint or a strategic play area desired by area residents.
- Where the proposed development involves increased density, Council may encourage the dedication of additional park area(s).
- Parks are to be located in prominent visible locations as features of the neighbourhood.
- In areas where the dedication of parkland is not required within the proposed subdivision or neighbourhood area, Council will accept payment of cash in lieu of parkland.
- 7.1.5 Consider preparing a Development Cost Charge Bylaw for the acquisition and development of parkland. This will help to ensure that the Town meets the overall parkland standard and that the development of parkland is properly financed. Development of parkland includes fencing, landscaping, drainage and irrigation, trails, restrooms and changing rooms, playground and playing field equipment on parkland owned by the Town.
- 7.1.6 Encourage and support joint planning with the Sunshine Coast Regional District and School District No. 46 on the shared use and development of park and recreation facilities on Regional, Town and School Board owned facilities.

7.2 Community Parks

Community parks are generally larger than other parks and provide for a greater amount of organized sports. They may have washroom facilities, separate sport fields for various uses, spectator facilities, etc. Community parks should be accessible via major traffic routes, and serve the community at large with multi-purpose facilities. In Gibsons, Brothers Park and White Tower Park function as community parks and occupy almost 10 ha of land. No additional community park areas are recommended during the life of this Plan, as existing lands are deemed sufficient for this type of park use. Improvements to these parks will be required, however, in the long run, to make use of their full potential. For White Tower Park, improvements need to take into consideration the fact that this land is part of the Agricultural Land Reserve (see also policy 11.6.3).

Policies

7.2.1 Maintain a community parkland standard that provides, at a minimum, a rate of 1.0 hectare of parkland per 1000 residents.

7.3 Neighbourhood Parks

Neighbourhood parks play a visible and prominent role within the community. They tend to be the focus of a neighbourhood, provide for a nearby "gathering" place, and a safe, active, play area. They are generally developed for a variety of active recreation uses (i.e. tennis courts, play fields, playgrounds) providing for informal sports for all age groups and organized junior level sports. This type of park also becomes increasingly important where higher density housing is located. Dougall Park is an example of an active neighbourhood park in Lower Gibsons.

Policies

- 7.3.1 Maintain a neighbourhood parkland standard that provides, at a minimum, a rate of 1.2 hectares per 1000 residents, with a general catchment area radius of approximately 300-500 metres, in the approximate locations shown on Map 2: Parks & Civic Lands.
- 7.3.2 Where possible, establish neighbourhood parks with a minimum size of at least 1 ha, with the majority of the site being relatively flat, preferably in the range of 1.5 ha to 2.0 ha. Where residential densities are increased, larger park sites or additional neighbourhood parks may be warranted.
- 7.3.3 Locate neighbourhood parks in visible locations, with frontage on at least one roadway, to provide an active and accessible focal point in each neighbourhood.
- 7.3.4 Support development of parks in conjunction with school sites, provided the park is available and accessible to residents throughout the day.
- 7.3.5 Support the use of unused road allowances or rights-of-way as small neighbourhood parks or community gardens where deemed desirable by the area residents. For example, the east end of Gibsons Way near Marine Drive, adjacent to Gibson Creek, may be suitable as a passive parkland area.
- 7.3.6 Where possible, neighbourhood parks shall be readily accessible without a vehicle (i.e. walking or cycling), accessible without crossing a major roadway, and linked by pathways to other parks or school sites.

7.4 Bicycle and Pedestrian Corridors

Public consultation during the planning process indicated a strong desire to improve the pedestrian and cycling environment in Gibsons. An inventory and analysis of existing physical and planning information on trail corridors was undertaken in 2000/2001, which led to a preferred Trail and Cycle Network Master Plan. The final concept indicated routing for both pedestrian and cycling routes and trails. It is important to note that the term trail includes both urban and rural and both on-and off-road pedestrian routes. Pedestrian routes were categorized by urban standards (footpaths, sidewalks and harbour promenade) and rural standards (hiking, multi-purpose and road edge). Cycling routes were divided into three categories: off road, designated lined bike lanes, and shared road right-of-ways. Design standards were provided for each category. The proposed pedestrian and bicycle network include a range of recreational opportunities, including nature trails, cycle paths and neighbourhood footpaths. Detailed planning and design of individual trail sections, for construction purposes, will follow as a separate initiative. The Trail and Cycle Network Master Plan (2001) was formally adopted by Town Council. Policies outlined below endorse the Network Plan; details of the Plan have not been repeated in the Community Plan except for primary cycling and pedestrian routes.

There is potential to expand the existing systems of trails and routes system to provide pedestrian and cycling linkages between neighbourhoods. The trail corridors will also be the primary connectors linking parkland in Upper Gibsons with the waterfront walkway, laneways and the green spaces in and around Gibsons Landing. To ensure the integrity of this trail system, acquisition of additional trail or walkway dedications will be required during future subdivision and upgrading of several trail links, including the existing Inglis Trail.

- 7.4.1 Establish a primary network of trails and cycle paths as outlined in Map 3: Trail & Cycle Network linking open space areas and providing linkage throughout the community. Pedestrian and cycle routes indicated on Map 3 are conceptual and the preferred alignment shall be subject to further detailed design study and negotiations.
- 7.4.2 Ensure that pedestrian routes are located on off-road paths, sidewalks and road shoulders, and safe crossings/crosswalks are provided at key destination locations.

- 7.4.3 Cycle routes shall be located on off-road multi-use paths, designated edge-of-road bike lanes and within road allowances.
- 7.4.4 Encourage installation of bicycle parking facilities (bike racks, lockers, etc.) at major destinations in the community.
- 7.4.5 To help validate trail section selection and prioritization, the following key objectives shall act as guiding principles to trail and cycle network development:
 - Connections the overall trail network shall include pathways, sidewalks, trails and bike routes that efficiently connect neighbourhoods with each other, in addition to community and regional amenities and services.
 - Multi-Use the network of pedestrian and cycle routes shall be usable by all members of the community, wherever physically possible, throughout the year. Appropriate staging areas and rest stops should be located within the trail network.
 - Loops the network shall be designed to include a series of smaller loops that emphasize community attractions and amenities.
 - Safety the pedestrian and cycle plan shall emphasize safety through appropriate routing, construction materials, signage, lighting and public education. Special attention should be afforded to common routes used by children when travelling to school.
 - Affordable the overall trail network shall be achieved in a cost effective manner through a phased implementation approach, creative funding strategy and use of community partnership initiatives.
 - Economic Benefits the trail network shall be promoted through the community and region to highlight recreational opportunities that will have a positive effect on the local economy.
 - Community Benefits a public awareness and education campaign shall be initiated to introduce the Trail and Cycle Plan to explain the resultant health and community benefits of using the system.
- 7.4.6 Ensure that Arrowhead Park is used as a bird sanctuary/passive park, complete with walking trails to Harmony Hall and Pebbles and Cochrane beaches.
- 7.4.7 Develop a comprehensive signage system to make the park and trail system accessible to visitors and residents.
- 7.4.8 Where trails intersect with public roadways, ensure that safe crossings are installed.

7.5 Beach Access

The Town of Gibsons has dedicated beach access points on roads along the shoreline to provide public access to the waterfront. Some of these accesses are well known while others have yet to be developed. Some have parking readily available while others do not. The waterfront is one of the most important natural assets in Gibsons for both residents and visitors, and therefore access must be protected and preserved.

- 7.5.1 Protect public access to the waterfront by providing improved beach access points, with adequate adjacent public parking.
- 7.5.2 Preserve public access to the waterfront by retaining all developed and undeveloped beach access points under municipal control.

8 COMMUNITY & SOCIAL ISSUES

Objectives

- Maintain and build upon the sense of community which exists in Gibsons by encouraging and supporting volunteer "not for profit" social, recreational, cultural and civic groups.
- Provide park, recreational, cultural facilities and services for the use and enjoyment of citizens of all age groups appropriate for the size of the Town and within its funding means.
- Work towards providing a safer community based on mutual respect, acceptance and valuing of every person in the community.
- Recognize significant historical sites and encourage the efforts of property owners to preserve these sites.

8.1 Recreational and Community Facilities

Gibsons has a system of community services and public facilities which meets many of the present needs in the community for civic, cultural, recreational and administrative uses. However, it is recognized that there may be deficiencies in many of these facilities and services, as well as changing expectations in the community as the population grows. In addition, as the community evolves to incorporate a greater proportion of older residents, specialized facilities will become an important aspect of services, particularly for health care. Map 2: Parks & Civic Lands indicates the location and use of all lands that are park or civic lands.

With respect to community uses, the Town has a number of community and civic uses, including a major recreation centre, health care units, a library, community portion of the elementary school, municipal hall, and protective services. Many of these uses, including places of worship, fulfill multiple roles in the community, providing for activities such as daycare, fitness classes, and general community meeting rooms. These facilities contribute to creating a high standard of livability and Plan policies support the initiatives of the many community agencies which provide services to the Town residents.

- 8.1.1 Support community and public facilities on land designated for Public/Community Uses on Schedule B: Land Use Plan. This may include municipal services, libraries, schools, places of worship, community halls, and medical/care facilities, combined with appropriate accessory uses.
- 8.1.2 Assist the initiatives of senior government, the Regional Board, School District No. 46, and other community agencies in the planning and development of facilities and services needed by the community. This may include the establishment of education and training organizations such as the British Columbia Institute of Technology (BCIT), a sailing school, wood value added centre, marine environmental research centre, etc.
- 8.1.3 Support the use of Town-owned lands for the provision of needed public and civic uses, including such uses as police, library, health care, recreation facilities and non-profit extended care facilities. This may include the development of community gardens on Town-owned land.
- 8.1.4 Review the potential community uses of municipal lands north of Charman Creek, and develop an appropriate concept plan which may incorporate public uses, park and recreation facilities, as well as the potential sale of land for housing to assist in cost-recovery for public uses.
- 8.1.5 Encourage the provision of appropriate health care facilities and services ranging from preventive health services to acute care facilities and to coordinate planning for these facilities and services with Sunshine Coast health care providers.

8.1.6 Support provision of affordable childcare services throughout the community.

8.2 Schools

The Town is home to two public schools, Gibsons Elementary School and Elphinstone High School, both located near Gibsons Way and School Road. The public school sites offer indoor and outdoor recreational opportunities for local residents and, as such, school sites are considered an integral part of the park and recreation land uses. According to School District No. 46, enrolment for both public schools is expected to decline over the next decade largely due to the increase of "empty nesters" and seniors moving to Gibsons compared to families with children. As a result, existing schools are expected to remain, and new school sites or major facility improvements requiring additional lands around existing schools are not anticipated in the near future. However, if there is significant new residential development, such as the development of Upper Gibsons and Gospel Rock NP areas , consideration of school facilities within these new neighbourhoods will be required.

Policies

- 8.2.1 Encourage any new future school sites to be located on lands designated as Neighbourhood Plan Area or Public/Community Use. School sites should have a minimum parcel size of 3.0 ha or larger.
- 8.2.2 Support the continued use of school facilities as park and recreational sites for local residents. This may be supported through joint use agreements between School District No. 46 and the Town.

8.3 Arts and Culture

Gibsons has a thriving arts community, which enhances the region as an attractive place to operate a business and to visit. Some of the more well-known arts and cultural facilities in Gibsons include a public library, Women's Institute Hall (Heritage Playhouse Theatre), and the Sunshine Coast Museum and Archive Society, among others. Residents have expressed a need to expand the arts community in the Gibsons Landing area by encouraging outdoor displays, interactive art and interpretive opportunities. There is also a desire by some members of the community to have an arts centre and/or arts school in the region to further promote the arts community.

- 8.3.1 Recognize the outstanding efforts of the various cultural service organizations in Gibsons in helping to enrich the lives of residents and visitors alike by creating a more complete and healthy community in which to live and visit. The Town shall continue to provide grants to community organizations that aim to enhance the quality of life for Gibsons' residents within annual budget provisions.
- 8.3.2 Give consideration to creating or promoting a seasonal, or temporary cultural district. This would effectively concentrate artisans and other local entrepreneurs to create a critical mass of activity in an area open to the public for the enjoyment of residents and visitors. Such a cultural district should be considered within the Gibsons Landing area, or along the waterfront.
- 8.3.3 Encourage the installation of public art on or within public buildings and property, including the waterfront. This may include establishing a public art program that includes requirements for public art or cash-in lieu as part of large new developments in commercial or tourist zones. Public art may include permanent and temporary installations of statuary, murals and other visual art displays.
- 8.3.4 Consider an arts centre and/or an arts school that would service the entire Sunshine Coast region and beyond in order to showcase and teach artisans. The Town may consider locating such a facility within Gibsons Landing if land is available, or on municipally owned land elsewhere in the Town.
- 8.3.5 Develop an arts and cultural strategy that identifies and builds on the cultural assets of the community.

- 8.3.6 Encourage venues that display local art.
- 8.3.7 Review zoning regulations to allow and encourage artist workspaces (including live-work spaces).
- 8.3.8 Support and encourage festivals and cultural events in a wider range of locations than currently including outdoor performances and work with others to create coast wide festivals and events.

8.4 Heritage Protection

The Gibsons Landing Heritage Society has played an important role in pursuit of the preservation of existing historical resources for the benefit of future residents. Two historical sites have been designated in Gibsons – The Women's Institute Hall and Gibsons Elementary School - School District Resource Centre. One archaeologically significant site – a Coast Salish "shell midden" is located on the waterfront in Gibsons Landing (recorded by the Heritage Conservation Branch as Site DiRV-I).

The Town's Advisory Heritage Commission has identified and researched 20 buildings, places and trees for a Heritage Inventory. The Town has limited resources to purchase properties for heritage preservation, and instead will depend on provisions in the Local Government Act to encourage property owners to designate their properties for heritage preservation.

- 8.4.1 Support completion of a Heritage Strategy and Heritage Management Plan to provide more detailed guidance for heritage preservation.
- 8.4.2 Consider updating the inventory of historic sites (2006) including buildings, plantings, structures and sites within the Town such as the site of the first town hall, site of the first fire station, the first telephone exchange, etc. Every effort shall be made to recognize these historical features by protecting the significance of the site and building's character and retaining the scale, spatial relationship, plantings and green space and, where possible, the fabric and line of the existing building.
- 8.4.3 Encourage private owners to preserve heritage characteristics of their property rather than the Town initiating the purchase of heritage buildings or sites. Through the consent and involvement of private property owners, this may include the establishment of a community heritage inventory, designation of a heritage conservation area, and/or adoption of a heritage protection bylaw. Furthermore, the Town shall endeavour to make full use of relevant provisions of the British Columbia Heritage Legislation in order to benefit from programs and funding which may become available.
- 8.4.4 Ensure that where buildings, sites, plantings, or structures of historic significance are located on land to be redeveloped that the preservation of such sites, buildings or structures shall be considered as part of the development approval process.
- 8.4.5 Recognize existing sites, buildings, plantings, and structures of historical value in Gibsons with appropriate signage and explanatory plaques.
- 8.4.6 Encourage new development in Gibsons Landing to reflect the historic design characteristics as outlined in Harbour Area Development Permit Area No. 5.
- 8.4.7 Continue to support the location of the Sunshine Coast Museum and Archive Society in Gibsons Landing as a repository of important historic documents and materials.
- 8.4.8 Consult with the Province's Heritage Conservation Branch to verify if development sites are of archaeological significance. Direct development applicants to the Heritage Conservation Branch regarding applicable guidelines and regulations for development on or near archaeological sites.

8.5 Health, Safety and Well-Being

A high quality of life has always been a priority for Gibsons' residents. This includes qualities such as the general health of the community, and access to affordable housing, social, recreational and educational services. More importantly, residents need to feel safe in their community. This may be accomplished through a number of means including a community safety audit, improved design and lighting of public places, and developing partnerships with the Royal Canadian Mounted Police (RCMP) to improve community safety. Increasingly, community health is being linked to community land use and design and walkability is being given a high priority.

In 2013 the Town, together with a group of volunteer advisors, completed the Age-Friendly Planning Project. An "age-friendly" community is one where public officials, service providers, community leaders, and business and community members recognize the diversity among the population by:

- Promoting inclusion of people of all ages, abilities and levels of income.
- Anticipating and responding to age-related needs and preferences.

The project identified some key challenges in planning for an age-friendly community. One is the topographical barrier between Gibsons' two distinct geographical areas Gibsons Landing and Upper Gibsons. The steep change in elevation makes travel between them difficult without a private vehicle. Another is that Gibsons lacks services, like a hospital, that are available in other communities on the Coast. These challenges are heightened by Gibsons' increasingly aging population, making it important to attract and retain young people and to better connect youth and seniors.

The recommendations of the Age-Friendly Planning Project have been used to update and add policies around transportation issues in section 12, for housing in section 9, as well below for this section.

- 8.5.1 Prioritize a safe, comfortable walking environment by locating higher density housing and senior's housing and housing for families close to amenities, creating better pedestrian environments in Upper Gibsons, improved pedestrian connections between Upper and Lower Gibsons and overall a more comfortable pedestrian environment (also see Commercial and Servicing sections).
- 8.5.2 Encourage other forms of active transportation such as cycling, skateboarding etc. by creating safe, comfortable environments for these modes.
- 8.5.3 Cooperate with the RCMP to become more informed about how crime can be prevented through building and landscaping design, and encourage crime prevention through design techniques. This may be accomplished through a public awareness campaign and/or through the establishment of an advisory design panel to review development applications.
- 8.5.4 Work with the RCMP to improve personal safety by encouraging residents and neighbourhoods to participate in crime prevention programs such as Block Parents, Neighbourhood Watch, Citizens on Patrol, and/or Crime Stoppers.
- 8.5.5 Continue to liaise with private and public agencies to provide for the needs of people with disabilities. Buildings that provide a public service shall be made fully accessible for people that have a physical or mental disability.
- 8.5.6 Consider the preparation of data and indicators on the quality of life of its residents. Collaboration between municipal departments and other agencies involved in social planning initiatives shall be encouraged. This may include a community safety audit.
- 8.5.7 Continue to work with the multicultural community to promote harmonious intercultural relations.

- 8.5.8 Support the work of the Community Resource Centre's Progress Plan to create greater opportunities for women in the workforce along with improved access to childcare and transportation.
- 8.5.9 Address the need for shuttle service between Upper Gibsons and Lower Gibsons especially for seniors and individuals with disabilities.
- 8.5.10 Encourage projects, initiatives and funding that support youth staying on the coast by providing opportunities for youth including education (e.g. trade, art and marine science schools), training, practicums, and apprenticeships.
- 8.5.11 Recognise the fundamental importance of a secure home for physical and mental well-being and support the provision of affordable and attainable housing (see "affordable housing policies" in Housing section.)
- 8.5.12 Consider implementing a bylaw to regulate smoking in public places.
- 8.5.13 Advocacy Policy: Encourage the provision of a walk-in clinic in Gibsons with extended hours and more GPs.

9 **RESIDENTIAL**

Objectives

- Recognize and support the varied housing needs and preferences within the community, and allow for a mix of housing types suitable for the changing population.
- Incorporate Smart Growth principles into the overall site design.
- o Require a high standard of design and landscaping for all residential development.
- Retain and protect the character of existing residential neighbourhoods, while allowing for appropriate infill and redevelopment.
- Ensure the most effective use of Gibsons' limited land base by supporting higher densities in appropriate locations.
- Integrate a diversity of housing types within new neighbourhoods.
- Support the development of affordable housing.

9.1 Existing Neighbourhoods

According to the 2011 census, there are approximately 2015 dwelling units within the Town of Gibsons, an increase of 215 units (12%) from 1,800 units in 2001. The majority of these dwelling units consist of single-detached and semi-detached houses with the remainder multi-unit housing units such as townhouses and apartments. This split between single-detached and multi-unit housing types has changed over the years from a 77%/23% split in 1986 to a 65%/35% split in 2001 to 61%/39% in 2011.





Figure 9-1: Dwellings by Type (2011)

Gibsons has evolved into a community that has a number of separate and distinct neighbourhoods. The neighbourhoods consist of older established areas, neighbourhoods undergoing transition and new emerging neighbourhoods. Neighbourhoods areas are outlined on Map 4.

More detailed policies have been developed for certain areas, as part of the neighbourhood plans for Upper Gibsons, Gospel Rock and the Harbour Area (see parts D, E, F). Refer to these Neighbourhood Plans for additional policies on residential uses. Below are policies for other neighbourhoods in Gibsons.

Policies

- 9.1.1 Creekside / Hillcrest This neighbourhood is to remain predominantly single-detached, bordered by the large greenbelt area of Gibson Creek. The "outer edges" of the neighbourhood along Gibsons Way and North Road include some existing commercial development, and will also include additional multi-unit development in the future. Provision of an active neighbourhood park area is needed in the long term, particularly as population densities increase.
- 9.1.2 Heritage Hill This established older neighbourhood consists mainly of smaller homes on smaller lots. Due to the views and proximity to Gibsons Landing, the Plan anticipates some demand for redevelopment and low density multi-unit housing. These uses are to be focused on the perimeter of the neighbourhood along Marine Drive and Jack's lane. The reuse of existing single-detached homes to provide additional dwelling units, for example as suites, is encouraged in order to maintain singledetached character while increasing density. New single-detached houses and multiple family units are encouraged to fit with the character of the surrounding neighbourhood. Small pocket park(s) may be provided on unused road allowances to provide neighbourhood open space.
- 9.1.3 North Fletcher This is also an established, older neighbourhood, bounded by three major arterial roads. Redevelopment of the block between Gibsons Way and North Fletcher Road to low density multi-unit housing is supported. Multi-unit housing is also supported along School Road, much of which is already developed for this purpose. Additional commercial development is not supported.
- 9.1.4 Bay Area / Georgia View This neighbourhood is an established residential area with very limited future development opportunity. Low density multi-unit use is supported in some locations, nearer to the core area, but the neighbourhood will remain primarily single-detached.
- 9.1.5 O'Shea / Oceanmount This area of Upper Gibsons consists of new subdivision and multi-unit housing, as well as established neighbourhoods on Poplar and Davis roads. Future land use will consist of similar mixed residential uses, with White Tower Park and future community uses on adjacent Townowned land providing a focal point. The forest backdrop along the hillcrest from approximately Oceanmount Boulevard south to Gospel Rock should be maintained as much as possible.
- 9.1.6 Upper Gibsons Commercial Area This is the primary commercial area of the Town consisting of retail and service commercial uses for the Gibsons region. This area is intended to expand with residential development to the north in the long term. It is also a major goal of the OCP to improve the appearance of this area by incorporating a "west coast maritime" theme for commercial areas, developing a stronger pedestrian and cycling orientation and encourage higher density residential uses, which includes additional housing and community amenities in adjacent area. Improvements to Gibsons Way to include full sidewalks, trees and landscaping, limited driveway access points are important aspects of upgrading. See Part D for more policies on Upper Gibsons.

9.2 Low Density Residential

The Plan recognizes that single detached housing remains the predominant form of housing in Gibsons although the proportion of multi-unit housing is increasing. Many residents indicated that they would like to retain the low density characteristics of existing single-detached neighbourhoods. Infill development within and adjacent to existing neighbourhoods should be sensitive to the scale, density, and form and character of existing dwelling units.

The proportion of single and semi-detached housing has declined from 77% of the total in 1986 to 61% in 2011. This indicates that there is a change in the housing mix due in part to the limited supply of vacant land but also because of an increase in demand for multi-unit housing. Although residents tend to support a mix

of housing types in order to use land more efficiently, it is anticipated that there will continue to be a strong demand for single detached housing due to its affordability compared to the Greater Vancouver region.

Given the predominance of detached family dwellings in Gibsons, there is a need to provide a range of other housing choices. Other low density forms of housing include small lot single-detached, cluster single-detached, townhouses, multi-unit development in a single-detached form, granny cottages and suites over garages. All of these may provide compatible forms housing in new or existing neighbourhoods.

Policies

- 9.2.1 Retain the area shown as Detached Residential on Schedule B: Land Use Plan predominantly for singledetached homes, and duplexes. Where appropriate and implemented through zoning, semi-public uses such as places of worship, daycare facilities, and community meetings halls may be considered in this designation.
- 9.2.2 Encourage redeveloped or new single-detached homes to be in scale with surrounding buildings in order to preserve the intimacy and character of existing neighbourhoods. This may require amending the Town's Zoning Bylaw to reduce the maximum building size and lot coverage.
- 9.2.3 Ensure that all property owners developing a secondary suite in their single-detached home meet all Building Code regulations for the health and safety of the residents. Property owners of existing secondary suites that do not meet the Building Code should be encouraged to upgrade. This may include public awareness programs and grants-in-aid through governmental and non-government agencies.
- 9.2.4 Encourage a range of ground oriented housing opportunities in areas designated Low Density Residential (Schedule B). Residential development in these areas may include small lot singledetached houses, semi-detached houses, duplexes, cluster housing, townhouses, fee-simple row housing, multi-unit development in a single-detached form, garden suites.
- 9.2.5 Encourage two-family dwelling units within the residential areas east of School Road and North Road, where minimum lot sizes of the zoning bylaw are met. The Town may consider requiring specific zoning for all future duplex lots.
- 9.2.6 Ensure that a maximum of one duplex is permitted per parcel, except where part of a comprehensively designed multi-unit development.
- 9.2.7 Allow for public involvement prior to any residential infill program development since additional housing may directly affect an existing neighbourhood. The Town, in cooperation with nearby residents, shall act as the lead agency in any neighbourhood planning, or zoning approvals.

9.3 Multi-Unit Residential

Higher density multi-unit housing is no longer necessarily a lower-cost housing choice or a form of rental housing. Increasingly, townhomes and apartments are preferred by various age groups including young families, "empty nesters" and seniors. Given these trends, the siting requirements for multi-unit housing are changing. Where higher density uses had generally been separated from single-detached areas in the past, or placed in less desirable locations, the Plan now provides for greater integration of housing types. The siting requirements for multi-unit residential developments, particularly town homes, is similar to that for single detached residences. Safe and quiet locations with views, treed buffers, and access to major roadways are important considerations.

Higher density multi-unit residential housing (i.e. apartments) is also supported for specific locations in the community. In some cases, appropriate sites are designated for these uses near shopping and community facility areas, where increased density will help to make these areas more active and viable. This approach is aimed at creating more compact and potentially more pedestrian oriented neighbourhoods, with shopping,

working and living areas in close proximity. In other cases, where steep slopes or protection of open space is a concern, multi-unit development may allow for better site design, with less disruption of natural features. Multi-unit development can result in less road development, and the retention of larger blocks of land in a natural or semi-natural condition.

Policies

- 9.3.1 Support multi-unit housing in areas designated as Medium Density Residential and High Density Residential on Schedule B: Land Use Plan.
- 9.3.2 Foster a high standard of building and site design, ensure there is proper integration with surrounding uses, provide for landscaping and improve the general visual appearance in accordance with Multi-Family Development Permit Area 4.
- 9.3.3 Consider sites for higher density residential in the Upper Gibsons area that are in proximity to commercial centres or major community facilities. These sites should be compatible with adjacent land uses and have adequate access for the increased population and traffic levels.
- 9.3.4 Direct the following types of special needs housing to areas with a Medium Density Residential or High Density Residential designation:
 - o group homes
 - extended care facilities
 - retirement homes providing intermediate or extended care services
 - community or congregate care housing
 - seniors and special needs institutional housing
- 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

Multi-unit Special Character

The Multi-unit Special Character designation shown on Schedule B: Land Use Plan is intended to maintain the single-detached residential character of Gibsons while at the same time providing the added density desired near the Gibsons Landing commercial area.

- 9.3.6 Development in this designation is intended to be in the form of a single-detached dwelling that can be broken into separate residential units. The form and character of proposed development must demonstrate how it maintains the character of the surrounding area and is subject to the following guidelines:
 - building siting and massing must retain the scale and character of a one or two family dwelling

• parking requirements may be reduced to lessen the impact of the automobile on the design of the site

9.4 Affordable and Alternative Housing

Generally, affordable housing refers to housing where the household is paying less than 30% of their gross income toward shelter costs¹. The cost of housing on the Sunshine Coast has risen significantly in the last ten to fifteen years, with median dwelling values in Gibsons increasing by 150% between 2001 and 2011, making housing affordability for many households an important issue. While the real estate market has stabilized since 2008, very little purpose-built rental housing is being built and households in core housing need are projected to grow by more than 20% by 2021.

The most recent needs assessment for the Sunshine Coast (Housing on the Sunshine Coast, trends, needs, directions, by M. Thomson Consulting, April 2014) identified the following key issues for housing:

- Ownership of a median priced home remains unaffordable for even median earning households. The pressure is greater on young families with incomes below median.
- While rental housing has been generally available in recent years, the supply is changeable subject to housing market conditions, and more than one-third of renting households on the Sunshine Coast are in core housing need². No purpose built rental developments are expected to meet these rental needs.
- The aging population of the Sunshine Coast points to a need for greater resources for seniors, particularly housing appropriate to seniors.
- There are few resources for the homeless populations.

In recent years the Town has undertaken several initiatives to support affordable housing:

- Provisions for secondary suites were added to the Zoning Bylaw in most single-detached zoned areas.
- As part of the development of Upper Gibsons, new zones were created for small lot development (minimum lot size 280m²) and for cluster development, an innovative form of housing with multiple detached and attached housing units on a single larger parcel.

Density Bonusing and Community Amenity Contributions

The Local Government Act (section 904) allows municipalities to permit additional density in designated areas or on specific parcels of land in exchange for defined community amenity contributions from developers. These amenity contributions can take various forms including special needs and affordable housing. This is an important tool in the provision of affordable housing and other community amenities, and density bonusing represents an approach recommended by BC's Ministry of Community, Sport and Cultural Development.

¹Shelter costs include rent or mortgage payments, property taxes, strata fees if applicable and utilities payments.

 $^{^{2}}$ A household is said to be in core housing need if its housing falls below at least one of the adequacy, affordability or suitability, standards <u>and</u> it would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (meets all three <u>housing standards</u>).

^{• &}lt;u>Adequate</u> housing are reported by their residents as not requiring any major repairs.

^{• &}lt;u>Affordable</u> dwellings costs less than 30% of total before-tax household income.

^{• &}lt;u>Suitable</u> housing has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements.

- 9.4.1 Revise the zoning bylaw to establish base and maximum densities for all residential zones. The Town will also clarify amenity contributions requested of developers for any density beyond that of the base density.
- 9.4.2 Support multi-unit and seniors housing developments which are an integral part of the community, with site designs which balances the need for privacy and security with the need to retain an attractive streetscape and sense of "fit" in the neighbourhood.
- 9.4.3 Facilitate the development of a full range of special needs housing for seniors and persons with disabilities and consider land designated as Medium Density and High Density Residential for these uses. Homes that require continual medical care 24-hours a day should be directed to land designated as Public/Community Use.
- 9.4.4 Support the provision of seniors housing and related services, which encourages independent living in a support setting, such as congregate housing development. Housing units for seniors should be adequately designed for special needs and include a variety of affordable units that are based on the "aging in place" concept.
- 9.4.5 Ensure that affordable housing units or complexes are integrated in the community and not segregated or concentrated in specific areas.
- 9.4.6 Support initiatives which help provide affordable housing in the community, including:
 - Provision for housing mixed with commercial development which can create some lower-cost apartments.
 - Lands acquired by the Town may be conveyed to a registered non-profit for the purpose of affordable housing.
 - Facilitate the development of affordable housing through considering actions such as fast-tracking the development process, waiving development cost charges, leasing or contributing land, reduced parking requirements for developments with an affordable component etc.
 - Review and update the current Community Amenity and Affordable Housing Policy to reflect a change to a density bonusing approach to affordable housing.
 - Continue to develop partnerships for the establishment of new affordable housing and protection of existing affordable housing in the Town of Gibsons.
 - Work with other Sunshine Coast local governments, as well as Provincial and Federal Governments to address affordable housing regionally.
- 9.4.7 Promote the use of the Accessible and Adaptable Housing Design Guidelines (February 2012), encouraging architects and builders to consider accessible and adaptable features in developments.
- 9.4.8 Evaluate the Garden Suite program and consider expanding the area / situations where garden suites may be allowed.
- 9.4.9 In the case of a zoning amendment to facilitate a project that responds to one or more of the policies in this section, and meets the FSR limits for the applicable land use designation set out in Table 5-1: Land Use Designations, the general units per hectare guidelines in Table 5-1 shall not apply.

10 COMMERCIAL AREAS

Objectives

- Support a strong and vibrant commercial sector with distinct functions and appearances in the Gibsons Landing and Upper Gibsons areas.
- Encourage innovative, high quality design that enhances the appearance and distinct identities of Upper Gibsons and Gibsons Landing.
- Support the continued development of Upper Gibsons as the primary commercial centre for the residents of Gibsons and surrounding area.
- Adhere to the principles of Smart Growth in order to revitalize the Upper Gibsons corridor to a more pedestrian oriented mixed use Town Centre.
- Support the redevelopment of automotive and industrial uses on Gibsons Way to more compatible commercial and retail uses.
- Upgrade the safety and appearance of Gibsons Way through the provision of sidewalks, cycling paths, and landscaping, and the reduction of direct access in favour of planned development with access through controlled intersections.

10.1 Mixed Use/Commercial Development

Upper Gibsons and Gibsons Landing areas will continue to act as the commercial centres for Gibsons. Both of these areas are intended to remain predominantly commercial areas but will benefit from the addition of new residential uses surrounding the commercial lands as well as residential and office uses located in mixed use buildings.

Policies

- 10.1.1 Continue to focus new commercial development in Upper Gibsons and Gibsons Landing areas. Commercial development outside of these areas will be discouraged with the exception of very small scale, local serving uses and live / work uses.
- 10.1.2 Encourage commercial uses to concentrate on areas that are designated as Mixed Use Commercial on Schedule B: Land Use Plan.
- 10.1.3 Encourage the development of buildings and developments that mix commercial uses on the ground floor facing the street with residential or office uses above or behind.

10.2 Upper Gibsons Commercial Area

The Upper Gibsons commercial area, centred on Gibsons Way, is presently, and will continue to be, the major commercial and service centre serving both the Gibsons community and its surrounding trading area. The area extending from North / School Road intersection, west to Gibsons Park Plaza, immediately outside of the municipal limits, is developing as the focal point of commercial activity. Over time, it is anticipated that this area will redevelop with a stronger retail orientation, with less emphasis on service and automotive uses.

On-going residential development (Upper Gibsons Neighbourhood Plan) will support local serving retail

establishments. Over time it is anticipated that buildings can become more compact, and oriented towards the street creating a more pedestrian friendly environment.

Although Upper Gibsons is a separate geographic entity from the waterfront atmosphere of Gibsons Landing, it is crucial that the uptown area provide an image which is equally desirable. The real challenge for Upper Gibsons is to create a vibrant centre that is visually attractive as well as functional with a strong mix of housing, commercial activities and community uses. With increased emphasis on design, appropriate land uses and traffic flow, it is possible to move away from the image of "strip development" toward an attractive, more pedestrian oriented, town centre.

Policies

- 10.2.1 Create an Upper Gibsons "town centre" focused on the area between School / North Roads and Payne / Pratt Roads with the following guidelines:
 - Emphasis on commercial uses including retail stores, banks, restaurants, office uses, visitor accommodation, entertainment facilities and personal services.
 - Inclusion of public uses, including churches, schools, and amenities such as White Tower Park, the Pool complex and Brothers Park as essential components of this town centre.
 - A greater pedestrian orientation than currently exists, with improvements to sidewalks and landscaping emphasized with future developments.
 - Incorporation of multi-unit housing adjacent to the commercial areas as well as in mixed use buildings with commercial uses on the lower floors and residential above.
- 10.2.2 Limit new commercial development to be no more than 2500 m² (26,910 ft²) of gross floor area per business.
- 10.2.3 Continue to work in cooperation with the Sunshine Coast Regional District, Ministry of Transportation and Infrastructure, and any other relevant agencies to develop a comprehensive approach to overall future commercial land use, traffic flow and landscaping in the commercial area along Gibsons Way.
- 10.2.4 Prevent the dispersal of commercial activity along North Road and the section of Gibsons Way east of School Road by limiting commercial development to the areas designated as Mixed Use Commercial on North Road and to the existing neighbourhood commercial centre (Seaview Plaza area) on Gibsons Way. The Town supports the SCRD's current policies to limit commercial to existing commercially zoned properties within the SCRD.
- 10.2.5 Support the redevelopment of existing commercially-zoned properties within the North Road and Gibsons Way (east of North Road) areas to multi-unit housing, but also consider supporting limited types of commercial uses and live-work uses which provide small-scale shops or services clearly of benefit to the surrounding residential neighbourhood.
- 10.2.6 Support improvements to Gibsons Way to reduce commercial access points, increase pedestrian safety and improve traffic circulation, with loops to the north and south of the highway.
- 10.2.7 All development in the "Mixed Use / Commercial" designation is subject to Development Permit Area Guidelines.

10.3 Gibsons Landing

Gibsons Landing is the historical centre of commercial and marine activity in Gibsons and continues to be a bustling centre of small scale, local and tourism based commercial activity. Goals, objectives and policies for Gibsons Landing and the Harbour Area are included in the Harbour Area Neighbourhood Plan.

Development Permit Area Guidelines for Gibsons Landing are included in DPA5.

10.4 Mixed-Use Gateway

The Town of Gibsons took over jurisdiction of the commercial entrance to Gibsons from the SCRD's Electoral Area E, or Elphinstone, along the Sunshine Coast Highway/ Pratt Road intersection on December 10, 2009. The existing commercial and industrial areas along Sunshine Coast Highway from Hough Road to Pratt Road are recognized as a gateway to the Upper Gibsons Commercial Area. This area transitions from rural residential lands in the SCRD to the Upper Gibsons Mixed-Use Commercial.

Policies

Those lands designated as Mixed-Use Gateway as indicated on Schedule B (OCP Lane Use Plan map) shall be subject to the following policies:

- 10.4.1 To recognize this area as the gateway to the Upper Gibsons Mixed-Use Commercial area.
- 10.4.2 To promote various types of commercial, residential, and light industrial uses that will complement the adjacent Upper Gibsons Mixed-Use Commercial area.
- 10.4.3 Commercial and light industrial uses should be compatible with residential uses.
- 10.4.4 Commercial development should be encouraged along the frontage of the Sunshine Coast Highway, with multifamily residential uses above commercial at grade or behind commercial, set back from the highway.
- 10.4.5 Encourage active pedestrian and customer-oriented street frontages to take precedence along the Sunshine Coast Highway frontage and major interior circulation routes.
- 10.4.6 Multi-storey development should step back from the surrounding single and two-storey adjacent residential properties.
- 10.4.7 Encourage parcels exceeding 2.0 ha to develop a mixed-used village development with commercial and light industrial uses along the highway corridor and multi-family residential above commercial uses or standalone behind.
- 10.4.8 Residential development with more than three (3) units is subject to providing Community Amenity Contributions 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.
- 10.4.9 Continue to work in cooperation with the Sunshine Coast Regional District, Ministry of Transportation and Infrastructure, and any other relevant agencies to develop a comprehensive approach to overall future mixed-use development, active transportation routes, traffic flow, and landscaping along the Sunshine Coast Highway.
- 10.4.10 Support improvements along the Sunshine Coast Highway to reduce access points and to increase pedestrian and active transportation safety.
- 10.4.11 All development in the "Mixed-Use Gateway" designation is subject to Development Permit Area guidelines, as shown on Schedule E.

11 ECONOMIC DEVELOPMENT & WORKING LANDS

Objectives

- Encourage sustainable forms of community economic development and diversification that respect the need to preserve the natural environment and quality of life.
- o Support the development of new businesses by local residents.
- o Support the expansion of local businesses and creation of additional employment.
- Attract and retain clean light industrial and commercial uses, shops and offices in order to provide jobs and services for residents, and to improve the Town's tax base.
- o Encourage and facilitate tourism by providing a variety of good quality accommodation and attractions.
- o Promote Gibsons as a location of choice for new residents.
- Preserve the identity of Gibsons as the historical, cultural, and commercial centre for the "lower" Sunshine Coast.
- Encourage sustainable forms of business that are energy and resource efficient.
- Ensure an adequate supply of serviceable land to meet demands for business and residential development.
- Create a sound financial position based on a strong tax base with the needs of the citizens prioritized and provided for.

11.1 Economic Development

Gibsons, like many BC towns, is in the process of transitioning from a resource-based economy to a servicebased economy. The bulk of economic activity in Gibsons (approximately 80%), is business-to-business, occurring outside of the perceptions of most residents. Of this business and professional services are a very dynamic and growing section. The Community Resource Centre's "Progress Plan" identified a number of issues and challenges for women in the workforce and business including lack of access to childcare and adult care, low wages and lack of access to transportation.

The Town's economic development is not the direct mandate of the OCP and the Town plays more of a facilitating role in economic development. However, much of the OCP has an influence on the economic success of the Town through land use and development regulation, encouragement or discouragement of certain types of projects, as well as shaping the livability, character and natural environment of the Town that attracts businesses and residents to locate and remain here. The 2013 Economic Development Strategy highlights five key roles for the Town – facilitate, coordinate, communicate, advocate, and monitor.

A comparison of statistics from the 2001 and 2011 censuses shows a decreasing unemployment rate, a decline in jobs in production and tourism and corresponding increases in jobs in retails sales and construction. Most remarkable is the increase (128%) in business/professional services (which now makes up 20% of economic activity and 11.5% of jobs) exceeded only by the dramatic increase in primarily public sector employment in health and social services.

Policies

The following policies will be used as a guide for the type of economic development Gibsons prefers, applications for new development will be considered based on their own merits as well as these guidelines:

- 11.1.1 Encourage the following types of economic development which are considered appropriate for Gibsons:
 - o small, locally owned business
 - o businesses that provide equal access opportunities and living wages
 - businesses that tend to source inputs locally and spend profits locally (creating a greater multiplier effect)
 - tourism and eco-tourism related businesses
 - home-based businesses
 - *information technology*
 - office and shared offices
 - education, training and research
 - o arts, culture and outdoor recreation related businesses
 - small and medium sized industry that meets strict environmental standards and do not draw unduly on water from the aquifer
 - o green businesses energy efficiency, renewable energy, green buildings and the sharing economy
 - local (Sunshine Coast) food related businesses
- 11.1.2 The following types of economic development are generally NOT considered appropriate for the Town of Gibsons:
 - o businesses that remove most of their profits from the local economy
 - o heavy industry and resource extraction
 - o businesses that undermine the natural beauty and character of the Town

11.2 Economic Initiatives

During the planning process, the community was quite clear that the need for economic growth and development must be balanced with other goals of preserving the natural environment and the character and livability of the Town. The community especially wants to nurture and attract businesses that contribute community wealth and that are focused on sustainability.

While some economic initiatives can be translated into specific land use policies, there are a number of items of broader application. They stress the supportive environment the Town wishes to retain for economic opportunities that aid in achieving prosperity for the community. Many economic actions cannot be undertake by the Town alone, but require collaborative efforts with the Regional District and a number of special agencies. The Plan emphasizes the Town's on-going support for appropriate economic development.

There have been some discussions that Gibsons Harbour, Langdale, or some other docking point along the coast could become a stopping point for cruise ships. This has the potential to spur tourism on certain days of the year, however, at the same time, could jeopardize the quaint small town atmosphere of Gibsons Landing.

Other on-going economic development initiatives include the increasing demand of the filming industry in the Gibsons area. Once again, this has the potential to be both disruptive to the existing community, yet profitable for some. These and other initiatives need to be considered.

Policies

- 11.2.1 Cooperate with groups and agencies in the tourism, arts and recreation sectors to encourage and strengthen economic development and to support the Town's role as a gateway to visitor trips in other areas of the Sunshine Coast. The Town may assist in such endeavours by establishing a favourable climate for seasonal fairs, booths, and displays along the waterfront area.
- 11.2.2 Encourage the development of innovative sources of funding for micro and small businesses.
- 11.2.3 Promote the livability, character, spectacular natural setting, clean water and outdoor recreation to continue to attract new residents, businesses and tourists to Gibsons.
- 11.2.4 Explore how the Town can become more business friendly for the benefit of existing and new businesses without detracting from the values of the community.
- 11.2.5 Consider supporting a local or regional Economic Development Plan in order to offer additional guidance with respect to economic and development initiatives.
- 11.2.6 Examine the potential of the emerging "sharing economy" and how to encourage this type of activity³.
- 11.2.7 Promote the Town's ecological assets to stimulate the growth of related educational, cultural, ecotourism and professional services.
- 11.2.8 Encourage and support businesses and other initiatives that harvest, create, process and sell food from the Sunshine Coast.
- 11.2.9 Encourage the development of post-secondary education and research facilities by identifying and designating lands in appropriate locations.
- 11.2.10 Expand the Harbour Authority docks, increase accessibility of the docks and promote sailing and waterfront activity.
- 11.2.11 Work with the SCRD to ensure that businesses established outside of Town limits pay appropriately for water and do not draw large amounts of water from the Gibsons aquifer.

11.3 Private-Public Partnerships

The annual budget for the Town of Gibsons is approximately \$5 million with only a small portion coming from property taxes. This limited budget presents a challenge for undertaking development projects. In recent years, the Town of Gibsons has relied on private-public partnerships cooperation to fund projects such as the restoration of heritage buildings and the wharf renewal project. There is a trend towards projects being undertaken as community partnerships which are financed in part by other businesses and organizations.

³ The "sharing economy" refers to the sharing of assets such as vehicles, tools, real estate etc. to reduce costs and environmental impact. Examples include Car Sharing and "Car 2 Go", Air BnB, and tool sharing co-operatives.

Policies

- 11.3.1 In order to finance community infrastructure projects, explore funding alternatives from a variety of sources including provincial and federal grants, property taxes, donations in kind or dollars from local businesses, and volunteer hours from community members. This may results in establishing private-public partnerships.
- 11.3.2 Partner with various organizations to diversify and maintain a local economy that is sustainable in the long term.

11.4 Home Based Businesses

The number of home-based businesses have been growing in the Gibsons area with over 10% of employed residents indicating that they work from home in the 2011 census. Home base businesses tend to range from the production and selling of artisan crafts to business and professional offices. This type of economic development is encouraged as long as the regulations in the Town's zoning bylaw are followed.

Another form of home-based business is the provision of short-term rental housing. Short-term rental housing can be defined as housing used for commercial purposes, which may include vacationers or out-of-town film crews that rent a house for less than 30 days. The owner of the house tends to reside elsewhere. Although this adds to the tourism economy, this has been known to disrupt existing neighbourhoods. A majority of residents indicated during the 2005 planning process that they would support the provision of short-term rental housing through a permit system, subject to consultation with neighbouring residents.

Policies

11.4.1 Support home based businesses provided that the business:

- $\circ \quad$ does not detract from the existing residential character of the area
- o does not create undue noise, visual impact (unsightly) or light pollution
- o is clearly incidental in size and use to the dwelling unit
- o meets all appropriate regulations
- 11.4.2 Review zoning provisions for home-based businesses to make sure they meet the above objectives and do not unduly restrict home based businesses.

11.5 Industrial Development

Industrial development in Gibsons is mainly limited to light industrial and warehousing uses areas north of Gibsons Way. Plan policies support the redevelopment and upgrading of the existing light industrial area around Venture Way/Seamount Way. Many of the former industrial properties fronting the north side of Gibsons Way are now designated for commercial uses, to assist in creating a more retail-oriented area between the two shopping malls. The lands further to the north are recommended for a range of service and light industrial uses, but with improved landscaping and design standards to improve the appearance of the area. Heavier industrial uses will not be accommodated in this area in the long term, but warehousing, distribution, automotive, construction businesses, and enclosed service and light industrial uses are supported.

Policies

- 11.5.1 Encourage automobile-oriented service commercial uses to relocate to secondary locations in the Seamount/Venture Way area designated as Service Commercial/Business Centre, and to limit development of new automotive uses along Gibsons Way.
- 11.5.2 Support a transition in the current zoned industrial area toward service and light industrial uses including offices associated with these businesses.
- 11.5.3 Support consolidation of properties for light industrial purposes.

11.6 Rural and Agricultural Lands

Historically, agriculture has not played a significant role in terms of the land use, social fabric or economy of Gibsons. Generally, agricultural activity has been limited by poorer soil quality and unfavourable market and labour conditions. Presently, only a small portion (approximately 20 ha) of the overall land base of the Town is within the Agricultural Land Reserve (ALR) administered under the Agricultural Land Commission (ALC) Act. The ALC Act is provincial legislation aimed at preserving and protecting the agricultural land base of British Columbia. The Act, and associated regulations and Commission resolutions, take precedence over all municipal land use bylaws, including Official Community Plans. Applications to exclude and include lands within the ALR, as well as to operate non-farms uses are subject to approval by the Agricultural Land Commission.

- 11.6.1 Encourage farming operations to continue on land that is designated as Rural and Agricultural and within the Agricultural Land Reserve, west of Payne Road, as shown on Schedule B. Land designated as Rural and Agricultural shall be used for the farming of land, plants and animals and similar activities as provided by the Agricultural Land Commission Act. This includes compatible uses such as boarding stables, turf farms, and greenhouses.
- 11.6.2 Recognize that all uses, including the subdivision of property, for property designated as Rural and Agricultural are subject to the Agricultural Land Commission (ALC) Act, its regulations and orders of the Provincial Agricultural Land Commission.
- 11.6.3 Work with the Agricultural Land Commission to develop land known as White Tower Park, east of Mahon Road and designated as Park and Recreation on Schedule B. The south half of this land is within the ALR and was dedicated to the Town with the understanding that it would be developed as a future community park. By resolution of the Commission, this ALR land is approved for a specific non-farm use as a series of storm water detention ponds in compliance with the Town's Storm Water Management Plan. Under current regulations, use of the south part of the park is limited to open land park use for biodiversity conservation, passive recreation, or heritage, wildlife and scenery viewing purposes, or for associated buildings or structures not exceeding a total of 100m². The Park also provides pedestrian access linking Shaw and Mahon Roads.
- 11.6.4 Minimize urban-rural conflicts with existing or potential future agricultural operations along boundaries where non-agricultural lands within municipal boundaries adjoin lands within the ALR. Efforts to minimize urban-rural conflicts include:
 - the designation of non-farm lands with land uses that are compatible with farm use such as Greenbelt (e.g. designation along Gibson Creek)
 - the physical separation by a road or similar barrier between farm and non-farm uses (e.g. Reed Road, Payne Road); or

• suitable setback or buffering within non-farm areas (e.g. along the western municipal boundary north and south of Charman Creek) including ALR lands in the SCRD

11.7 Sand and Gravel Deposits

As outlined in Section 877 of the Local Government Act, an OCP is required to include statements and map designations respecting the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction. As the Town of Gibsons is comparatively small in area, and largely developed, it is not feasible for the Town to designate any land for sand and gravel deposits. The Town recognizes the value of sand and gravel resources and will continue to rely on the Sunshine Coast Regional District and private enterprises for sand and gravel.

Policies

11.7.1 Do not designate sand and gravel deposits on the Land Use Map as none are located within the Town boundaries.

12 TRANSPORTATION

Objectives

- Ensure that the Town's transportation system emphasizes the creation of a safe, supportive environment for pedestrians, bicycles and vehicles.
- Reduce the impact of traffic on local residential areas through suitable road and subdivision design.
- Develop a continuous, integrated bicycle and pedestrian network for both recreation and transportation purposes.
- Provide a high standard of public roads which meet the vehicular movement requirements of the Town's residents and visitors.
- Encourage the development of roads that have a low environmental impact.

12.1 Roads

The historic development pattern and the topography of the Sunshine Coast and the Town of Gibsons is the origin of many of the difficulties facing the community today with respect to transportation. Existing problems with traffic congestion, parking, conflict between local traffic and through ferry traffic, and the division of the community by Gibsons Way are related to historical development patterns.

An update and revision of the Town's road network was conducted in the mid-1990s through the Road Network Plan Study (1996). It provided a number of specific recommendations to improve the traffic network. Another issue that has become prevalent in certain neighbourhoods is the issue of traffic calming. The objectives of traffic calming on local or collector streets are to reduce vehicular speeds, discourage through traffic, minimize conflicts between street users and improve the neighbourhood environment. Traffic calming measures have been shown to reduce collision potential and increase safety in neighbourhoods. Traffic calming measures are intended to be self-enforcing as opposed to regulatory traffic control devices that require ongoing enforcement.

The present day Future Road Network of Map 5 has been based on the 1996 study, subsequent planning for the neighbourhood plans for Upper Gibsons and Gospel Rock, the 2011 SCRD Integrated Transportation Study, and the 2012 update to the Subdivision Bylaw. See also Neighbourhood Plans for additional policies on roads, transportation and parking.

- 12.1.1 Develop a road network as shown on Map 5.
- 12.1.2 Work with the Sunshine Coast Regional District and the Ministry of Transportation and Infrastructure towards the implementation of the 2011 SCRD Integrated Transportation Study (see the Upper Gibsons Neighbourhood Plan for individual locations). Within the limitation posed by existing established roadways, develop a road network with the following major functions and characteristics:
 - a. Major Network Roads (Arterials)
 - to provide for high mobility but low access to adjacent properties to accommodate major traffic movement from collector roads
- minimum right-of-way width of 20 metres
- full multi-use trail development on both sides
- o bicycle facilities shall be provided in the form of multi-use trails
- o on-street parking be restricted
- typical traffic volumes range in the order of 10,000 to 30,000 vehicles per day
- b. Collector Roads (Type 1 and Type 2)
 - o provide a balance of access and mobility
 - o collect traffic from local roads and flow into arterials
 - are located to serve all neighbourhoods of the Town and reduce through traffic on local streets right-of-way width of 20 metres
 - o sidewalk development on both sides in areas with higher activity levels
 - o grade separated bike lanes on both sides in areas with higher activity levels
 - bicycle facilities and sidewalk via multi-use trail in areas where residential development is the anticipated land use focus
 - on-street parking to be accommodated via pull-out bays designed to minimize impervious surfaces
 - typical traffic volumes range in the order of < 8,000 vehicles per day for residential areas and 1,000 to 12,000 vehicles per day for industrial / commercial areas
- c. Local Roads (Type 1 and Type 2)
 - o provide high access and low mobility
 - o accommodate traffic from individual properties and flow on to collectors
 - emphasize and prioritize pedestrians and other non-vehicle uses on a shared roadway, ensuring that cars are slowed to safe speeds through appropriate design
 - designed to minimize impervious surfaces
 - typical traffic volumes for local roads servicing residential areas are < 1,000 vehicles per day and for those servicing industrial / commercial areas are < 3,000 vehicles per day
- 12.1.3 Minimize through traffic in residential areas by designating and improving appropriate collector and arterial roads as shown on Map 5.
- 12.1.4 Where possible in future subdivisions, avoid direct access from residential lots to arterials roads by providing property access via lower classification roads or via lanes.
- 12.1.5 Consider simplifying the Gower Point, Marine Drive, Gibsons Way intersection by closing School Road between Gower Point Road and the lane behind to automobile traffic.
- 12.1.6 Wherever possible with future development in the Upper Gibsons area, provide opportunities for "looping" of traffic flow to improve traffic circulation and access to commercial areas.
- 12.1.7 Carefully control commercial development and work with the Ministry of Transportation and Infrastructure and Infrastructure toward roadway improvements along Gibsons Way to achieve:
 - appropriate location and design of intersections
 - o limited points of access and egress to individual businesses
 - o left turns at intersections only
 - o provision for landscaping subject to Ministry of Transportation and Infrastructure approval

o potential provision of landscape islands to separate the traffic directions

- 12.1.8 Consider streetscapes improvements such as decorative sidewalks, complementary signage, planting and crosswalks within the major road rights-of-way in the Upper Gibsons commercial area and in Gibsons Landing. Crosswalks should be at intersections, wherever possible; mid-block crosswalks are discouraged.
- 12.1.9 Consider establishing distinct development standards to allow for upgrading of Gower Point Road from Franklin Road south for traffic and pedestrian safety, while also retaining the rural, winding and natural features of this route.
- 12.1.10 In consultation with the local community, consider the viability of a plan and budget regarding traffic calming measures, or road diet methods to discourage traffic from taking shortcuts through neighbourhoods and encourage active transportation.
- 12.1.11 Continue to work towards ensuring the Town's road designs are easily maintained, cost effective, minimize environmental impacts by reducing paved surface areas, incorporating natural systems and other design innovative elements, and prioritize non-vehicular modes of transit wherever possible.
- 12.1.12 Require traffic impact studies for developments that are expected to create operational problems associated with the safe and efficient movement of traffic, pedestrians, bicycles and transit vehicles. Improvements identified as a result of the study will be the responsibility of the developer and implemented as a condition of site plan approval.
- 12.1.13 Northbound Payne Road: investigate with Ministry of Transportation and Infrastructure the possibility of remarking the lanes to create dedicated left, right and through lanes.
- 12.1.14 Venture/Mahon intersection at Gibsons Way: pursue the installation of advance left turn signals for west bound and east bound traffic.
- 12.1.15 Pursue the creation of a rear lane between Mahon Road and Shaw Road, where land development permits, to provide primary access to the Gibsons Way businesses in the vicinity.
- 12.1.16 Remark the laning at the intersection of Shaw Road at Gibsons Way to create dedicated left, right and through lanes.
- 12.1.17 Investigate the possibility of creating a shared access for Elphinstone Secondary School directly opposite Farnham Road if the property to the east of the school redevelops.
- 12.1.18 Support the concept of a "blanket speed zone" for Lower Gibsons which will require a revision of the provincial Motor Vehicle Act.

12.2 Transit and Transportation Demand Management

The Sunshine Coast Transit System, operated by the SCRD, provides bus service to the Sunshine Coast Regional District from Langdale Ferry terminal to Sechelt, offering passengers routes to major destination points such as Gibsons and Roberts Creek. BC Ferries provides an essential service as part of Route 101, connecting Gibsons and the Sunshine Coast to the Lower Mainland.

Policies

12.2.1 Provide public and private transit in cooperation with the Provincial and Regional Governments, which permits the safe and efficient travel of local residents throughout the Town and to other parts of the region. Public transit routes should be planned to provide stops within 500 metres of most residences and should connect key local destinations including health, seniors and community centres, shopping areas, the library, Town Hall, post office, banks, etc.

- 12.2.2 Support development of initiatives which reduce the community's dependence on automobile travel, including public transit, development of comprehensive bike routes, passenger ferry services, and park and ride facilities. An important part of this strategy are land use decisions which increase local employment and business opportunities, provide for higher density housing, and for pedestrian oriented commercial areas.
- 12.2.3 Encourage a neighbourhood bus service as an appropriate small-scale transit service to connect Upper Gibsons and the Lower Gibsons waterfront, while avoiding the effects of wear and tear of larger buses on roads in the Landing Area.
- 12.2.4 Support the planning and provision of transit facilities such as transit shelters and bike racks on buses to facilitate intermodal access by all users.
- 12.2.5 Work with transit providers to ensure sufficient time for the loading and unloading of wheelchairs, strollers and bicycles.
- 12.2.6 Review traffic calming measures to ensure they do not impede transit.
- 12.2.7 Implement a community ride-share program and "car stops" where drivers can pick up passengers.
- 12.2.8 Advocacy statement: lobby BC Ferries to ensure on-time service, more manageable ferry fares, and increased service.

12.3 Parking

There is not an immediate parking problem in Gibsons. There is a perceived shortage of parking in Lower Gibsons during the visitor seasons, but there may be opportunities to manage the existing parking stalls first before any drastic changes to the supply.

- 12.3.1 Review the available parking areas, zoning bylaw requirements, public parking areas and future traffic patterns as key issues in the revitalization of Gibsons Landing. Following this analysis, Council may implement changes to the road system and parking requirements.
- 12.3.2 Require that access to off-street parking areas are provided from lanes and secondary streets wherever possible.
- 12.3.3 Continue to develop public parking areas in Gibsons Landing for commercial uses, which cannot provide sufficient on-site parking for reasons of difficult terrain, access, or limitations due to the existing parcel size. Monies raised through the Parking Reserve Fund shall be used by the Town to fund this public parking.
- 12.3.4 Review the adequacy of the existing cash payment amount to the Parking Reserve Fund relative to the costs of land acquisition and parking structure construction in the commercial area.
- 12.3.5 Plan for parking areas to be more pedestrian friendly and environmentally responsive by adding landscaping, medians, trees, permeable materials and oil water separators.
- 12.3.6 Make sure accessible parking is wide enough and on level grades so getting into and out of vehicles is as easy as possible for persons with disabilities.

12.4 Sidewalks and Pedestrian Environment

The pedestrian and bicycle network is as important to the movement through the community as the road network. Residents no longer walk or cycle for recreational purposes only, but are considering these modes of transportation for commuting purposes. As a result, an effective network needs to be provided. This section deals with sidewalks only. See Section 7.4 for additional policies on bicycle and pedestrian corridors.

- 12.4.1 Create a safe, linked, comfortable and convenient system of pedestrian sidewalks, pathways, and pedestrian priority streets in the Town. Emphasis shall be placed on the Gibsons Landing and Upper Gibsons core areas. Sidewalks and pathways may be permeable and shall be accessible for persons of all abilities.
- 12.4.2 Ensure that utility companies properly shelter and landscape their respective sub-stations and/or plants and do not block or visually intrude public walkways.
- 12.4.3 Improve pedestrian movement along Gibsons Way by ensuring there is a sidewalk on both sides of the highway in the Upper Gibsons Area.
- 12.4.4 Review the required pavement width of North Road and improve pedestrian infrastructure along this corridor to connect and complement trails in the area.
- 12.4.5 Introduce benches, stairs, railings and weather coverings into the pedestrian environment in order to make walking safer and more comfortable. This applies especially to steeper grades such as School Road.
- 12.4.6 Where steep hills such as School Road provide a significant barrier for walking and cycling, clearly mark alternative routes (with less steep grades) on maps and signage.
- 12.4.7 Improve key crossing locations to facilitate easy and safe movement across roads, such as increasing the timing of lights to get across the street, better markings, improved lighting, and audible signals.

13 SERVICING & INFRASTRUCTURE

Nature is our most valuable infrastructure asset.

Gibsons' natural capital assets, and the ecosystem services they provide, are a fundamental and integral part of the Town's infrastructure. Natural capital assets provide clear advantages over engineered (or grey) infrastructure. They:

- are cheaper to operate and maintain, if not degraded
- may provide "free" ecosystem services
- o do not depreciate if properly managed
- o are carbon neutral or even carbon positive

Gibsons is one the first Canadian municipalities to explore managing the natural capital in our community, such as green space, aquifers, foreshore area and creeks, using infrastructure and financial management concepts that are systematically applied to managing engineered assets. Our rationale is that the natural services provided by these systems, in the form of rainwater management, flood control and water purification, add tangible value to the community as, or more, effective as engineered infrastructure.

Bringing these natural assets into the same asset management system as engineered infrastructure recognizes the quantifiable value they provide to the community and integrates them into the municipal framework for operating budgets, maintenance and regular support.

Many of us are unaware of the infrastructure role played by parts of our natural environment and so we may not take the kinds of precautions that preserve our natural municipal infrastructure in good working condition. Gibsons is blessed with many natural assets. The following examples provide direct municipal services:

- The Gibsons aquifer water storage and filtration
- Creeks, ditches, wetlands rain water management
- The foreshore area natural seawall

Objectives

- Recognize and value the contribution of natural assets to provide valuable services to the community.
- Provide for the replacement of infrastructure assets preferably by the use of reserve funds set aside annually from operating revenues during the life-cycle of the asset.
- Construct, upgrade or replace public works assets roads, sidewalks, water, sewer and drainage to meet recognized engineering, environmental and safety standards.
- Maintain public works to satisfy public health and safety concerns.
- Establish explicit Levels of Service for municipal infrastructure, in consultation with the community.
- Operate and maintain effective and reliable municipal infrastructure supported by healthy natural assets based on a long term approach aimed at minimizing operational cost now and in the future.

13.1 Growth Management and the Provision of Services

Most of the Town's developed areas are serviced by a municipal water and sewer system. Rural, unserviced

areas are strongly encouraged to connect to a municipal water and sewer system if land owners wish to develop. Over the past several years, the Town of Gibsons has completed a number of sewer, water, and drainage studies providing detailed recommendations for upgrading and new works.

There is a desire from the community to consider alternative development standards rather than conventional methods. Alternative development standards (ADS) can save money for both private and public interests, create less waste, enhance sensitive ecological systems, and improve neighbourhoods. ADS also refers to encouraging alternative modes of transportation, protecting the natural environment, different park standards, and different housing standards. These all relate to Smart Growth and have been considered in other policy chapters. This chapter focuses in on engineering standards and infrastructure servicing.

Policies

- 13.1.1 Require the land owner or developer in any development to provide connection to the municipal water supply system and the sanitary sewer system. As municipal services are extended in proximity to areas currently serviced by wells or septic fields, require property owners to connect to municipal systems.
- 13.1.2 Encourage the upgrading of existing residential, commercial, and industrial areas of the Town to the standard set for new development in 13.1.1 above through Local Improvement Areas and Specified Areas and the local area residents to support the upgrading.
- 13.1.3 Ensure that the needed services for new development are provided by the developer, combined with Latecomer Agreements where appropriate, and supported by Development Cost Charge reserve funds for eligible DCC-projects.
- 13.1.4 Continue to review policies to reduce water consumption and incorporate innovative approaches to stormwater management.
- 13.1.5 If, during the subdivision process, the Approving Officer determines that the full life cycle costs for infrastructure necessary to service a proposed subdivision is excessive, Council may consider the creation of a local area service to enable the Town to recover the incremental cost of the operation, maintenance and replacement of the infrastructure.

13.2 Water Distribution

The Gibsons Aquifer supplies 73% of Gibsons' potable water to Lower Gibsons and part of Upper Gibsons. Other parts of Upper Gibsons are supplied with water from the Sunshine Coast Regional District water system. Gibsons is one of the few communities in Canada that is able to provide clean, untreated drinking water from the Gibsons Aquifer which is composed of a sand and gravel deposit that extends from beneath Gibsons Harbour to the base of Mt. Elphinstone. More information about the Gibsons Aquifer can be found in the section on Environmental Policies and in the Development Permit Area section.

- 13.2.1 Plan, over the long term, to ultimately supply clean potable water to 10,000 people.
- 13.2.2 Pursue a program of water distribution system upgrading and expansion as shown on Map 6 Water System.
- 13.2.3 Monitor the quality and quantity of potable water including a quantification of long term water supply for future growth of the Town as outlined in the Gibsons Aquifer Mapping Study.

- 13.2.4 Continue the relationship with the Sunshine Coast Regional District with respect to the water supply to meet current and future needs.
- 13.2.5 Implement and maintain proactive water distribution operation and maintenance programs to optimize water quality and minimize risk of contamination.
- 13.2.6 Ensure that the Town's water supply and distribution system meets or exceeds the Drinking Water Protection Act requirements.
- 13.2.7 Preserve an unchlorinated ground water supply system in zones 1 and 2.
- 13.2.8 Continuously work to reduce water consumption rates through education, water restrictions, requirement for low flush toilets, water conservation incentives, metering, etc.

13.3 Sanitary Sewer

The Town owns and operates a wastewater treatment plant on Stewart Road, adjacent to Charman Creek, which discharges treated effluent to Shoal Channel near Gospel Rock. A new plant was constructed in 2005 and has an interim design capacity of 4,200 residents with potential to upgrade to 10,000 residents. This meets growth projected within the timeframe of this Official Community Plan.

A Wastewater Collection Strategic Plan and Wastewater Collection Financial Plan were completed in 2008 which set out a long term servicing plan for the Town.

The Prowse Road Lift Station currently receives waste water from approximately ½ of the Town's residents and has been identified as having reached the end of its reliable service life. The upgrade/reconstruction of this lift station is a high priority for Council.

Policies

- 13.3.1 Pursue a program of sewage collection system upgrades and expansions as set out in Map 7: Sewer System
- 13.3.2 Upgrade the treated effluent sewage outfall and the outfall facilities to meet ultimate design capacity.
- 13.3.3 Require existing development to connect to the Town's sanitary sewer system when the sewer services are extended adjacent to the existing development.
- 13.3.4 Consider exempting a single-detached dwelling from the requirement to connect to the Town's sanitary sewer system where the parcel size is 1.6 ha (4 acres) in size or greater.
- 13.3.5 Minimize the quantity of infiltration and inflow to the sanitary collection system in order to decrease the volume of clean water conveyed to the wastewater treatment plant.
- 13.3.6 Construct the North Road sanitary diversion to direct flows directly to the Wastewater Treatment Plant and away from the Prowse Road Lift Station.
- 13.3.7 Pursue grant funding and other sources of funding to upgrade the Prowse Road Lift Station.

13.4 Stormwater Drainage

The Town of Gibsons and its environs is situated within three local watersheds: Chaster Creek, Charman Creek and Gibson Creek. Over the past 100 years, the drainage pattern of Gibsons has been significantly altered. Land development and roads tend to create a large amount of impervious surfaces, and the drainage of stormwater tends to rely on a system of drains, pipes, ditches and retention ponds to move stormwater to the ocean. In some cases, water is redirected into other watersheds and this has affected stream hydrology, morphology,

water quality and stream ecology.

Conventional approaches to stormwater management have focused on the removal of stormwater as quickly as possible from roadways. Alternative drainage systems, on the other hand, tend to focus on infiltration and treat stormwater as part of the hydrologic cycle, thereby enhancing aquatic and terrestrial habitats. Natural processes are incorporated into larger urban open-space structures as best management practices are chosen for their specific function and suitability to a particular site. This approach can also support the concept of natural assets providing community services, in this case stormwater management.

Currently, Charman Creek has significant capacity related problems that will be affected by any development in Upper Gibsons, including the former ALR lands. This has been identified in the Charman Creek Master Drainage Plan (1998) and also subsequently in the town wide Integrated Storm Water Management Plan (2010). This last plan will need to be updated within the next few years to incorporate lessons learned and to reflect evolving asset management practices. Implementing measures for stormwater management that are reliant on in-ground disposal have proven to be problematic in some instances due to the almost impermeable layer that is fairly close to the surface.

Policies

- 13.4.1 Require that developers provide an overall drainage study and drainage plan for developments, which maximizes on-site drainage control, limits impervious areas, manages a wide range of runoff events and reduces runoff.
- 13.4.2 Update the Integrated Stormwater Management Plan and consider the cost of maintaining, operating, replacing engineered storm water infrastructure and identify the most cost effective options.
- 13.4.3 Permit stormwater management methods that are reliant on infiltration with caution, ensuring that no adverse down-slope effects are created from increases in groundwater travelling subsurface along the top of the till layer.
- 13.4.4 Consider the long-term viability of privately owned stormwater management structures as the effectiveness of these structures are heavily reliant on maintenance for them to function as designed.
- 13.4.5 Where practical, support the greening of existing paved surfaces to create greater levels of permeability.

13.5 Other Utilities

The developed portions of the Town have electrical, gas, cable and telephone service. In many areas, these utility corridors are above ground. There is a strong desire by the Town and local residents to implement a program to remove all overhead wiring and relocate them underground. However, this requirement could add significant cost to infill development, which Council is favouring over expanding the developed areas of the Town. In addition, the majority of the areas in the Town that have overhead wiring, are already predominantly developed which could shift the cost of completing the undergrounding of wiring over to the municipality, which is not financially feasible.

- 13.5.1 Overhead wiring should be relocated underground only in the areas indicated in the Subdivision and Development Servicing and Stormwater Management Bylaw.
- 13.5.2 To avoid multiple utility corridors that comprise the environment, utilities should share corridors wherever possible.

13.6 Solid Waste Management

The Town manages the collection of solid waste, including regular household garbage. Household garbage is collected by an independent contractor and taken to a landfill site within the SCRD. The SCRD is responsible for regional solid waste management and planning. The SCRD manages the regional recycling program and contracts with independent contractors who deliver the service. There is no regular collection of recycled materials in Gibsons; however, the Town does carry out an annual "Spring Clean-up" which involves a recycling component. Curbside recycling collection is available through private contractors. The Town has developed a green yard waste transfer station (funded by the SCRD) at the Henry Road public works yard. A privately owned recycling depot is located in Upper Gibsons.

Policies

- 13.6.1 Actively support the Sunshine Coast Regional District's Solid Waste Management Plan and their initiatives to reduce, reuse, and recycle.
- 13.6.2 Work towards waste diversion programs and actively support initiatives of the SCRD for the reduction of solid waste including initiatives of other levels of governments or organizations.
- 13.6.3 Support and encourage businesses and institutions to set-up and maintain a waste diversion program.
- 13.6.4 Consider implementing an educational program to encourage both Town residents and businesses to reduce production of solid waste in conjunction with the SCRD Solid Waste Management Plan.
- 13.6.5 Encourage the provision of central recycling areas for residents of multi-unit housing developments.

13.7 Geo-exchange District Energy Utility

The Town manages a Geo-exchange District Energy Utility in the Upper Gibsons neighbourhood. Base infrastructure is in place to service the Parkland subdivision. The system is still too far removed from the Gibsons and Area Community Centre and other larger facilities in the area to be connected. Energy prices are lower than expected at the time of the installation of the utility, resulting in a situation where expansion may not be viable in the short term.

- 13.7.1 Require new development in the current catchment area of the Geo-exchange District Heating Utility to connect to the system.
- 13.7.2 Evaluate options for future expansion of the Geo-exchange District Energy Utility, for example once energy prices reach a higher level, to consider if there is a possible business case to expand district energy to more properties in the Town.

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PART C: IMPLEMENTATION

15 BYLAWS AND REGULATIONS

The OCP is a broad statement of goals, directions and policies guiding change as it occurs in the Town. It will be implemented in a number of ways, through a hierarchy of legal and policy tools, and by the commitment of Town Council and the residents of Gibsons to ensure that the vision remains alive and relevant. Town Council will use the OCP as a general reference in its annual budgetary process, its decisions about programs and capital expenditures, and its support for proposed land developments.

As a broad statement of direction, the OCP provides the statutory authority for the more detailed and site specific zoning and subdivision bylaws, development permit system, and other policy instruments designed to ensure that development is appropriate and meets public expectations. These tools provide guidance on siting, building massing, permitted land uses and activities, the character and form of development, and a myriad of other details, which ensure the highest quality of development.

Listed below is a series of implementation strategies that should be adhered to in order to achieve the goals, objectives and policies stated in this Plan.

Implementation Strategies

- 15.1 Consider innovative changes to zoning when improvements to the liveability of the community are demonstrated. This may include zoning amendments, which entail prezoning lands to a higher density, introducing policies that anticipate rezonings under certain conditions, reviewing rezonings on a case by case basis, or a mix of these approaches as determined by Council. Zones that permit residential land uses should be updated to promote affordable housing suitable for families and seniors.
- 15.2 Regularly monitor the implementation of the Official Community Plan. In order to gauge the success of the Official Community Plan, a regular evaluation process shall be undertaken. This may include establishing a list of measurable indicators, for consideration by Council, upon which OCP goals and objectives will be reviewed. Based on the level of success in meeting OCP goals and objectives, Council may wish to amend policies, consider new implementation strategies and, when needed, conduct a comprehensive OCP review.
- 15.3 Conduct a review of Town bylaws to determine consistency with the Official Community Plan and Provincial legislation.

In addition to regulations and bylaws to implement the OCP, a number of policies offer specific recommendations for future actions. Several of these relate to additional work that may need to be undertaken by the Town, other governments or private/public agencies to further define the scope of actions pertaining to specific geographic areas of the Town. Other recommendations reinforce the need for further study to provide background and data to allow for more targeted implementation actions.

Listed below is an overview of the supplemental actions necessary to achieve implementation of the OCP. Once completed, these studies, plans and bylaws may form the basis for policies that Council will consider for future inclusion in the OCP. This list should be envisaged as an overview of the more significant implementation actions, and is not intended as an exhaustive reference to all actions required.

• Update Zoning Bylaw: Complete a review of the current Zoning Bylaw to ensure that OCP land use and development-related policies are aligned with OCP policies.

- Continue to conduct field surveys, mapping and study and review Environmentally Sensitive Areas as needed to determine which lands and shorelines are environmentally sensitive and should be protected.
- Development Cost Charge for Parkland: Consider preparing a Development Cost Charge Bylaw for the acquisition and development of land.
- *Heritage Management Plan: Support completion of a Heritage Strategy and Heritage Management Plan to provide more detailed guidance for heritage protection.*
- Monitor the implementation of the Economic Development Strategy and Action Framework.
- Official Community Plan Review: An Official Community Plan review committee may be established to regularly review and monitor the Plan to ensure relevancy, and to reflect changing times. In addition, regular liaison with the residents of Gibsons is essential during an Official Community Plan review. Additional public consultation shall be required during a community plan review, augmenting Public Hearing requirements outlined in the Local Government Act.
- Evaluate Part 5 (View Protection and Massing) of the Zoning Bylaw in terms of effectiveness, consistency, and inclusion of all relevant areas.

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16 DEVELOPMENT PERMIT AREAS

16.1 Development Permit Areas

The Town of Gibsons has established Development Permit guidelines to regulate development in the areas designated as Development Permit Areas (DPA) on Schedules C, D and E. The Development Permits are:

DPA	Type/Area
No. 1	Geotechnical Hazard Areas
No. 2	Environmentally Sensitive Areas
No. 3	Upper Gibsons Commercial Area
No. 4	Multi-unit Residential Development
No. 5	Gibsons Landing – commercial and multi-unit residential development
No. 6	Light Industrial / Service Commercial
No. 7	Live / Work
No. 8	Intensive Residential
No. 9	Gibsons Aquifer
No. 10	Gospel Rock Village

Some properties are located in two or more Development Permit Areas (i.e. a multi-unit residential site may also be in a Geotechnical Hazard Area); in such cases, the guidelines for both Development Permit Areas shall apply.

When is a Development Permit Required?

Unless specifically exempted, all properties within Development Permit Areas require a Development Permit prior to:

- Subdivision approval
- Construction of a building or structure (including additions or alterations)
- Alteration of the land (including any removal of vegetation or grading) for properties within environmentally sensitive or natural hazard DPA's 1, 2 and 9

Conditions Where Development Permits Are Not Required

Development Permits are not required within the specified Development Permit Areas under the following conditions:

- o for minor internal alteration which does not affect the outer appearance of the building
- for minor upgrading or repair of the external covering of existing buildings (i.e. roofing or siding) with similar materials

An Environmental Development Permit is not required for the following activities:

- Ecological restoration and enhancement projects or other projects undertaken or approved by the Town of Gibsons, Ministry of Environment, or Fisheries and Oceans Canada.
- Construction, maintenance or operation of municipal works and services undertaken or authorized by the Town of Gibsons.
- Emergency responses or works required by the Provincial Emergency Program or the Town of Gibsons to prevent or control forest fire, flooding, or erosion emergencies.
- Slope stabilization work that is prescribed by a BC-registered Professional Engineer or Geoscientist, or other appropriate professional approved by the Town of Gibsons, where no long-term damage to natural features is predicted as a result of the work and the work has been approved by the Department of Fisheries and Oceans Canada.
- *Removal of non-native invasive vegetation or the planting of vegetation that is native to biogeoclimatic zone in which Gibsons exists.*
- Hazardous tree cutting or modifications based on a report from an independent arborist or qualified environmental professional.
- Maintenance of existing gardens, landscaping, and agriculture.
- The placement of impermanent structures such as benches, tables, and ornaments.
- Paths (which are less than 1 m in width) and fencing which do not result in the removal of native vegetation or disruption of wildlife and are not within 10 metres of a stream.
- Development in locations for which a qualified professional has determined in writing that the proposed development is located outside the area of geotechnical hazards and / or environmentally sensitive areas.

16.2 Geotechnical Hazard Development Permit Area No. 1

Purpose

The Geotechnical Hazard Development Permit Area is designated under Section 919.1(1)(b) of the Local Government Act for protection of development from hazardous conditions.

Area

The Geotechnical Hazard Development Permit Area is shown as Development Permit Area No. 1 on Schedule C: Geotechnical Hazards. The Development Permit Area guidelines apply to all parcels either partially or entirely within the Development Permit Area No. 1. The hazard area designations should not be interpreted as prohibitions on all development activity, but as an identification of areas where professional geotechnical assessment and specific development standards are required.

Justification

The objective of this Development Permit Area is to protect development from geotechnical hazards. Research and analysis supporting the identification of the Geotechnical Hazard Development Permit Area as a hazardous area was conducted by Thurber Engineering Ltd. in the report entitled: Town of Gibsons Official Community Plan Reconnaissance Study of Geotechnical Hazards and Biophysical Environment (1991). Geotechnical hazards identified in that report include soil land sliding and wave erosion along beachfront slopes, potential soil landslides and adverse stream erosion and deposition on steep ravine slopes and potential rock fall.

Significant Hazard Areas

The most significant geotechnical hazards are those with relatively high estimated probabilities of occurrence (i.e. 1:25 to about 1:100 annually). These are indicated on Schedule C and include the significant soil landslide and related stream-flood and debris-flood hazards in the ravines of Charman and Gibson Creeks. The flood hazards extend through the community along Charman Creek below Stewart Road. There is also a relatively high probability of soil landslides along the Shoal Channel shoreline south of Franklin Road and adjacent Gower Point Road. These areas have the highest risks of property damage, injury or worse due to natural phenomena or incautious building practice. For these reasons, the Town will require geotechnical or other engineering approval for works in these high-risk areas.

Moderate Hazard Areas

Other areas have relatively lower estimated probabilities of hazard occurrence (i.e. 1:100 to about 1:500 annually). These include the recommended setback areas from crests of ravine slopes, shoreline landslides areas and the ocean shore (measured from the "natural boundary" or mean high tide line). The low medium hazard areas are indicated on Schedule C. Steep bedrock with potential rockfall and conditional construction hazards, several headwater stream areas and areas of existing development on shoreline slopes are included as areas of geotechnical caution which also require engineering review and approval before development.

Guidelines

Development permits issued in these areas for hazardous conditions shall be in accordance with the following guidelines:

Geotechnical Report Requirements

Development or alteration of land within the hazard areas defined on Schedule C shall require a geotechnical report, prepared by a BC registered professional engineer with experience in geotechnical engineering and preferably also with experience in hydraulic engineering.

The geotechnical report will determine the conditions and requirements of the Development Permit, and shall certify that the land may be used safely for the use intended.

The report shall include field definition of land located in the following areas:

- 15 horizontal metres back from the crest of ravine slopes; of Gibson Creek, Charman Creek, and the two small ravines at the south-western boundary of the Town as shown on Schedule C.
- The area within 1.5metres elevation of 15metres horizontal distance of headwater streams shown on Schedule C.
- 15 horizontal metres back from the ocean shoreline.
- Both 15 horizontal metres and 30 horizontal metres back from the crest of the shoreline slope.
- The existing lower Charman Creek stream channel and possible over flow areas, as well as the area within 15 horizontal metres of the stream channel and overflow areas.
- Any other water courses, tributaries, steep slopes and ravines with the Development Permit Areas.
- The crest of the slope should be determined with conservative field criteria such as the perceived location of ground fractures, and other suspect features which may indicate an imminent landslip.
- The signature and seal of a B.C. registered professional engineer with experience in geotechnical engineering.
- The geotechnical report must take into consideration provincial requirements and the Guidelines for Legislated Landslide for Proposed Residential Development in BC, from APEGBC, 2010.

Geotechnical Report Recommendations

The items required in the report should be in sufficient detail and clarity to permit their inclusion in a Section 215 Covenant as required by the Land Title Act. At a minimum, the report should include the following types of analysis and information:

- A topographic and geomorphic description of the site and a statement as to which type of natural hazards may affect it. A review of previous geotechnical studies affecting the site and/or engineering work in the vicinity.
- An assessment of the nature, extent, frequency (probability) and potential effect of the hazard including a description of the scientific methodology used to define these parameters. The methodology should be described in sufficient detail to facilitate a professional review of the study of necessary.
- Proposal mitigative works (if any, including construction and maintenance programs for such works) and/or actions designed to prevent hazardous occurrences. Certificates of approval are required on all constructed works for which the engineer is responsible.
- An assessment of the effect of the mitigative work in terms of its ability to reduce the potential impact of the hazard. Any other recommendations which the engineer believes appropriate.

Location of Dwellings or Structures

Unless recommended otherwise by a professional engineer with experience in geotechnical engineering, no dwellings, structures or other use of land (such as the designation of new residential parcels) shall be permitted within the areas defined on Schedule C as high geotechnical hazard area.

Ocean Shoreline

The ocean shoreline is a very active geomorphic boundary, which may be affected by storm wave erosion and deposition, tidal change and possible future sea-level change. The Thurber Report generally recommends a

precautionary, minimum 15m horizontal setback from the mean high tide line along all marine shorelines.

There is active soil landsliding in the Franklin Road and adjacent Gower Point Road areas. Developed ground above the bedrock enclosed pocket beaches east of Gower Point Road is retreating northward. The local silty-sandy glaciomarine soil is highly susceptible to erosion, and groundwater seepage and rain may especially promote the movement of fill area. The following recommendations apply:

- Horizontal setbacks of 30 m apply from the top of the shoreline slopes southward on bedrock controlled shoreline Franklin Road and Gower Point as outlined on Schedule C.
- Precautionary setbacks of 15m apply to other shoreline areas. At the north end of the Town, the limit of the Development Permit Area is 15 m back from the top of the local slope. At the south end of the Town, it follows west (up-slope) rights-of-way. In beach areas at the south end of Town, the relatively high risk zone extends 15 m horizontally from the crest of the shoreline slope. This setback also applies to the developed shoreline north to Seaview Road, where slopes have generally unknown geotechnical conditions directly above the shoreline.

Charman Creek and Gibson Creek Ravines

These ravines have steep to very steep forested slopes eroded in glacial drift, which are susceptible to shallow soil landslides and erosion. The slopes average about 320 from the horizontal, but much steeper slopes along narrow upper stream channels indicate comparatively recent erosion. There are many areas of groundwater seepage, with widespread soil creep and slow downslope movement of the shallow soil mantle. This mantle is very susceptible to rapid landslide movement. Small slides may run out on the valley flows and form debris dams, resulting in water flows, mud flows or debris flood with severe downstream effects. The highly developed course of lower Charman Creek is particularly susceptible to damaging water or debris floods. The ravine slopes are very sensitive to incautious soil disturbance including excavation and filling.

The following guidelines apply:

- The ravines identified on Schedule C are to be preserved as underdeveloped, natural landscape corridors to preserve and enhance the natural water courses.
- In these ravines; a 15 m hazard area setback applies from the top of the ravine slope. No site clearing or development activity shall occur within this setback unless otherwise recommended by a geotechnical engineer.
- Vegetation should be retained and, if deemed necessary through geotechnical study or the recommendations of Government Agencies, replanted in order to control erosion and to protect banks and the streamside habitats.
- No dumping of debris, including soil or vegetation is permitted.

Headwater Stream

Hazard zones along headwater streams are outlined on Schedule C, and are subject to a 15 m horizontal setback distance and a 1.5 m minimum elevation requirement.

Flooding

Schedule C outlines the estimated extent of the high hazard (1:100 flood) and moderate hazard (1:150) areas subject to possible effects of ravine landslides, water floods and possible debris flows.

The following guidelines apply:

 Lots, any portion of which are located within areas along Charman Creek or Gibson Creek designated as having "High Probability of Geotechnical Hazard Occurrence" on Schedule C of the Official Community Plan,, and any lots abutting the sea shore, are designated as a "Floodplain", for purposes of subsections (1.1) and (2) of Section 910 of the Local Government Act.

- All buildings or structures or parts thereof, except for public service uses providing flood control, must not be located within 15.0 m (49.2 ft) of the natural boundary of the sea, a swamp or pond, or any watercourse, provided that on those portions of sea shore in the Franklin Road and Gower Point areas shown as having "High Probability of Geotechnical Occurrence" on Schedule C of the Official Community Plan, the setback from the natural boundary of the sea must be 30.0 m (98.4 ft).
- A geotechnical report is required if the lot is located on land designated as "Floodplain" under subsection (1) above. The geotechnical report must take into consideration provincial requirements and the Professional Practice Guidelines for Legislated Flood Assessments in a Changing Climate in BC, from APEGBC, 2012.
- All buildings or structures must be sited or constructed such that the underside of any floor system of habitable space, business floor area, or floor area used for the storage of goods, is at an elevation not less than 2.5 m (8.2 ft) above the current natural boundary of the sea in anticipation of the expected sea level rise of 1 metre by 2100, or 1.5 m for a watercourse, as applicable. Nor less than 0.6 m (2.0 ft) above the level of a flood at that location, having a magnitude equal to a two-hundred year occurrence interval, as determined by a professional engineer or geo-scientist experienced in geotechnical engineering, or a person in a class prescribed by the Minister by regulations under Section 910(7) of the Local Government Act.
- The floor level elevation required under subsection (4) above, may be achieved by landfill or structural elevation, but where landfill is used, it must comply with the setbacks prescribed under subsection (2) above, and the face of such landfill must be adequately protected against erosion.
- No Development Permit for development within the "Floodplain" defined in subsection (1) above shall be issued without prior registration in the Land Title Office against the Certificate of Title to the subject property of a Restrictive Covenant in perpetuity under Section 219 of the Land Title Act, to the following effect:
 - "The owner agrees that the Land shall not be used, developed, or buildings or structures erected thereon, except in compliance with the conditions herein. The owner acknowledges that the Town of Gibsons does not represent to the owner or any other person that any building constructed or mobile home located in accordance with the conditions herein will not be damaged by flooding or erosion and the owner covenants and agrees not to claim damages from the Town or hold the Town responsible for damages caused by flooding or erosion to the land or to said lands and to any contents thereof."
- The requirement for a 2.5m elevation above the current high water mark can be varied in the following situations:
 - A report from a qualified professional has been provided, outlining that a different elevation is suitable for a specific location given the site characteristics and / or exposure to wave action.
 - Proposed uses located below the required elevation don't pose a risk to people or the environment in case of occasional flooding.
 - The life span of the proposed development is less than 100 years and justifies a lower elevation, as specified by a qualified professional.
 - In relation to existing adjacent structures or existing elevations of the surrounding terrain, the required elevation is considered unreasonable.

Gospel Rock Area

Gospel Rock is an area with steep to very steep east-facing and shoreline rock and includes many areas of loose rock as well as steep slopes. These factors are geotechnical concerns which may be overcome with careful subdivision design and construction.

The following guidelines apply to the Gospel Rock area identified on Schedule C:

- A detailed geotechnical assessment and development management plan shall be prepared as part of any future development application to determine rock slope design, scaling of loose rock, road and driveway design to reduce potential hazards.
- The generalized limits of the recommended Development Permit Area are the top of slopes greater than 2H:1V, a variable rockfall "shadow zone": at the base of these slopes and areas of loose rocks as indicated on Schedule C. These areas merge with a shoreline setback along the ocean below Gower Point Road.

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16.3 Environmentally Sensitive Development Permit Area No. 2

Purpose

The Environmentally Sensitive Development Permit Areas are designated under Section 919.1 (1)(a) of the Local Government Act for protection of the natural environment.

Area

The Environmentally Sensitive Development Permit Areas are shown as Development Permit Area No. 2 on Schedule D.

Justification

The objective of this Development Permit Area designation is to protect environmentally sensitive areas from development. Four general areas of environmental concern are identified:

- environmentally sensitive lands in the Gospel Rock area, including forested lands, wildlife corridors and wetlands
- o sites of possible petroleum contamination on the shoreline
- o environmentally sensitive lands related to riparian areas by creeks
- environmentally sensitive marine shore areas and Eelgrass beds

Research and analysis supporting the identification environmentally sensitive and contaminated areas was initially conducted by Thurber Engineering Ltd. in a report entitled "Town of Gibsons Official Community Plan Reconnaissance Study of Geotechnical Hazards and Biophysical Environment" (1991). Further supporting information with regard to the sensitivity the Gospel Rock Area is presented in a report entitled "Gospel Rock Neighbourhood Plan Area: Ecosystem and Wildlife Area Use Classification, prepared by Paul van Poppelen (2009). Analysis supporting the designation of water bodies and creeks was conducted in a background report entitled "Town of Gibsons Watercourse Classification," prepared by Whitehead Environmental Consultants Ltd. (2005).

Douglas Fir – Arbutus Coastal Dryland Forest

This environmentally sensitive area is designated due to the unique forest type and habitat values in the area. The natural coastal dryland forest found in steep, exposed areas with poor, rocky soils comprises only 0.3 percent of the land area of British Columbia.

As detailed in the Thurber report, less than five percent of mature dryland forest remains undisturbed on the Sunshine Coast due to extreme development pressure. It is therefore recommended that the steeply sloped dryland forest in the Gospel Rock area be protected, and that residential development be confined to the mixed coniferous-deciduous forest landward of the approximate limit of the Douglas Fir-Arbutus Costal Dryland Forest that has been logged. This Development Permit Area aims to protect the remaining forest.

Habitat Areas

The Thurber report notes that the Gospel Rock area contains an eagle nesting area, may provide alligator lizard habitat (although further studies are required to establish local abundance and distribution), and has specific scenic and cultural values. These habitats should be protected with any future development and connectivity should be maintained between these habitat areas and the Charman Creek ravine to the north.

Possible Contaminated Sites

Three sites along the Gibsons Harbour shorelines are identified on Schedule D where the Thurber Report or the Ministry of Environment have noted evidence of possible petroleum hydrocarbon contamination of soil and the marine environment. One site is the Shell Canada storage facility where there is potential of soil and groundwater contamination and/or leaching into the foreshore. The second site is the Hyak Marine Services (Esso) facility where there is apparent petroleum product discharge into the marine tidal zone. The third site is the marine repair facility upland of water lot L.6030, where there is evidence of metal contamination. These areas of environmental concern require detailed review prior to any future re-development. Also, the site of the Harbour Authority has been identified as a site that contains contaminated sediments.

Riparian Areas along Creeks

The riparian area associated with creeks is designated as environmentally sensitive as the area which provides essential habitat and corridors for fish, birds, and other wildlife. The riparian areas of creeks also serve a role in natural drainage, storage and purification. Their existence in a relatively undisturbed state holds the balance of maintaining a healthy, sustainable waterway. Disturbance of the riparian area may jeopardize a very delicate ecosystem and, in addition, may lead to potential land erosion, slope instability, and flood risk. This Development Permit Area aims to restrict activities within the riparian area for the purposes of habitat protection and the maintaining the long term health of the waterway. This Development Permit Area is supported by information contained in the Sunshine Coast Habitat Atlas and within the Town of Gibsons Watercourse Classification.

Marine Shore Areas

The marine shore area is considered an integral component of the marine environment and essential fish habitat. The marine shore area includes the nearshore subtidal seabed, intertidal foreshore, and adjacent backshore areas (as well as upland vegetation on the backshore). These areas are designated as Development Permit Areas for the protection of significant fish habitat. Disturbance and alteration of foreshore, nearshore areas or adjacent backshore upland (including removal of upland vegetation) can result in significant adverse environmental effects. To protect these areas and the associated fish habitat from the potential adverse effects of development, an appropriate setback/leave strip along the shore is supported. The primary objective of the setback/leave strip is the conservation and protection of the environmental values of the marine environment, including adjacent backshore upland vegetation. Accordingly, setback/ leave strips should be left undisturbed and naturally vegetated and should be maintained in perpetuity.

Eelgrass Beds

Eelgrass beds are sensitive, near shore habitats that provide food and shelter for a wide range of marine species. These habitats are considered essential for maintaining the health of the marine ecosystem. Eelgrass beds are sensitive to shading and disturbance and therefore, are included in this Development Permit Area so any development in proximity to the mapped eelgrass beds can be controlled and damage mitigated or avoided.
Guidelines

Development Permits issued in the Environmentally Sensitive area shall be in accordance with the following guidelines:

Professional Qualifications

Professional environmental studies submitted in support of applications for Development Permits shall be prepared by a Qualified Environmental Professional. A Qualified Environmental Professional is an applied scientist or technologist, acting alone or together with another qualified environmental professional. He or she must be registered and in good standing in British Columbia with an appropriate professional organization, acting under that association's code of ethics and subject to disciplinary action by that association. The applicable professional may be a professional Biologist, Agrologist, Forester, Geoscientist, Engineer, or Technologist. To be able to certify that they are qualified to conduct the assessment methodology, the individual's area of expertise must be recognized as one that is acceptable for the purpose of providing all or part of an assessment report in respect of the particular development proposal that is being assessed. The individual is considered a Qualified Environmental Professional only for that portion of the assessment that is within their area of expertise.

Gospel Rock Area - Douglas Fir Arbutus Coastal Dryland Forest

No alteration of the sensitive area will be permitted unless demonstrated through professional environmental studies that it would not adversely affect the natural environment. Any residential development should be confined to the mixed coniferous-deciduous forest landward of the approximate limit of the Douglas Fir Forest as indicated generally on Schedule D and the areas <u>not</u> designated Greenbelt on Schedule B: Land Use Plan.

Development should be directed away from wetland areas and areas necessary to maintain wildlife connectivity between habitat areas.

No buildings, structures, or uses permitted on the land shall be sited within the following areas:

- o areas with grades steeper than 25 percent in order to protect soil cover and drainage patterns
- the area within 100 m of the eagle nest shown on Schedule D
- o the natural clearings shown on Schedule D

Any other development within the identified Gospel Rock sensitive areas shall be designed to:

- o avoid the removal/modification of native vegetation
- o avoid the introduction of non-native invasive vegetation
- o avoid impacts to the protected root zones of trees
- avoid disturbance to wildlife and habitat
- minimize the use of fill
- o minimize soil disturbance
- o minimize blasting
- minimize changes in hydrology
- o avoid run-off of sediments and construction-related contaminants

The following measures may be required to prevent and mitigate any damage to the environmentally-sensitive area:

- temporary or permanent fencing
- environmental monitoring during construction
- o demarcation of wildlife corridors, wildlife trees, and significant trees
- restricting development activities during sensitive life-cycle times
- registration of a natural state covenant

Possible Contaminated Sites

Prior to any new development, re-development or use of the land and foreshore areas indicated on Schedule D, detailed environmental assessments are required to specifically identify the extent and type of potential contamination and recommend actions for site remediation. The assessments are to be done by a Qualified Environmental Professional with experience in site contamination, and meet the requirements of the Ministry of Environment, Fisheries and Oceans Canada and any other relevant agencies.

Riparian Areas

In response to the Province's Riparian Area Regulations, the Town of Gibsons has established an Environmentally Sensitive Development Permit Area for the "Riparian Assessment Areas" as defined in the Riparian Area Regulations. A 30 m setback area from the top of the creek banks has been identified on Schedule D.

No land clearing or development is permitted in a Riparian Assessment Area unless a Qualified Environmental Professional carries out an assessment and certifies in the assessment report for that proposal that he or she is qualified to carry out the assessment, that the assessment methods have been followed, and provides in the their professional opinion that the criteria listed in the Riparian Area Regulations have been fulfilled.

In addition, the following measures may be required to prevent and mitigate any damage to the riparian area:

- temporary or permanent fencing
- o environmental monitoring during construction
- restricting development activities during sensitive life-cycle times
- registration of a natural state covenant

Re-vegetation and restoration may be required as mitigation or compensation regardless of when the damage or degradation occurred.

Marine Shore Areas

Prior to any new development, redevelopment or use of the marine area within the Marine Shore Area as indicated in Schedule D, an environmental assessment is required. The environmental assessment shall be conducted by a Qualified Environmental Professional with experience in assessing environmental impacts on fish habitat with knowledge of Fisheries and Oceans guidelines for the protection of the marine environments. The environmental assessment shall identify:

- the extent and type of potential impact on fish habitat
- the circumstances and conditions under which development permits may be issued to manage development that potentially has a significant impact on the natural marine shore and fish habitat
- o the measures of remediation required to minimize the impacts

In addition, the following measures may be required to prevent and mitigate any damage to the riparian area:

- temporary or permanent fencing
- o environmental monitoring during construction
- o restricting development activities during sensitive life-cycle times
- o registration of a natural state covenant

Re-vegetation and restoration may be required as mitigation or compensation regardless of when the damage or degradation occurred.

Eelgrass Beds

Prior to any new development, redevelopment or use of the marine area within the Eelgrass Area as indicated in

Schedule D, an environmental assessment is required. The environmental assessment shall be conducted by a Qualified Environmental Professional with experience in assessing environmental impacts on fish habitat with knowledge of Fisheries and Oceans guidelines for the protection of the marine environments. The environmental assessment shall identify:

- the extent and type of potential impact on fish habitat
- the circumstances and conditions under which development permits may be issued to manage development that potentially has a significant impact on the ocean bed, eelgrass and fish habitat
- o the measures of remediation required to avoid or minimize the impacts

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16.4 Upper Gibsons Commercial Development Permit Area No. 3

Purpose

The Upper Gibsons Development Permit is designated under Section 919.1 (1)(f) of the Local Government Act for the form and character of commercial development.

Area

The Upper Gibsons Development Permit Area is shown as Development Permit Area No. 3 on Schedule E: Form & Character DPAs. These guidelines shall also apply to any currently zoned commercial sites on Gibsons Way or North Road.

Justification

A significant amount of commercial development in Gibsons is located along the highway and is highly visible to motorists. The general appearance of this commercial development is important for the economic well-being of Gibsons. Council has designated this Development Permit Area in order to ensure a high quality of development along the highway.

The main objective of the Development Permit Area designation is to improve the commercial area and enhance the appearance of private developments for the benefit of visitors, residents and businesses.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

General Form and Character of Development

To create a high quality, visually appealing development with a safe, comfortable pedestrian environment, the following guidelines shall apply:

- Innovative building design and configuration which introduces variety and detail to the buildings.
- Siting of buildings near the front of a parcel with the building's front face and main access facing the street.
- \circ \quad Parking at the rear or side of buildings rather than the front.
- Significant landscaping adjacent to public roadways and integrated within the site, use of both architectural and landscape features to provide a "gateway" or distinct entrance.
- The form and character should support and enhance the small town character.
- West Coast design features should be included in the design.
- The use of natural colours is encouraged, and the use of a variety of complementary colours as accents is also encouraged to promote visual interest.
- Design lighting to minimize light spill, glare and sky glow by using non-glare full cutoff fixtures.

Building Form, Scale and Massing

To encourage varied building forms and to avoid creation of a commercial strip image, the following guidelines respecting massing and scale shall apply:

- Varied building forms will be encouraged. Long, single story buildings should incorporate elements that add vertical definition such as sloped roofs or façade treatments such as facia or awnings.
- Large areas of blank wall are not acceptable on a face with a pedestrian or residential area orientation.

- Wall lines should be off-set and modulated along the building elevation to create visual interest along the building section.
- Pitching and stepping down of rooflines should be incorporated to vary height in the roofscapes of buildings.
- On sloped sites, building forms should step gradually step down to follow the slope of the site.
- Where commercial development incorporates a residential or multi-unit use on upper floors, a graded transition in the building height is desired to ensure adjacent properties are not faced with a massive wall.
- General modification of standardized corporate franchise building designs or features may be required in the event of conflict with these design guidelines.

Siting of Building and Structures

To reduce the impact of the large parking areas associated with commercial areas, and to reduce the apparent width of Gibsons Way, the following guidelines respecting siting of buildings shall apply:

- Buildings should be sited with the entrance to the buildings facing the street (Gibsons Way, North Road or the access road) to encourage creation of an interest and access for pedestrians. Buildings on corner sites should have façade interest facing both streets.
- Parking should occur at the rear or side of buildings rather than the front and shall be buffered from view by significant landscape islands.
- The buildings or structures should be used to reinforce the definition of street corners.
- Natural landscape which includes significant tree stands should be retained and incorporated into site development plans when feasible.



Siting of building/structures and parking and use of buffering space and landscaping

Residential/Commercial Buffers

Effective transitions between commercial areas and adjacent residential properties can be achieved by:

- Fencing, combined with a broad area of landscape plantings (tree, shrubs).
- Dense shrubbery or hedges capable of impeding travel through to adjacent properties, and which is not visually transparent to adjacent properties.
- Creating a transition zone to complement the scale of the development, but not be less than 2.0 metres in width.
- o Careful positioning of lighting, parking and access points to minimize impacts on adjacent properties.

Pedestrian Environment

The transition from Gibsons Way edge to the building or parking edge should attempt to reduce the apparent width of Gibsons Way, encourage a "pedestrian friendly" environment and create a "green area" to reduce impacts of traffic. This can be achieved by application of the following guidelines:

- Buildings and structures should be pedestrian oriented at the ground level. This can be achieved by:
 - an emphasis on the fenestration (the arrangement and positioning of windows)
 - inclusion of weather protection along outside pedestrian routes through the use of awnings, arcades and canopies
 - weather protection must be integral with the building form, and the materials and colors used should be consistent with the façade
- Developing pedestrian routes, including sidewalks on each side of Gibsons Way. The pedestrian routes should be well separated from the highway edge by a planting strip of not less than 1.5 metres, wherever possible.
- A minimum 3.0 metre planted edge between the sidewalk and the building or parking edge should be established (see illustration below).
- Providing pedestrian amenities within the 3.0 metre transition zone between the sidewalk and the building or parking edge such as benches, shelters, alcoves, seating, walls, trellises and arbors and pathways to the adjacent businesses.

Landscaping

Landscaping of commercial and multifamily areas in Upper Gibsons is a key to improving the image and character of this area. For all developments:

- A detailed professional landscaping plan shall be provided.
- Emphasis on major road edges is required through a combination of "street trees" and lower plantings.
- Native plant materials are preferred, and shall include a mix of coniferous and deciduous species.
- The retention of natural tree stands is encouraged.

Parking

- Parking should not visually dominate a development. Parking areas should be integrated into developments by such means as incorporating significant landscaping, coordination of outdoor elements and linking of buildings with parking by distinctively paved walkways.
- Parking lots should be paved and shall include landscaped areas within the lot. No more than 10 parking stalls in a row should be allowed without a landscaping break.
- Low, dense screening of street fronting stalls is required. This can be achieved through the use of landscape materials, or, a combination of landscape features such as arbors or trellises which run the length of the parking area.
- Support service facilities and structures such as loading bays, refuse containers, storage areas, and utility services should be located and screened with walls, fencing, hedging, planting, other screening materials or a combination of these materials to minimize visibility from public areas.

Use of landscaping around parking area



Signage

Signage in the Upper Gibsons Development Permit Area shall comply with the following guidelines:

- All signs should be architecturally coordinated with the overall design of buildings and landscaping and may require modification of corporate or franchise design elements.
- Multi-unit buildings are encouraged to have an attractive, simple, single entry sign rather than multi-tenant signs which create a cluttered appearance.
- Freestanding signs should be restricted to a maximum height of 4.5 metres above grade.
- Freestanding signs should reflect a West Coast character by using elements of wood and / or stone.
- Changeable illuminated copy signs shall not be permitted on properties in Development Permit Area No. 3, except where such signage is clearly a requirement of the business activity (i.e. movie theatres, gas stations).
- Internally illuminated (backlit box) signs shall not be permitted, with the exception of internally illuminated channel lettering.
- External lighting for fascia and wall signs should be directed downward and use goose neck style lighting fixtures. An illumination design needs to ensure all wiring and conduits are concealed.

16.5 Multi-unit Residential Development Permit Area No. 4

Purpose

The Multi-unit Residential Development Permit Area is designated under Section 919.1(1)(f) of the Local Government Act to guide the form and character of multi-unit development.

Area

The Multi-unit Development Permit Area is shown as Development Permit Area No. 4 on Schedule E. NOTE: These guidelines do not apply to single-detached or duplex homes.

Justification

The objective of the Multi-unit Residential Development Permit Area designation is to ensure that a high standard of design, landscaping and building form is implemented for any multi-unit residential development. The guidelines are aimed at ensuring that new development is appropriate to its surroundings, and is compatible with surrounding uses or neighbourhood character. The Development Permit guidelines are also intended to ensure that multi-unit residential development is attractive for future residents.

Guidelines

Character: General Design Guidelines

Multi-unit developments should reflect the following design elements which are key components contributing to the form and character of development which "creates" the Gibsons character:

- Development should promote a small town character by encouraging architecture, landscape design and environmental settings that respect the surrounding context.
- 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.
- Residences oriented towards the street with well-defined and welcoming entries at the street edge.
- Construction materials should reflect the West Coast Design and Setting.
- Each building should appear unique or easily distinguishable from neighbouring buildings.
- Simple exterior detailing with earth-tone colours and primary colours only as accents.
- Buildings should be oriented to maximize solar exposure while minimizing shadow impacts on adjacent buildings and common areas.
- Common building elements which include:
 - pitched roof line
 - dormers
 - porches
 - low building profiles, simple residences, set well back from the roadway and nestled into the landscape

Changes in the building facades and the massing of buildings add a human scale and visual richness to the development. Long, unbroken building lines and rooflines are to be avoided. New developments should create visual interest by providing variations in building height and massing as follows:

- The inclusion of elements such as bay windows, dormers, porches and cross gables help mitigate the visual impact of larger buildings.
- Steeper roof pitches and stepping down of roof lines to vary the height and rooflines of buildings is recommended.

• 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.

Building Scale and Massing

To compliment adjacent single-detached neighbourhoods and reduce impacts of building massing, the following guidelines shall apply:

- 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.
- Townhomes should be designed in clusters of 25 units or less based on a single entry point.
- Apartment-style developments based on a single entry should have 60 units or less.
- Very large single buildings more than 70 metres in length, or townhomes with more than six joined units are to be avoided.



Respect for the existing streetscape

Building Wall Design

The general character of the development should reflect aspects of Gibsons' semi-rural coastal setting by using natural and typical local wall materials including wood siding, wood shingles, stucco, stone and brick.

The number of materials used on the building exterior must achieve a balance between achieving visual interest and complexity without overpowering the surroundings.

Roof Design

The design of the roof of multiple-unit residential dwellings has a major influence on the overall character of the development. The "roofscape" is a key design feature, which is of critical importance to Gibsons, especially areas of lower Gibsons, because of its potential to be viewed from above (as a result of the varied topography of Gibsons). The following guidelines shall apply:

- 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.
- The roof form should be modulated and broken up with dormers, skylights and other architectural features. A continuous unbroken ridge line should be avoided.
- Roof lines should include steep pitches typical of west coast building forms.
- Secondary hipped or gabled roofs are preferable to flat roofs or mansard roofs, or segments of pitched roofs applied to the building's edge.
- Roofing materials may be metal, cedar shakes, concrete tiles or asphalt shingles.

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. For larger developments, this may require separating the units into smaller components.
- 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.
- Roof lines should be stepped down from building ends to reduce the apparent mass of the building.
- 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.
- All lots must have direct access to the larger pedestrian circulation system via park corridors, pathways, and/or sidewalks.
- Developments on sloped properties should be terraced with the natural slope of the land, and should avoid the use of high [over 1.2 m (4 feet)] retaining walls.
- 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.

Gradual Change in Height



Front entrances create a sense of belonging to the neighbourhood



Sense of Place; Development Identity

With the increased density of multi-unit housing; creating a sense of "place", of neighbourhood, and of privacy within the development are importance design features. New multi-unit developments will be reviewed for features which help create these qualities. The following guidelines apply to new developments:

- 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.
- Multi-unit homes should provide a street orientation through features such as major entry points to provide a sense of belonging to the neighbourhood. Street level landscaping creates privacy within the development. Parking areas should be recessed to allow the pedestrian entry to predominate.
- Townhome projects on major arterials may have private rear yards facing the street, but should create a streetscape of entrances within the private roadway or courtyard area.

Amenity Space; Private Areas

The location and size of outdoor spaces such as patios and balconies have considerable effect on the sense of privacy. New residential buildings should be designed to provide privacy for each resident; through windows, private outdoor spaces or balconies, or through changes in grade or elevation as follows:

- An outdoor living space of minimum 5 m depth for townhouses and minimum size of 37 m2 (400 square feet) is recommended.
- 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 in order to give the occupant privacy, security and weather protection.
- Dwelling units to be "clustered" in smaller groups to create more resident interaction and neighbourly surveillance.
- Changes in grade can provide for private areas between street edges and the development units.



Balconies to create outdoor rooms



Changes in grade separate the public and private areas

Projects should provide meaningful and appropriate amenity space areas, and may consist of indoor or outdoor recreation areas, landscape features such as benches, gardens or plazas, children's play areas, social meeting rooms, or specific recreations features such as tennis, swimming or walking trails. These common areas contribute significantly to the quality of life in multi-unit developments, where private yard areas are not available for these activities.

Landscaping

Landscaping and open space areas are an essential part of the livability of multi-unit residential developments, and their integration into neighbourhoods. The following guidelines refer to the landscaping surrounding the development, and the common areas within the development:

- All Development Permit applications must provide a professional landscape plan.
- 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.

- 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.
- 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.
- 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 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.
- 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.
- All public and semi-public areas should be landscaped, including entrance driveways, areas surrounding parking spaces or structures.
- Additional landscaping depth, denser vegetation and noise barriers such as earth berms should be used where a development abuts a major roadway.

Fencing

Fencing design for multi-unit residential areas should provide privacy to the individual units or developments without creating solid walls along the street edge. The following guidelines respecting fencing and landscape shall apply:

- 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.
- Any fencing located along a street edge should not exceed a length greater than 20 metres without a substantive break or jog.
- Fencing should not exceed a height of 1.2 metres within any part of the required front yard setback.
- *Fencing along the street edge should be supplemented with low profile landscape plantings.*

Parking Areas and Vehicle Access

Parking and driveways entrances should be designed to minimize impact on surrounding uses, the pedestrian character of the street and the internal appearance of the development, according to the following guidelines:

- Walkways and surface parking areas should be well lit and located in an area which is observable by residents.
- Entrances to parking garages should be located in areas visible from habitable room windows and well lit.
- 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.



Small, screened parking

- 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.
- Parking areas should be landscaped and screened, but sufficiently visible to provide security to residents and vehicles.
- Distinct, visible visitor parking areas should be provided near the entry to the development.
- 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.

Signage and Lighting

Signage and lighting shall meet the following guidelines:

- The size, siting and style of signage shall not be obtrusive or present a cluttered image.
- Entry signs shall be placed at or below eye level and shall be integrated with landscaping or other feature.
- 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.

Central Recycling Area

New developments are encouraged to provide residents with Central Recycling Areas suitable for the disposal of a variety of materials.

Stormwater Management and Drainage

For developments in the Upper Gibsons Neighbourhood Plan area the following guidelines regarding stormwater management apply:

- Building foundations must be chosen and designed such that they do not require a subsurface connection to the municipal system. They must be designed for on-site drainage, or day-lighting into the fronting municipal surface conveyance system.
- No subsurface habitable floor space (MBE) is permitted because it would affect drainage infrastructure requirements and cost.
- Roof leaders / downspouts shall drain to ground surface on-site. No direct piping is permitted to the municipal drainage system.
- Lot grading shall ensure drainage away from the building and towards the municipal drainage system, or adjacent greenbelts. Where required, side / rear yard swales shall be provided to prevent cross lot drainage.
- Where on-site stormwater detention is required, both surface and sub-surface techniques may be used. The provision of stormwater detention does not reduce the requirement for Best Management Practices (BMP). Runoff must first be treated / managed by BMP techniques prior to entering the detention facility, according to applicable standards under the Subdivision Bylaw.

16.6 Gibsons Landing Development Permit Area No. 5

Purpose

The Gibsons Landing Development Permit Area is designated under Section 919.1(1)(f) of the Local Government Act to guide the form and character of commercial and multi-unit development.

Application and Intent

The form and character of commercial and multi-unit residential development within the Harbour Area as shown on Schedule E shall be subject to the guidelines contained in this section for the purpose of fostering design that retains, reinforces and enhances the village scale and character of the Harbour Area while providing for improvements and change.

Area

Development Permits are required for all commercial and multi-unit developments within the Harbour Area as shown in Schedule E. The Harbour Area is comprised of four Character Areas:

- Village Landing
- Village Waterfront
- Village Cultural Precinct
- Legacy Residential

The following guidelines are divided into those that pertain to the Harbour Area in general— "Area–wide Design Guidelines", and those that pertain specifically to the Village Landing Character Area— "Village Landing Design Guidelines".

Area-wide Design Guidelines

Building Scale and Massing

The character of the Harbour Area is largely dependent on its scale. The term scale refers to a proportional relationship. In urban design, the scale of built form is its relationship in terms of size (height and bulk), and intensity to its surroundings. A building's scale is contextual in nature and is a key factor in determining how well it blends with its context.

- All built form in the Harbour Area, particularly where it fronts on the "Village Walk" or "Harbour Walk" as delineated in the "Harbour Area – Pedestrian Network Map" shall be human in scale, and pedestrianoriented.
- Building facades facing these pedestrian routes shall be no more than two storeys in height, or, where a height of greater than two storeys is allowed, shall step back a minimum of 3 m (10 ft.) above the second floor.
- Building massing should be low near the waterfront, 'stepping back' from the water.
- Varied roof heights, and roofs at various heights, are encouraged to provide variety in roofscape and skyline.

Information Note: Applicants should also refer to the Part 5 View Protection and Massing regulations set out in the Town of Gibsons Zoning Bylaw.

View Protection

- Building scale and massing shall be designed with careful consideration of impacts on views from uphill properties.
- For development proposals that don't conform to the framework of Part 5 View Protection and Massing of the Zoning Bylaw, applicants shall be required to demonstrate the potential impact of the proposed development on views from key locations in the Town. This may include use of a 3-D model to illustrate the impact on views from various locations in Gibsons and views towards Gibsons from the ocean.

View Corridors

 From the Village Walk (see Harbour Area Plan / Pedestrian Circulation), between Prowse Road and Armours Beach, an unobstructed view corridor 3.0 meters wide should be provided at every 30 meters to allow open views of the ocean.

Terracing

The physical orientation of the bay and the surrounding hillside of the Harbour Area creates an opportunity for terraced building forms. Buildings in the Harbour Area shall be designed to follow the natural site contours. Where retaining walls are required, they should become important features of the design with the use of stone, brick and treated timber to create features such as walkways, steps and viewing areas.

Roofs

- Sloped roofs are encouraged. Large areas of flat roof, except where they are green roofs or are used for private or communal open space, are discouraged.
- Roof forms should be articulated with dormers, skylights and other architectural features, provided such features do not obstruct uphill views. A continuous, unbroken ridge line should be avoided, particularly on larger buildings.
- Wherever possible, roofs should be oriented so that ridge lines are perpendicular to slopes so as to reduce view impacts on uphill properties.
- All air conditioning, ventilating or other roof top mechanical equipment should be carefully concealed or screened.



Figure 16-1: Terracing

Roofing Materials

- Sloped roofs should be clad in wood shingles. Composite wood products with the appearance of traditional wood shakes may be considered as an alternative to wood shingles. Asphalt shingles or metal roofing may be used on minor or non-feature roofs depending upon extent, colour and visibility.
- Metal roofing may be used on buildings which are greater than two storeys in heights provided that large areas of such roofs are not subject to overview from nearby buildings at higher elevations.

Fire Retardant Treated Wood

• Any development using wood shingles or shake products as an exterior cladding or roofing material shall have its surface-burning characteristics, such as flame spread, rate of fuel contribution, and density of smoke developed, reduced by impregnation with fire retardant chemicals.



Figure 16-2: Sketch of Desired Form and Character in the Village Landing Area

Daylight and Sunlight

• Building heights and setbacks shall ensure adequate access to daylight and sunlight.

Streetscape

- Individual architectural expression should be secondary to a building's contribution to the whole of the context or streetscape in which it is located.
- In the Village Landing, Village Waterfront, and Village Cultural Precinct Areas, select appropriate streetscape elements street furniture (benches, trash receptacles, etc.) paving, lighting and plant material to reinforce character and sense of place.
- In the Village Landing, Waterfront and Cultural Precinct, provide welcoming street furniture such as benches, planter boxes, hanging baskets, ornamental lighting, etc.
- Marine articles such as boat masts and elements of the working clock should be incorporated as street furniture (bollards, planters, etc.).
- The incorporation of beach elements such as driftwood into street furniture is encouraged (see Figure 16.3), provided the furniture is low maintenance.
- Stone retaining walls are encouraged.

Planting

- Mature trees are rare and valuable signposts of history. Where such trees exist, every effort should be made to retain them when re-development occurs.
- Planters with seasonal flowers to provide colour are encouraged.

Lighting

- Indirect, low-level lighting of building facades, pedestrian routes and signage is encouraged.
- Lighting should be designed so that it avoids "light spill" into residential areas.
- Use of marine light fixtures, building mounted, incorporated into railings or balustrades, or free standing, is encouraged.
- Building lighting should be used to supplement street lighting wherever possible.



Figure 16-3: Marine Light Fixtures

Transitions – Fencing and Landscaping

- Transitions between the waterfront walkway and adjoining the properties should emphasize landscape elements.
- Fencing should not exceed a height of 1.2 meters and should be supplemented with plant material.
- Landscape should consist primarily of local indigenous species. Large areas of non-vegetative materials such as gravel, bark, mulch, etc. are prohibited.
- To preserve view corridors, new plantings should consist of landscaping which, when mature, will not exceed the height of the buildings on site.

- Outdoor storage areas, mechanical equipment, waste containers, parking areas shall be screened.
- Planted trellises should be incorporated into screens wherever possible.



Figure 16-4: Street Furniture Which Reinforces Sense of Place





Figure 16-6: Ornamental Pediment

Figure 16-5: Cupola Roof

Parking

- Surface parking is discouraged, but, where no other feasible option is available, it should be internal to each development and screened from view by a combination of attractive walls, fencing, hedging, planting, other screening materials or a combination of these materials.
- Off-street parking areas and access roads should have adequate pedestrian scaled lighting.

Village Landing Design Guidelines

Waterfront Links

• Links are encouraged between the waterfront and street edges of properties that front on both.

Building Scale and Massing

- The scale of shop-fronts should convey a sense of small proprietorship with its prospect of personal service. Variety of form provides visual interest and the promise of a variety of experience.
- Encourage varied building forms that reflect the historical development pattern of small scale individual shops and businesses.
- Street and waterfront elevations should be articulated so as to allow small building sections to stand out.

Frontage

 Commercial frontage shall be divided into small-scale, individually expressed shop-fronts with a preferred frontage (Commercial Retail Unit / CRU) width of no more than 6m (20 ft.), and a maximum width of 12 m (40 ft.).

Street Level Use / Transparency

- The nature of street fronting uses, and their visual accessibility and attractiveness, will contribute to a positive experience for pedestrians in the Village Landing.
- Service commercial uses, such as banks, which typically offer limited transparency to the street and provide little pedestrian interest at grade, should be discouraged except at the extremities of the Village Landing commercial area.
- Shop entry doors should be no more than 12 m (40 ft.) apart.
- Each shop should be individually expressed in the design of shop fronts. Continuous or highly repetitive forms across multiple CRUs are discouraged.
- Shop fronts should be highly transparent. As much as is practical of the frontage for each shop should be transparent and constructed of glass or similar material.

Weather Protection

• Provide continuous weather protection for pedestrians in the Village Landing through the use of awnings, arcades, canopies and covered walkways.

Architectural Features — Windows

- All windows should be surrounded with wood frames.
- Wood window and door frames are preferred at the ground floor. Aluminum or vinyl windows framed in wood are acceptable above the first storey.

- Multi-light windows are encouraged. In any case, at the ground floor, no single glass panel should be more than 40 square feet without an intervening window mullion.
- Projected bay showcase windows are encouraged.
- Where code restrictions allow, provide windows in side walls that are visible from the street.



Figure 16-7: Transparency in Shop Front Facades

Roofs and Canopies

- Cupola roofs, especially at corner locations, are encouraged (see Figure 16-5: Cupola Roof).
- Wood shingled canopies are encouraged. Care should be taken selecting size and mounting height to ensure that the space beneath them will not be too dark, discouraging pedestrian activity.
- o Ornamental pediments, which may contain signage, are encouraged (Figure 16-6: Ornamental Pediment).

Materials and Colours

- Wood cladding, in the form of channeled or lap siding, wood shingles or shakes, or board and batten is mandatory at the first storey up to the canopy or cornice line and is encouraged elsewhere. Flush finish tongue and groove siding and diagonal applications are discouraged.
- Stucco may be used above the first storey or, on the first storey, in applications not visible from the front or, in the case of corner lots, flanking streets.
- Brick or exposed concrete should be avoided except in minor applications near grade (e.g. at the base of a wall).
- All doors, trim, fascias etc., at the ground floor should be wood.
- Vinyl siding or trim is to be avoided.
- Exposed wood posts and/or beams are encouraged.
- Building colours should be selected from a palette of warm earth tones or muted blues and greens.
- Banners and flags to provide bright accent colour are encouraged.

Signage

- Provide signage in harmony with the character of building facades.
- The size, style and siting of signage should be scaled and oriented to the pedestrian.
- All signs should be architecturally coordinated with the overall design, architectural features and finishes of the building.

Material and Lighting

- Timber and metal are the preferred materials for signs. Individual carved and/or hand painted wood signs are encouraged.
- Backlit or self-illuminated signs are to be avoided except that neon tube signage will be considered in shop windows.

Mounting

- Signage, mounted, painted or carved directly on buildings or incorporated into pediments is encouraged.
- Free-hanging signs should be hung from wood canopies or by means of ornamental brackets.
- Signage may be incorporated into canopies.

Molly's Reach

The "Molly's Reach – Welcome Back" sign occupies a special place in the Village Landing. It is located directly on axis as one enters the Town from the ferry terminal at Langdale. It provides a powerful visual focus whose message would be resonant even without its having been associated with the television series for which it was created.

• Any alterations on the site on which this sign is located should retain it or replace it with an identical sign.



Figure 16-8: Molly's Reach Signage

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16.7 Service Commercial / Light Industrial Development Permit Area No. 6

Purpose

The Light Industrial/Service Commercial Development Permit Area is designated under Section 919(1)(f) Local Government Act to regulate the form and character of commercial and industrial development. The objective is to encourage a high standard of site design, building form and landscaping to improve the appearance of this important business district.

Area

The Light Industrial/Service Commercial Development Permit Area is shown as Development Permit Area No.6 on Schedule E.

Justification

This area is the only existing industrial area in Gibsons. Council would like to improve the image of the area, its relationship to surrounding uses, and work toward creating a more attractive service / industrial area.

Although some uses have provided limited landscaping, interesting building design and indoor storage areas, others have not, resulting in a visually uncoordinated image. The image of the area also needs to be improved because it is visible from Payne Road, adjacent commercial uses on Gibsons Way and the future Medium Density Multi-unit Residential Area on Park Road. Improved landscaping and design is needed to better integrate with adjacent uses.

Guidelines

Development Permits issued in this area should be in accordance with the guidelines set out below:

Building Form and Character

The following guidelines respecting building form and character shall apply:

- Monolithic structures and long expanses of straight walls facing the roadway should be avoided.
- Walls facing roadways should incorporate elements that add variety and vertical definition such as windows, entrances, and sloped roofs.
- Larger buildings should be designed in a way that creates the impression of smaller blocks or units.
- Buildings should generally be finished in painted or coated metal, wood, or textured concrete rather than just leaving untreated flat concrete blocks as the final building finish.
- Buildings and structures should be permanent in nature, and should not appear to be temporary structures or trailers.
- Design lighting to minimize light spill, glare and sky glow by using non-glare full cutoff fixtures.

Screening and Landscaping

The following guidelines respecting screening and landscaping shall apply:

- The site should be provided with a landscaped strip composed of grass, vegetated earth berms, shrubs, trees, other vegetation, or a combination of these in the following areas:
- along the property edge next to roadways;
 - between parking areas, roadways and buildings
 - between different parking areas
 - between buildings and parking areas
- The landscaping should consist of a mix of coniferous and deciduous vegetation, with low plantings and taller tree species at intervals. Large areas of bark mulch, bare earth, landscape fabric, gravel or other similar materials are not suitable.
- Support service facilities and structures such as loading bays, refuse containers and storage areas, should be located and screened with walls, fencing, hedging, planting, other screening materials or a combination of these materials to minimize visibility from public areas.
- Outdoor and rooftop service installations, including mechanical, electrical and other service equipment, should be enclosed in a screening structure that relates to the building design.

Signs

The following guidelines respecting signs shall apply:

- All signs should be architecturally coordinated with the overall design of buildings and landscaping. Multiunit buildings should have unit signs of compatible size, arrangement and character.
- Fascia type signs (on building surfaces) are encouraged.
- Changeable copy signs are not supported, except where clearly required due to the nature of the business activity.

Transitions

The following guidelines respecting transitions shall apply:

- Transitions between the Light Industrial/Service Commercial area and adjacent residential properties should ensure privacy and avoid the impacts of noise, glare and shadows.
- o Commercial buildings should be sited to afford maximum privacy to adjacent residential and rural properties.
- Effective transitions should be provided by a combination of the following methods:
 - fencing, combined with dense naturalized shrubbery or hedges
 - landscaped earth berms
 - dense shrubbery or hedges capable of impeding sound travel through to adjacent properties
 - trees that can grow to sufficient height to screen the commercial use from a 3 storey multiple family dwelling

Parking

The following guidelines respecting parking shall apply:

- Parking areas in excess of 10 spaces should be broken into smaller groups, divided by landscaping.
- Access to parking areas should be landscaped and sited, wherever possible on secondary roads.

16.8 Live / Work Development Permit Area No. 7

Purpose

The Live/Work Development Permit Area is designated under Section 919.1(1)(f) of the *Local Government Act* for the purpose of establishing objectives for the form and character of commercial, industrial or multi-unit residential development.

Area

The Live/Work Development Permit Area is shown as Development Permit Area No. 7 on Schedule E.

Justification

One of the objectives of the OCP is to encourage housing that is accessible to a cross-section of society, and is adaptable to the changing demographics and life-styles of the Town's residents. The Live/Work land use designation is an innovative land use concept that incorporates housing quarters with small business units.

The objective of this designation is to ensure that Live/Work development respects the existing form and character of the Town, is compatible with adjacent land uses, and provides residents with high-quality housing in combination with commercial space.

Guidelines

Development permits issued in DPA No. 7 shall be in accordance with the following guidelines:

- Form & Character Development should promote a small town character by encouraging architecture, landscape design and environmental settings that respect the surrounding context.
- To achieve harmonious integration with surroundings, development should be sensitive to the scale, mass, and form of adjacent buildings.
- Local and natural building materials such as timber and stone, or alternatively metal siding or concrete, or a mix of these preferred materials, should be used. The use of natural colours is also encouraged.
- A variety of building materials and colours should be used to promote visual variety.
- Buildings should be oriented to maximize solar exposure while minimizing shadow impacts on adjacent buildings and common areas.
- Development should make use of green infrastructure such as green building materials, thermal insulation, and green roofs, where possible.
- Design lighting to minimize light spill, glare and sky glow by using non-glare full cutoff fixtures.

Screening and Landscaping

The following guidelines respecting screening and landscaping shall apply:

- Buildings and roadways should be sited to retain existing trees, vegetation, and other important natural features to reinforce a "green" image and provide a natural and visual amenity.
- If land that is designated for green space has been previously cleared, this land should be replanted with native trees and shrubs to provide a continuous buffer against adjacent properties.
- A minimum 30% tree cover on each lot should be retained where possible.

- Street and yard trees are encouraged wherever possible and should be appropriately sourced to ensure design consistency and regularly spaced to provide adequate shade in summer and solar gain in winter. Species should be selected that are non-intrusive and damaging to adjacent pavements and underground servicing.
- The use of solid fencing or continuous buffers of vegetation fronting the primary dwelling unit should be avoided.
- Landscaping should be provided for garages and parking pads that are visible from the street.

Parking and Access

The following guidelines respecting parking and access shall apply:

- A walking path providing direct access to the building should be clearly visible from the street.
- All lots should have direct access to the larger pedestrian circulation system via park corridors, pathways, and/or sidewalks.
- All lots should be designed for safe fire access.
- The use of cul-de-sacs should be avoided.
- Parking pads and garages should be located to the rear or side of the building wherever possible.

16.9 Intensive Residential Development Permit Area No. 8

Note: This DPA replaces the former DPAs No. 8,9,10, and 11 which were originally found in the Upper Gibsons Neighbourhood Plan and the Gospel Rock Neighbourhood Plan. It also includes new design guidelines for Garden Suites.

Purpose

The Intensive Residential Development Permit Area is designated under Section 919.1(1)(e) of the Local Government Act for the purpose of establishing objectives for the form and character of intensive residential development.

Area

The Intensive Residential Development Permit Area is shown as Development Permit Area No. 8 on Schedule E.

Justification

The Gibsons Official Community Plan is founded upon the Smart Plan philosophy. The residential objectives of the OCP include "recognize the varied housing needs and preferences within the community, and allow for a mix of housing types suitable for the changing population" and "ensure the most effective use of Gibsons' limited land base by supporting higher densities in appropriate locations."

The Upper Gibsons Neighbourhood Plan and the Gospel Rock Neighbourhood Plan encourage housing that is accessible to a broad cross-section of society, and is adaptable to the changing demographics and lifestyles of the Town's residents. Intensive residential development will assist in providing the community with a variety of housing options.

"Intensive residential" development includes the following types of development:

- "Cluster Development", subdivision and / or construction of residential development in areas where the Zoning Bylaw (in the RCL zone and possible future other zones) allows for multiple dwelling units in a single-detached form on larger lots (typically 1000 m² and up).
- "Small Lot Development" (referenced as "Cottage Residential" in the neighbourhood plans), subdivisions that create residential lots that are smaller than 500 m² (for example in the Zoning Bylaw's RC, R-3 and R-5 zones or possible future other zone).
- "Garden Suites", construction of detached dwelling units in conjunction with a principle residential building, allowed in areas outlined in the Zoning Bylaw (in the RLL, RCL, R-1, R-2 and R-3 zones, and possible future other zones).

The objectives of this Development Permit Area designation are to:

- o Ensure that intensive residential development fits with the character of the Town and its neighbourhoods.
- Provide for high quality, liveable forms of housing and provide residents with high quality affordable housing options.

Application

A Development Permit for "Intensive Residential" development will be required for the following anywhere with DPA No. 8:

o Subdivision and construction of "Cluster Residential" development

- Subdivision for "Small Lot Development" and "Cottage Residential" including development of a set of guidelines applicable to future construction of buildings within the subdivision
- Construction of "Garden Suites"

Development permit applications will be evaluated considering the degree to which an application is in accordance with the following guidelines:

Guidelines

Guidelines for subdivision including cluster lots and / or small lots

- Building lots and streets / lanes should be subdivided so as to retain existing trees, vegetation, and other important natural features.
- The subdivision design should consider the effects of climate and solar orientation of building envelopes to maximize energy efficiency and solar access.
- All lots should have direct access to the larger pedestrian circulation system via park corridors, pathways, and/or sidewalks.
- The use of cul-de-sacs should be avoided.
- For cluster lots access from both a street and a lane is required, and vehicular access from the street is generally not permitted.
- Retain the existing natural landscape to the extent possible, especially where it can function as a buffer between adjacent properties. Retain a minimum 30% of tree cover in the subdivision area where possible. Design the subdivision to minimize unnecessary grading especially in areas of mature trees.
- Development should provide a variety of housing types and sizes to address the needs of seniors, young families, and empty nesters.

For subdivisions in the Upper Gibsons Neighbourhood Area:

- Street and yard trees are encouraged wherever possible and should be appropriately sourced to ensure design consistency and be regularly spaced to provide adequate shade in summer and solar gain in winter. Species shall be selected that are non-intrusive and damaging to adjacent pavements and underground servicing.
- Prior to land clearing, a tree survey is to be conducted by the developer to inventory the size and type of all trees 300 mm in diameter and larger. Such inventory and a tree retention plan is to be submitted to the Town as part of the development application.
- Retain all trees 300 mm or larger in caliper, where an arborist certifies that the trees are likely to survive construction of civil works and changes to the drainage patterns, otherwise provide compensation planting at a rate of 2:1 with trees minimum 50 mm in calliper of an approved species.
- In re-vegetation areas, low water demand trees, shrubs, and garden beds are encouraged over sod.
- As part of the development application design drawing set, a geotechnical report, prepared by a registered professional, shall be provided to the Town indicating the pre-development thickness of topsoil and the elevation of the underlying confining layer across the site. The results of this investigation are to be incorporated into the proposed lot grading and site restoration design, demonstrating that the minimum topsoil thickness is being provided in the design.

Guidelines for construction on cluster lots

General Form and Character

- Development should promote a small town character by encouraging architecture, landscape design and environmental settings that respect the surrounding context.
- Local and natural building materials such as timber and stone should be used in combination with limited amounts of glass, concrete or metal.
- The use of natural colours is encouraged, and the use of a variety of complementary colours as accents is also encouraged to promote visual interest.
- Vary unit designs, materials and/or colours to distinguish individual dwelling units in the development. No two adjacent dwellings should be alike.
- Multiple dwelling units should be built on each cluster lot. These may take the form of principal dwellings with additional dwelling units such as secondary suites, and Garden Suites; duplexes, triplexes, or fourplexes; or some combination of these forms.
- If the maximum density is not achieved, buildings should be sited to allow for the future development of additional dwelling units such that a density of approximately 16 units per acre could be achieved over the long term. The proponent must submit a conceptual plan showing how multiple dwelling units could be accommodated on each lot. The conceptual plan should show future servicing and access plans.
- Reflect an environmentally-friendly ("green") image through the design and exterior features of the development. This image may be achieved in such ways as:
 - sites and roadways sited to retain existing trees, vegetation, and other important natural features
 - incorporation of visible "green" landscaping features such as rain gardens and infiltration trenches
 - incorporation of visible "green" building features and materials such as skylights, rain barrels, local wood and stone, green walls and roofs, rain gardens, solar panels, recycled exterior materials, exterior elements for window shading
- Design lighting to minimize light spill, glare and sky glow by using non-glare full cutoff fixtures.

Building Massing and Street Rhythm

To achieve harmonious integration with surroundings, development should be sensitive to the scale, mass, and form of adjacent buildings.



- Vary the exterior design of buildings facing a street or lane from those of similar buildings across the street and on adjacent properties, so that front elevation designs have significant variations in the disposition and articulation of design features.
- Mirroring nearby front elevation design alone is not an adequate variation.

Relationship to the Street

- The principal building should be oriented to the street and should be designed to encourage natural surveillance of the street; on corner lots, orientation should be towards both streets.
- A covered porch or veranda at the street entrance of the unit is encouraged.
- Residential buildings positioned at the rear of the property should have a clear and obvious approach from the street or lane.
- Avoid long continuous façade frontage and respect the rhythm of the existing streetscape.
- Developments should create an incremental rhythm complementary to nearby residential areas by visually breaking massing of larger buildings into smaller individual components to express strong unit identity and to relate to the characteristic frontage of buildings in the area, as shown below.
- Secondary buildings should complement the scale, mass, built form and character of the principal building.
- Buildings containing more than 4 units should generally be avoided, taking the form of two or more separate buildings where more than 4 units are proposed.
- Use separations, transitions, changes in plan and the inclusion of elements such as bay windows, dormers, porches and cross gables to help mitigate the visual quality of long buildings.
- Roof pitches of at least 6 in 12 are encouraged.

• Provide a clearly identifiable door onto the street and public open spaces.



Relationship to the Lane

- Provide a clearly identifiable "front" door onto the lane for dwelling units adjacent to the lane at the rear of the parcel.
- A "transparent" interface between the lot and the lane is encouraged, and may be achieved through a balcony or windows over-looking the lane, a porch next to the lane, or other similar means.
- Areas of the lot adjacent to the lane that are not required for access to parking should be landscaped. The inclusion of trees in these areas is encouraged where practical.
- Consider the use of low (less than 1.2 m) fencing and screening along the lane, to encourage interaction between the lane and nearby semi-private open space.

Relationship Between Buildings

- Provide a clear distinction between private and public open space.
- Dwelling units should be arranged on site to facilitate social interaction, build a sense of community, and create neighbour-to-neighbour surveillance. This can be accomplished as shown below, by:
 - ensuring various building entrances face each other and/or open on to open spaces common to all units
 - providing for surveillance of open spaces common to all units from active living areas within each unit
 - and/or providing patios, porches, or verandas adjacent to common areas
- Minimize the potential for overlook to neighbouring windows and private spaces.
- Minimum building separations between units on the same site are preferred, as follows and as shown below:
 - between side walls of buildings containing a small amount of window area: 3 m

- between portions of walls containing windows looking onto active indoor living spaces such as living and dining rooms and kitchens: 12 m
- between portions of walls containing windows into other habitable rooms: 9 m
- preferred distances in cases (2) and (3) are reduced to 7.3 m to portions of walls containing non-habitable space



Solar Orientation

- Building orientation and massing should ensure that a majority of primary living spaces receive direct sunlight for the daylight hours at equinox.
- Where possible, buildings should not be located in positions that will result in substantial shading of the private open space of adjacent units.

Other

- Carefully provide for areas for garbage and recycling collection and storage, taking into account visual screening and security from animal scavengers.
- Provide a yard or roof terrace for each unit to create usable private open space, in a highly accessible location.
 Failing this, a large balcony for each unit should be provided. This open space should be partially screened to provide privacy from neighbours.
- Provide a variety of views, ensuring that distant and close-up views of outdoor spaces are provided wherever possible.

Parking and Access

- A walking path providing direct access to the principal dwelling unit should be clearly visible from the street.
- All buildings should be sited to provide for safe fire access to all units.
- All parking spaces should access the site via a single, shared driveway and/or directly from a public lane.
- Parking pads and garages should be located to the rear or side of the dwelling unit(s) wherever possible, and always where there is access from a rear lane.
- Vehicular access from the street is strongly discouraged unless a property is not served by a lane or is subject to prohibitively steep grades.

Screening and Landscaping

• A landscape plan is required that includes the following:
- location, type and size (canopy diameter and trunk diameter at breast height) of all existing trees on the lot and within 5 metres of the lot boundary
- a lot grading plan
- trees that are proposed for retention or removal
- the location, size and species of replacement trees
- proposed garden beds, sodded areas, gravel areas, patios, pathways, driveways, fences, trellises and any other proposed landscape features
- the location, area and percentage of lot area covered by impermeable surfaces
- Retain the existing natural landscape to the extent possible, especially where it can function as a buffer between adjacent properties. Trees in open spaces are encouraged wherever possible, and should be appropriately sourced and spaced to ensure consistency between building features, yard landscaping, and street trees and street furniture. Species should be selected that are non-intrusive, native compatible and minimize damage to adjacent pavements and underground servicing.
- Plant deciduous trees and shrubs to shade buildings in summer yet allow for solar gain in the winter.
- Avoid the use of fencing or continuous buffers of vegetation higher than 1.2 m fronting the primary dwelling unit.
- Provide a landscape screen for garages and parking pads that are visible from the street.
- Consider providing dedicated areas and small shared facilities for children, particularly in developments comprising of more than 4 units. Where provided, these should be visible from active living areas in housing units.

Guidelines for future construction in small lot (cottage) subdivisions

Before subdivision or re-zoning for the purposes of small lot or cottage subdivision is approved, developers will be required to provide a set of guidelines that will be included in the Development Permit in order to provide guidance for the future construction of all residential buildings on small lots. The guidelines shall address the following:

General Form and Character

- Development should fit with the small town character of Gibsons by demonstrating architecture, landscape design and site design that respects the surrounding context.
- Local and natural building materials such as timber and stone are preferred for external cladding. Glass, metal and concrete may be used in smaller quantities. The use of vinyl and other plastic siding is discouraged.
- *Reflect an environmentally friendly ("green") image through the design and exterior features of the development. This image may be achieved in such ways as:*
 - buildings and driveways should be sited to retain existing trees, vegetation, and other important natural features where possible
 - incorporation of visible "green" landscaping features such as rain gardens and infiltration trenches
 - incorporation of visible "green" building features and materials such as skylights, rain barrels, local wood and stone, green walls and roofs, rain gardens, solar panels, recycled exterior materials, exterior elements for window shading
 - incorporation of permeable pavement or wheel strips for parking spaces to reduce the visual and environmental impact of driveways

- Vary unit designs, materials and/or colours to distinguish individual dwelling units in the development. No two adjacent dwellings should be alike.
- The use of natural colours is encouraged, and the use of a variety of complementary colours as accents is also encouraged to promote visual interest.
- Design lighting to minimize light spill, glare and sky glow by using non-glare full cutoff fixtures.

Building Massing and Street Rhythm

To achieve harmonious integration with surroundings, development should be sensitive to the scale, mass, and form of adjacent buildings.

- Vary the exterior design of buildings facing a street or lane from those of similar buildings across the street and on adjacent properties so that front elevation designs have significant variations in the disposition and articulation of design features.
- Mirroring nearby front elevation design alone is not an adequate variation.

Relationship to the Street

- Buildings should be oriented to the street and should be designed to encourage natural surveillance of the street; on corner lots, orientation should be towards both streets.
- A covered porch or veranda at the street entrance of the unit is encouraged.
- Roof pitches of at least 6 in 12 are encouraged.
- Provide a clearly identifiable door onto the street and public open spaces.

Solar Orientation

- Building orientation and massing should ensure that a majority of primary living spaces receive direct sunlight for the daylight hours at equinox.
- Where possible, buildings should not be located in positions that will result in substantial shading of the private open space of adjacent units.

Guidelines for construction of Garden Suites

General Form and Character

- Development should fit with the small town character of Gibsons by demonstrating architecture, landscape design and site design that respects the surrounding context.
- Local and natural building materials such as timber and stone are preferred. The use of vinyl siding is discouraged.
- The use of natural colours is encouraged, and the use of a variety of complementary colours as accents is also encouraged to promote visual interest.
- Vary materials and/or colours to distinguish individual dwelling units on the property to reflect an environmentally friendly ("green") image through the design and exterior features of the development. This image may be achieved in such ways as:
 - buildings and driveways should be sited to retain existing trees, vegetation, and other important natural features where possible
 - incorporation of visible "green" landscaping features such as rain gardens and infiltration trenches
 - incorporation of visible "green" building features and materials such as skylights, rain barrels, local wood and stone, green walls and roofs, rain gardens, solar panels, recycled exterior materials, exterior elements for window shading

- incorporation of permeable pavement or wheel strips for parking spaces to reduce the visual and environmental impact of driveways
- o Design lighting to minimize light spill, glare and sky glow by using non-glare full cutoff fixtures.

Building Massing and Street Rhythm

- To achieve harmonious integration with surroundings, Garden Suites should be sensitive to scale, mass and form of adjacent buildings.
- Garden Suites should be smaller than and complement the scale, mass, built form and character of the principle dwelling unit as well as the neighbourhood.
- Roof ridges should be orientated roughly in the same direction as the slope allowing for overlook and views from uphill properties should be taken into consideration.

Relationship to the Street or Lane (Where Present)

- Garden Suites positioned at the rear of the property should have a clear and obvious approach from the street or lane.
- Provide a clearly identifiable door to the street or lane and public open space.

Relationship Between Buildings

- o Garden Suites should be screened from the principle building to create privacy between the two buildings.
- Windows and balconies should be placed to reduce overlook.

Solar Orientation

- Building orientation and massing should ensure that a majority of primary living space receives direct sunlight and therefore is positioned to face towards the South, East or West.
- Garden Suites should be positioned and scaled to minimize the impact of shadows on adjacent developed properties.

Parking and Access

- A walking path providing direct access to the Garden Suite should be clearly visible from the street or lane.
- All buildings should be sited to provide for safe fire access to all units.
- All parking spaces should access the site via a single, shared driveway and/or directly from a public lane, where available.
- Parking should not dominate the proposed Garden Suite.
- If the parking space for the Garden Suite is not enclosed in the building, permeable pavement or wheel strips should be used, to minimize additional impermeable surfaces.
- Parking pads and garages should be located to the rear or side of the dwelling unit(s) wherever possible, and always where there is access from a rear lane.
- Vehicular access from the street is strongly discouraged unless a property is not served by a lane or is subject to prohibitively steep grades.
- Where there is no lane, there should be a 4.0 m wide clear area connecting the street and a Garden Suite, to provide clear, safe access to the Garden Suite."

Screening and Landscaping

• Retain the existing landscaping to the extent possible, especially where it can function as a buffer between adjacent properties.

- A usable private open space should be provided for the Garden Suite, either at grade or on a balcony. If on a balcony, this open space should be no less than 5ft deep and no less than 50 ft². If at grade, the open space should be no less than 100 ft².
- Vehicle access should be screened from the view of neighbouring properties.
- A landscaping plan is required showing how the site is landscaped and screened with the goal of ensuring privacy for the Garden Suite and adjacent properties.

Other

• The location of extra garbage and recycling should be taken into consideration, and should be sited away from the primary entrance of both the principle building and the Garden Suite, and should be screened from public views.

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16.10 Gibsons Aquifer Development Permit Area No. 9

Purpose

The Gibsons Aquifer Development Permit Area is designated pursuant to the Local Government Act section 919.1(1)(a): protection of the natural environment, its ecosystems and biological diversity; section 919.1(1)(i): establishment of objectives to promote water conservation; and under Section 919.1(1)(b) of the Local Government Act for protection of development from hazardous conditions. The area is also designated under s. 920.01 as an area for which development approval information may be required. This Development Permit Area works in tandem with provisions of the Town's Water Regulation Bylaw aimed at protecting the Gibsons Aquifer, and development permit applicants should inform themselves of the requirements of that Bylaw when applying for a Development Permit.

Area

All properties within Gibsons Aquifer Development Permit Area No. 9 and its sub-areas are defined by the map in Schedule F.

Justification

The Gibsons Aquifer Development Permit Area is known to be on top of an aquifer and groundwater system that supplies potable water for approximately 73% of the Town of Gibsons. The groundwater system may also sustain important habitat as base flow or discharge to surface water sources; this includes potential discharge/recharge points within Charman Creek, Gibson Creek and Goosebird Creek. Care must be taken in construction methods, excavation, surface drainage and the storage, handling, manufacture and use of products on parcels of land within this Development Permit Area to avoid contamination of the underlying aquifer and to protect and promote its sustainable use as a drinking water resource. Penetration of the aquitard that confines the aquifer could cause an uncontrolled release of large volumes of groundwater under artesian pressure.

Creeks within the Gibsons Aquifer Development Permit Area provide habitat for fish, wildlife and plants; may supply recharge to the Gibsons Aquifer; or are sources for water license holders. Maintaining both water quality and quantity requires careful management for the long-term sustainability of ecosystem and drinking water supplies. Degraded water quality would be detrimental to the Town's water supply from the Gibsons Aquifer as well as fish and wildlife populations.

The objectives of the Gibsons Aquifer Development Permit Area designation are:

- To protect the Gibsons Aquifer forming part of the Town of Gibsons water supply from possible pollution from land use and development activities.
- To protect the integrity of the low-permeable till layer (the aquitard) which confines and maintains artesian pressure and protects the aquifer from surface activities.
- To promote the efficient use of water to ensure a sustainable hydrologic system in the watershed and to ensure a sustainable source of potable water.
- To provide opportunity for furthering the understanding of the hydrology of the Gibsons Aquifer system.

Application

A Development Permit under this Development Permit Area is required for the following types of activities:

- Any development with contamination potential in the Development Permit Area involving new or existing uses for any of the purposes or activities listed in Schedule 2 of the Contaminated Sites Regulation, (B.C. Reg. 375/96).
- Any development in the Well Head Protection Area designated on Schedule F except for a Building Permit for a single family or two family building.
- Any development that involves excavation or other subsurface disturbance in the sub-area designated as "Lower Gibsons" on Schedule F, except for the excavation of a building site for the construction or alteration of a single family residential dwelling, provided that at no point the depth of the excavation exceeds 1.5 metres (approx. 5ft) below natural grade.

	Contamination potential guidelines	Well head protection guidelines	Lower Gibsons excavation guidelines
Commercial / Industrial uses	Applicable	Applicable	Applicable
Residential subdivision	Not applicable	Applicable	Applicable
Multifamily construction	Not applicable	Not applicable	Applicable
Single family construction	Not applicable	Not applicable	Not applicable if less than 1.5 m below natural grade

Summary table regarding the applicability of the guidelines for types of development

In cases where the boring of test holes is required to assess the impact of development on the Gibsons Aquifer a Development Permit is required for the boring of the test holes and the scope of such a permit shall be limited to the site investigations required to prepare a Development Permit application for the development.

In this section, "development" means the subdivision of land; construction of, addition to or alteration of a building or other structure; or alteration of land, and includes the boring of test holes that may penetrate into the Gibsons Aquifer or the overlying aquitard that confines and protects it.

Depending on site characteristics any or all of the guidelines below may be applicable to Development Permit applications for this area.

Guidelines

Professional Qualifications - General

Studies and reports submitted in support of applications for Development Permits within DPA 9 shall be prepared by qualified professionals only. For this Development Permit Area the expertise of one or more of a geotechnical engineer, a hydrogeologist, a hydrologist, and a biologist may be required to evaluate proposals for development. The qualified professional must be registered and in good standing in British Columbia with an appropriate professional organization, acting under that association's code of ethics and subject to disciplinary action by that association. The individual's area of expertise must be recognized by the Town as one that is acceptable for the purpose of providing all or part of an assessment report in respect of the particular development proposal that is being assessed.

Guidelines for Developments with Contamination Potential

All applications for a Gibsons Aquifer Development Permit Area for any proposed development that includes any of the purposes or activities listed in Schedule 2 of the Contaminated Sites Regulation, (B.C. Reg. 375/96) shall be accompanied by a report by an appropriately qualified professional which must include:

- Inventory of potential contamination sources of the proposed use including contaminants currently present that could be released or mobilized by the proposed development activities.
- Definition of study area, provision of the cross-section of the aquifer and overlying geological layers in the area of the proposed development, identifying any other areas of importance to the aquifer on the parcel.
- The location of any existing or proposed above ground or underground storage tanks for fuel or other potential contaminants, abandoned or operational water wells within 300 metres of the proposed development, and underground utilities.
- An assessment of the potential for contamination of wells within 300 metres of the development parcel or contamination of the Gibsons Aquifer should a spill, leak or disturbance of soils occur.
- Spill response and contingency plans.
- o Identification of appropriate site-specific groundwater protection measures for existing and proposed uses.
- Design and implementation of a site-specific groundwater monitoring program that includes the monitoring of groundwater quality.

The report must describe how the applicant will manage hazardous materials storage, handling and disposal of hazardous materials so as not to compromise the quality of the underlying aquifer. The report shall address, but not necessarily be limited to, facility design and operation, site design, and recommended practices for sewage disposal and handling, storage and disposal of hazardous materials, and mitigation of water contaminants. Specified mitigative measures may include requirements for physical structures or facility-specific operational plans and guidelines, and secondary containment systems.

In addition to the above mentioned guidelines for uses with contamination potential, the following guidelines apply for development sites where stormwater runoff from the site is connected directly or indirectly to any creeks designated in Development Permit Area No. 2 Environmentally Sensitive Areas.

A report prepared by an appropriately qualified professional must clearly address rainwater (stormwater) management, flood hazard and erosion, and protection of groundwater, including:

- Preserving natural riparian channels.
- Using stormwater management best practices to improve the quality of the runoff.
- Intercepting stormwater above steep slopes, in such a way as to ensure that soil is not saturated to the extent slopes may be destabilized.
- Ensuring all stormwater is intercepted and conveyed to appropriate stormwater collection facilities.
- Using discharge point stabilization for natural drainage path.
- *Providing runoff control mechanisms to minimize erosion and siltation.*
- Integrating all recommendations with the stormwater management requirements in the Town's Subdivision and Development Servicing and Stormwater Management Bylaw.

Guidelines for Development in the Well Head Protection Area

For any development on parcels where existing wells are located, and for sites in the Well Head Protection Area (shown in Schedule F) a report prepared by an appropriate professional must address the following guidelines:

- Identify possible contaminants from proposed uses and existing conditions.
- All wells on or within 300 m of the subject property must be identified.
- Definition of study area and the relationship of the proposed development to the Town's production wells and the capture zones of the wells.
- A rainwater/stormwater management plan providing details of how the on-site drainage avoids adversely affecting the capture zones for the Town's production wells;

Guidelines for Excavation in the Lower Gibsons Subarea

Developers are cautioned that the portion of Gibsons Aquifer beneath Lower Gibsons is under artesian pressure and is vulnerable to breaching and blow out if proper geological controls are not implemented during site investigations. For any development involving excavation of material above the till layer (aquitard), or penetration of the till aquitard in the Lower Gibsons sub-area a report prepared by an appropriately qualified professional must address the following:

- Review and evaluation of the relevance and applicability of the Town's information regarding the Gibsons Aquifer's location, depth, pressure and geometry (including identification of the covering aquitard). This baseline information will help in the identification of any additional investigations that may be needed to address data gaps related to the evaluation of the proposed development;
- All geological/hydrogeological/engineering data provided by the proponent must be integrated with any aquifer information provided by the Town and reconciled to a common geodetic datum with an elevation survey accuracy of +/- one centimeter. Handheld GPS data is insufficient for foundation and structural design consideration.
- All data collected must be provided to the Town of Gibsons in an acceptable electronic format.
- Review and evaluate how the proposed engineering design considers and protects the Gibsons Aquifer, including changes in pressure to the aquifer resulting from stripping the overburden and from the construction of the proposed development.

16.11 Gospel Rock Village Development Permit Area No. 10

Purpose

The Gospel Rock Village Development Permit Area (DPA) is designated under Section 488(1)(f) of the *Local Government Act* for establishing form and character objectives for multi-family residential, commercial, and mixed-use development.

The main objective of the Gospel Rock Village DPA is to ensure high quality, pedestrian-oriented development within the Gospel Rock Neighbourhood and enhance the appearance of development for the benefit of visitors, residents, and businesses.

Area

The Gospel Rock Village DPA is shown as DPA No. 10 on Schedule E: Form & Character DPAs. It applies to multifamily residential, commercial, and mixed-use development in the Gospel Rock Neighbourhood Plan area.

Justification

The form and character of commercial and multi-family residential buildings within the Gospel Rock Village are important for the long-term success of the larger Gospel Rock Neighbourhood Plan.

New development should seek to enhance the public realm. Buildings should be oriented to and relate to the public realm. Where a development includes multiple buildings, they should be grouped in such a way as to form usable open spaces for the enjoyment of residents and visitors.

Building façades should be designed in ways that express individual identity. Street trees and planting also improve the character, aesthetics, and enjoyment of the pedestrian, bicycle and vehicular realms of the streetscape.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

General Form and Character of Development

To create a high quality, visually appealing development with a safe, comfortable pedestrian environment, the following guidelines shall apply:

- Where feasible, minimizing site grading and retaining natural vegetation is encouraged.
- Significant landscaping adjacent to public roadways and integrated within the site, use of both architectural and landscape features to provide a "gateway" or distinct entrance.
- The form and character should support and enhance the Gibsons small-town character, including a mix of building masses and open spaces reflective of more incremental development.
- Provide a clear distinction between private and public realms through subtle cues in materials, pathway edges, grade and/or landscape design elements.
- Each dwelling unit in a residential or mixed-use project shall incorporate direct access to a usable private outdoor space such as a patio, balcony, and/or upper-level terrace.
- West Coast seaside design features should be incorporated in the design, including:

- The emphasis on natural light through the significant glazing and orientation of buildings to views and/or other significant natural features.
- Consideration of indoor/outdoor relationships and flexibility within open-plan layouts.
- The use of natural building materials and exposed timber (structural) features.
- The use of natural colours with a variety of complementary colours used as accents to promote visual interest.
- Low Impact Development techniques for stormwater management is encouraged including swales or other landscape features that alleviate impacts of storm runoff from impervious surfaces, including roofs and surface parking areas; green roofs and permeable parking areas are encouraged.
- Design lighting to minimize light spill, glare and sky glow by using non-glare full cutoff fixtures.
- *Recycling facilities are required for all commercial, multi-family residential, and mixed-use buildings.*
- To the extent possible, locally sourced materials should be used to reduce transportation impacts and reflect the local climate, light, history, and culture. Additionally, the following materials are encouraged:
 - Recycled materials or materials with a high-recycled content.
 - Concrete with at least 25% fly ash or slag.
 - Wood products certified CSA Sustainable Forest Management Standard or equivalent.
 - Interior finishes and installation methods with low toxic emissions.
- To the extent possible, buildings should be designed to reduce energy usage by incorporating standards such as solar ready and LEED.
- Opportunities for the inclusion of public art should be explored in public space, especially plazas and other public open space to enhance the overall open space network.
 - Opportunities to display Skwxwú7mesh art, language and culture in public space are especially encouraged.

Building Form, Scale, and Massing

To encourage varied building forms and to avoid creation of a commercial strip image, the following guidelines respecting massing and scale shall apply:

- Varied building forms will be encouraged.
- Large areas of blank wall are not acceptable on a face with a pedestrian or residential area orientation.
- Long, unbroken building lines and rooflines should be avoided.
- Wall lines should be off-set and modulated to create visual interest.
- Pitching, stepping down, and/or varying rooflines should be incorporated to vary height in the roofscapes of buildings.
- On sloped sites, building forms should step down with the natural grade of the site to avoid imposing masses on the downhill slopes.
- Where commercial development incorporates a residential or multi-unit use on upper floors, a graded transition in the building height is desired to ensure adjacent properties are not faced with a massive wall.
- Longer frontages of townhomes will articulate "clusters" of not more than three homes in order to avoid repetitive forms.
- Building form and character will create visual interest through the subtle articulation of massing, roof forms and changes in materials and colours.

- Street-facing units and units fronting a public space / green street should utilize a layering of elements including but not limited to street-facing stairs, stoops, porches, patios, and landscaping to transition between private-use and the public realm:
 - ground floor units should be elevated between 0.5-1 metre above the street. If the ground floor is not elevated, other means of separation and/or buffering for privacy should be utilized.
 - gates, railings, walls and landscaping providing a buffer from the street and creating a clear distinction between the public and private realm shall be provided.
 - Landscape buffer elements should be 0.9-1.2 metres tall.

Siting of Building and Structures

To maintain a strong street presence while also framing the interior open space (Village Green and Greenlane), the following guidelines respecting siting of buildings shall apply:

- Buildings should be sited with the entrance to the buildings facing the public street and the internal open space (Village Green and/or Greenlane) to activate public spaces and signal access and priority for pedestrians.
- Buildings situated along the Village portion of the Greenlane are intended to represent a higher degree of formal design to help frame the Village Greenlane and signal a transition from the Lookout Park to the Village.
- Natural landscapes, including significant trees, should be incorporated into site development when feasible.

Residential / Commercial Buffers

Effective transitions between commercial areas and adjacent residential properties can be achieved by:

- Fencing, combined with a broad area of landscape plantings (tree, shrubs).
- Dense shrubbery or hedges capable of impeding travel through to adjacent properties, and which is not visually transparent to adjacent properties.
- Creating a transition zone to complement the scale of the development, not less than 3.0 metres in width.
- Minimizing the potential for overlook to neighbouring windows and private spaces.
- Careful positioning of lighting, parking, and access points to minimize impacts on adjacent properties.

Amenity Space / Private Areas (for multi-unit residential buildings)

The location and size of outdoor spaces such as patios and balconies have a considerable effect on the sense of privacy. New residential buildings should be designed to provide privacy for each resident; through windows, private outdoor spaces or balconies, or through changes in grade or elevation as follows:

- An outdoor living space/patio terrace of minimum 2.3 metres depth for townhouses and minimum size of 10 m^2 (110 ft²) is recommended.
- \circ Where yards are accommodated, a minimum 5 metres depth and a minimum area of 30 m² (325 ft²) is recommended.
- Apartments should have a minimum 1.5 metres depth terrace or balcony, sufficiently large to create a usable outdoor "room". Balconies should be at least half enclosed in order to give the occupant privacy, security and weather protection.
- Changes in grade can provide for private areas between street edges and the development units.

Pedestrian Environment

The design of Gospel Rock Village is intended to prioritize the pedestrian within the central open spaces whereby vehicle access is largely accommodated at the outer edge of the Neighbourhood. The following guidelines further define building design responses to support a pedestrian-friendly environment:

- Buildings shall emphasize a human-scale and pedestrian orientation within the Neighbourhood by presenting 1-2-storey façade elements to engage pedestrian edges. Single storey elements are preferred. This may be achieved by:
 - well-marked building entrances
 - architectural features
 - an emphasis on the fenestration (the arrangement and positioning of windows)
 - weather protection through the use of awnings, arcades and canopies along commercial storefronts and building entries. Weather protection must be integral to the building form, and the materials and colors used should be consistent with the façade.
- Pedestrian facilities shall link to form an interconnected network of sidewalks and trails, linking individual buildings to semi-public and public open space and parks.
- Buildings and open spaces should be wheelchair accessible.
- To provide small commercial frontages, commercial retail bays should be no wider than 10 metres in order to create a fine-grained pattern of shops. A maximum spacing of 8 metres for entrances is desired along the key pedestrian-oriented high streets. A larger retailer may combine bays internally; however, the external bay articulation should be maintained.
- Commercial retail buildings shall be oriented towards, and shall meet the sidewalk at grade, and are encouraged to be built to the property line so that a continuous commercial street frontage and positive street definition are maintained.
- Commercial retail frontages should engage and enliven the pedestrian realm through visual access (maximized glazing) and by way of distinguished display materials, signage, and lighting.

Landscaping

Landscaping of commercial and multi-family areas in the Gospel Rock Village is key to situating development within its landscape context. Site planning and landscaping contribute to neighbourhood character and aesthetics, livability, and environmental sustainability. Site planning should strive to minimize building coverage, preserve natural features and minimize rainwater run-off.

For all developments:

- A detailed landscape plan shall be prepared by a BC Registered Landscape Architect.
- Trees, shrubs and ground covers should be drought tolerant, low maintenance varieties suitable to the local growing conditions and climate, and complimentary to the native dryland forest ecosystem.
- Native plant materials are preferred and shall include a mix of coniferous and deciduous species. Invasive species are prohibited.
- Landscape structures such as of arbors, archways, or pergolas are encouraged to transition between indoor and outdoors places. An encroachment permit may be supported for trellises encroaching up to 1.8 metres onto the sidewalk provided they are not less than 2.75 metres above the sidewalk and there is no conflict with street trees or streetscape elements, such as lighting and signage.

• The retention of natural tree stands is encouraged.

Parking

Parking in the Gospel Rock Village DPA shall comply with the following guidelines:

- Off-street parking shall be provided underground with the exception of a small number of short-term convenience surface parking stalls.
- Parkade entrances and associated components (such as doorways, ramps, etc.), whether accessed from the street or lane, should be architecturally integrated into the building so as to minimize its exposure.
- Where off-street parking is provided, it should not visually dominate a development. Parking areas should incorporate significant landscaped areas within the lot. No more than 10 parking stalls in a row should be allowed without a landscaping break.
- Where surface parking is required, provide pedestrian amenities (such as benches, shelters, alcoves, seating, walls, trellises and arbors) as a buffer between the sidewalk and the building or parking edge and pathways to the adjacent businesses.
- Electric Vehicle charging stations shall be provided.
- Low, dense screening of street fronting stalls is required. This can be achieved through the use of landscape materials or a combination of landscape features such as arbors or trellises which run the length of the parking area.
- Support service facilities and structures such as loading bays, refuse containers, storage areas, and utility services should be located and screened with walls, fencing, hedging, planting, other screening materials or a combination of these materials to minimize visibility from public areas.

Signage

Signage in the Gospel Rock Neighbourhood DPA shall comply with the following guidelines:

- All signs should be architecturally integrated within the overall design of buildings and landscape and may require modification of corporate or franchise design elements:
 - Freestanding signs should be restricted to a maximum height of 4.5 metres above grade.
 - Freestanding signs should reflect a West Coast character by using elements of wood and/or stone.
- Multi-unit buildings are encouraged to have an attractive, simple, single entry sign rather than multi-tenant signs which create a cluttered appearance.
- Changeable illuminated copy signs shall not be permitted.
- Internally illuminated (backlit box) signs shall not be permitted.
- External lighting for fascia and wall signs should be directed downward which may be achieved with the use of goose neck style lighting fixtures. An illumination design needs to ensure all wiring and conduits are concealed.



Gospel Rock Village | Form & Character

The above illustration attempts to capture the intended outcomes of Development Permit Area (DPA) guidelines for form and character for Gospel Rock Village. Specifically, the above artisitc rendering of the Village Green represents application of the following guidelines:

West Coast design elements are featured, including:

- Emphasis of natural light through the significant glazing and orientation of buildings to views and/ or other significant natural features.
- 2 Consideration of indoor/outdoor relationships and flexibility within open plan layouts.
- 3 The use of natural building materials and exposed timber (structural) features.
- 4 The use of natural colours with a variety of complementary colours used as accents to promote visual interest.
- 5 The use of a predomanantly native plant pallette and layered landscape transitions between public and private realms.

Additional guidelines represented include:

- 6 Effective transitions between commercial areas and adjacent residential properties.
- 7 Emphasize human-scale and pedestrian orientation by presenting 1-2-storey façade elements to engage pedestrian edges.
- 8 Pitching, stepping down, and/or varying rooflines should be incorporated to vary height in the roofscapes of buildings.
- 9 Native plant materials are preferred, and shall include a mix of coniferous and deciduous species. Invasive species are prohibited.
- 10 Small commercial frontages should be no wider than 10 metres in order to create a fine-grained pattern of shops.
- 11 Off-street parking shall be provided underground with the exception of a small number of shortterm convenience surface parking stalls.

16.12 Temporary Use Permits

The Town of Gibsons will consider the issuance of a Temporary Use Permit in accordance with the provisions of Section 921 of the Local Government Act. All applications seeking approval of a Temporary Use Permit will obtain a supporting resolution of Council. Each approved permit will contain specific guidelines and/or conditions of the use of the land and a termination date of the permit. As a condition of issuing the permit, Council may require applicants or owners to post a security bond.

An existing permit can be renewed by application once, up to an additional three years for a total of six years. Renewal is again subject to a second supporting resolution from Council.

All areas within the Town of Gibsons boundaries are designated Temporary Use Permit Areas.