



STAFF REPORT

TO: Committee of the Whole **MEETING DATE:** June 18, 2024

FROM: Planner II **FILE NO:** 3220-GibsonsWay-192021
Director of Infrastructure Services & 5400-02

SUBJECT: Billy's Walk Residences – Zoning Amendment for a mixed-tenure residential development with five buildings at Lots 19, 20 and 21 Gibsons Way and 666 School Road.

REPORT FOR DECISION

PURPOSE

The Town has received a Zoning Amendment (ZA-2024-02) and Development Permit (DP-2024-08) application for a 43-49 unit residential development on four lots at Lots 19, 20 and 21 Gibsons Way and 666 School Road, as shown in Figure 1. The purpose of this report is to provide Council with the proposal and obtain a decision on the rezoning.

SUMMARY OF PROPOSAL

The four lots (Lots 19, 20 and 21 Gibsons Way and 666 School Road) are proposed to be consolidated to create "Billys Walk Residences". The proposal is for the development of 43-49 residential units in 5 buildings and a central open gathering space, creating a view corridor and a pedestrian link between North Fletcher Road to Gibsons Way.



Figure 1: Location of subject properties.

DISCUSSION

Site and Surrounding Areas

The site is located just north of the “five-corners” intersection at Gibsons Way and School Road, in a visually prominent location in the Village Landing Character Area of the Harbour Area Plan, and can be seen from Gower Point Road, School Road, Gibsons Way, and Marine Drive. The cumulative lot area is approximately 6480 m².

Currently, three of the properties have buildings on them, each of which is tenanted. Table 1 provides a summary of the lots and their current uses.

Table 1: Summary of current uses

Lot Number	Civic Address	Current Use
19	547 Gibsons Way	Boarding House
20	539 Gibsons Way	Detached dwelling
21	Lot 21 Gibsons Way	Vacant
24	666 School Road	Detached dwelling

The surrounding properties are predominately residential to the north and west, and commercial to the east. Table 2 provides a summary of the surrounding properties.

Table 2: Summary of surrounding uses, Zoning and OCP designation

	Existing Land Use	Existing Zoning	OCP Designation
North	Detached dwelling	Comprehensive Development Area Zone 1 (CDA-1)	Residential/Tourist Accommodation
South	Stonehurst; Detached dwelling	Comprehensive Development Area Zone 1 (CDA-1)	Residential/Tourist Accommodation
East	Mixed-use Commercial/residential and vacant	Downtown Commercial 5 (C-5)	Mixed-Use Commercial
West	Detached dwelling	Multi-Family Residential 1 (RM-1)	Medium Density Residential

Proposal

“Billy’s Walk Residences” is made up of five residential buildings with a public pedestrian walkway through the site linking North Fletcher and Gibsons Way.

The site will consist of a maximum of 49 units, in apartment and four-plex building form. Each apartment building will have underground parking, while the fourplexes are proposed to have their own private garages. Table 3 provides a summary of the buildings, the number of units and parking and the maximum number of storeys.

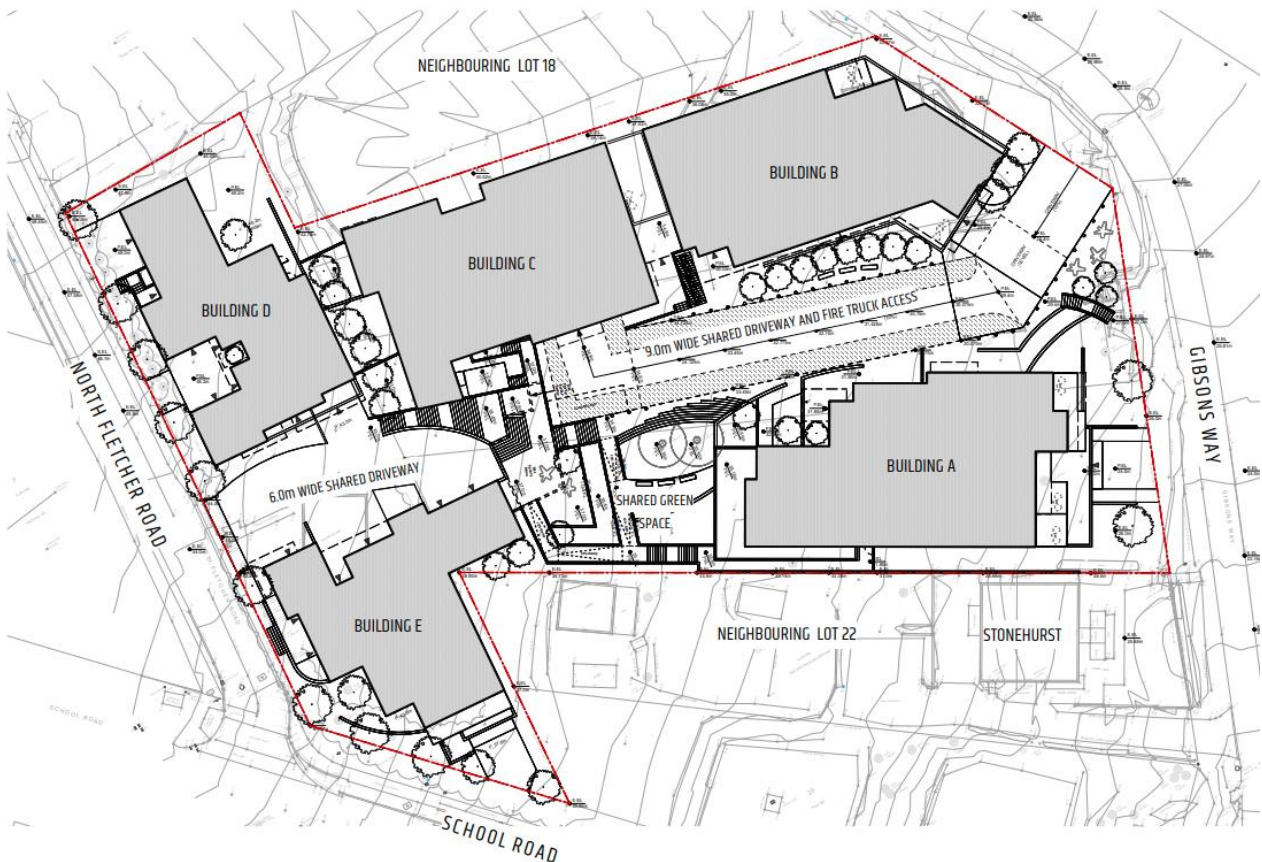


Figure 2: Site Plan

The proposal provides two access points to the site: Gibsons Way, which will provide access to Buildings A, B and C, and North Fletcher Road which will provide access to Buildings D and E. It should be noted that a vehicle cannot drive through the site due to the significant grade difference between North Fletcher Road and Gibsons Way. Pedestrians on the other hand can walk through the site. This pedestrian pathway will be open to the public and secured by a Right-of-Way. Staff note that the current design for the pedestrian pathway is not accessible due to several stairs. This should be reviewed to enable strollers, mobility devices and bicycles access through the site.

Building C has been designated as a rental building. The number of units is contingent upon Council’s consideration of reducing parking requirements. The applicant proposes 17 units with 1 parking space per unit (17 parking spaces), or 11 units with 17 parking spaces, which conforms with the 1.5 parking space per unit zoning requirement for apartments.

If Council endorses reducing the parking for the rental units, the rental building will consist of 6 studio apartments, 4 1-bedroom apartments, 2 2-bedroom apartments and 5 3-bedroom apartments.

Three studio units are proposed to be rented below market according to the CMHC definitions and secured through a Housing Agreement.

The rental building will be secured through a covenant on Title or a Housing Agreement.

The proposal includes a public gathering space, as shown in Figure 5. This space will consist of a partially covered outdoor playground as well as seating. This will be secured under the same Right-of Way as the pathway.

Table 3: Summary of proposal

Building	Housing type and Number of units	Parking Spaces	Maximum Height	Access
A	Apartment 12 units	19 Vehicle 24 Bicycle	4 storey	Gibsons Way
B	Apartment 12 units	17 Vehicle 24 Bicycle	4 storey	Gibsons Way
C	Rental apartment 11-17 units	17 Vehicle 24 bicycle	4 storey	Gibsons Way
D	Fourplex 4 units – 3 have suites	8 Vehicle Bicycle storage in garage	4 storey	North Fletcher Road
E	Fourplex 4 units	8 Vehicle Bicycle storage in garage	4 storey	North Fletcher Road
Total	49 units	69 vehicle 80 bicycle		



Figure 3: Public pedestrian connection



Figure 4: View from North Fletcher through the site



Figure 5: Central open space includes partially covered outdoor play areas and seating for both residents and the public

Proposed Community Amenity Contribution

The proposal provides the following:

- 11-17 rental units, (3 of which will be rented at affordable rates – through a Housing Agreement)
- Public pedestrian connection
- Outdoor children’s play area

Council is requested to consider endorsing the Community Amenity Contribution. If endorsed these items will be a requirement of rezoning, and a Development Agreement will be drafted and registered on Title prior to adoption outlining the contributions and the documents required prior to Building Permit to secure each item.

Planning Context

Official Community Plan

The site is designated Residential/Tourist Accommodation. The intent of the land use designation is to permit high-density residential development with multi-unit residential buildings greater than 3 storeys or Tourist Accommodation such as a hotel or inn.

The High-Density Residential designation states a Floor Space Ratio (FSR) range of 1.2-1.4 and generally 60-110 units per hectare). 60-110 units per hectare translates to 38-70 units on the site.

The proposal has an FSR of 0.96 with 49 units. Although the FSR is less massing than the intended range, the unit per hectare count fits within the density range. Staff considers that the proposal is consistent with the Official Community Plan's high-density residential land use because it meets the land use, units per hectare density range, and many goals and objectives of the Harbour Area Plan, as shown in the table below.

The site is within the Village Landing character area of the Harbour Area Plan. The site is also named in the Official Community Plan as a site for the possible extension of South Fletcher Road. Further information can be found on pages 11-16.

The property falls within Development Permit Area 5 – Gibsons Landing and Development Permit Area 9 – Gibsons Aquifer. The proposal has been assessed under DPA 5 on page 17.

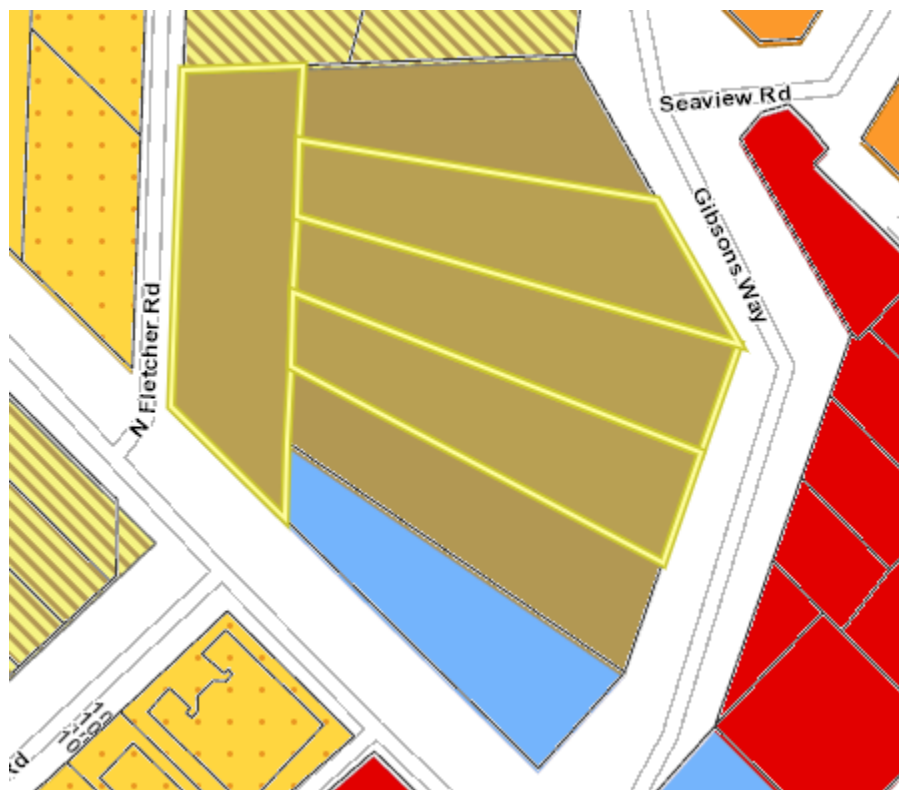


Figure 6: OCP Land Use Designation for the subject property

The Harbour Area Plan (HAP) outlines Goals and Objectives which seek to create balanced development to further the social, cultural, economic and environmental aspects of sustainability in the Harbour Area.

Staff assessed the proposal with the Goals and Objectives of the HAP and note the following objectives are achieved or maintained.

Goal	Objective	Comments
Retain the scale and character of the Harbour Area	1.1 Ensure new development is compatible in scale with existing development in the Harbour Area.	The proposal consists of a maximum of 4 storeys and has broken the massing into 5 buildings, which is compatible with the Harbour Area scale.
	1.2 Ensure new development evokes a west-coast, seaside village feel.	Each building is unique in design, providing a varied small- seaside village feel.
	1.3 Maintain a pedestrian focus through street-oriented buildings developed to a high-quality design standard.	The central walkway improves the pedestrian contain from Upper Gibsons to the Lower village.
Make the waterfront fully accessible, physically and visually, retaining the sense of proximity to nature	2.1 Complete and enhance the Town's pedestrian and cycling network, creating a bicycle and pedestrian friendly Harbour Area.	The proposal enhances the pedestrian connection.
	2.4 Create and protect public and private views through to the water.	The central walkway creates a view corridor, protecting the views of uphill residences and provides a public gathering space to enjoy the views.
Ensure environmentally responsible and sustainable planning and development	3.1 Protect the Gibsons Aquifer and water quality in the Harbour Area.	The site is within Development Permit Area 9, and will require a geotechnical report prior to Building Permit to ensure no impacts on the Gibsons Aquifer.
Support and enhance social and cultural activity in the Harbour Area	4.1 Plan for a mix of housing types to accommodate social diversity in the Harbour Area.	The proposal provides a range of housing types and sizes, including condominiums and rental units.
	4.4 Design for a range of ages, creating accommodating, accessible and desirable spaces for	The proposal consists of studio units to four-bedroom units, with accessible units, and the ability to add elevators to the fourplex

	children, families, and seniors.	suites. The outdoor areas offer a space for all ages and abilities.
Ensure the economic viability of the harbour area, recognizing the unique role the harbour plays in the local economy and the economic history of the area.	5.2 Facilitate growth to accommodate additional population in the Harbour Area.	This proposal is for 47 new residential units in the Harbour Area.

Zoning Bylaw

The current zoning for the site is Comprehensive Development Area 1 (CDA-1). The CDA-1 zone's intent is to allow existing uses to continue, pending receipt of development applications consistent with the OCP, while limiting new developments not compatible with the OCP or Town policies. The current zoning permits a detached house with a secondary suite on each lot.

The proposal to develop the site with 43-49 residential units requires a Zoning Amendment.

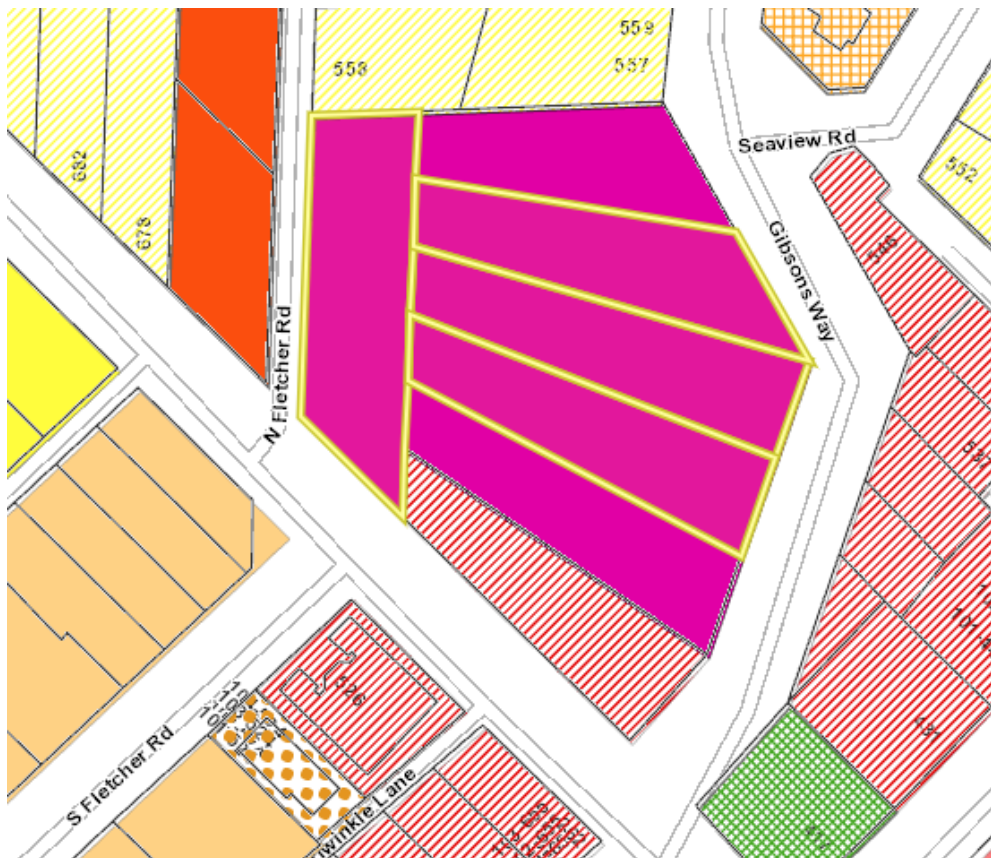


Figure 7: Zoning designations for the subject property.

As per the Zoning Bylaw definition, the front lot line will be on School Road, the frontage along North Fletcher Road and Gibsons Way is deemed an external side lot line, and the property line shared with Stonehurst is an internal side lot line.

View Protection

The site is within two View Protection Sub-Areas – 666 School Road is within Sub-Area G and Lots 19,20 and 21 Gibsons Way are within Sub-Area F.

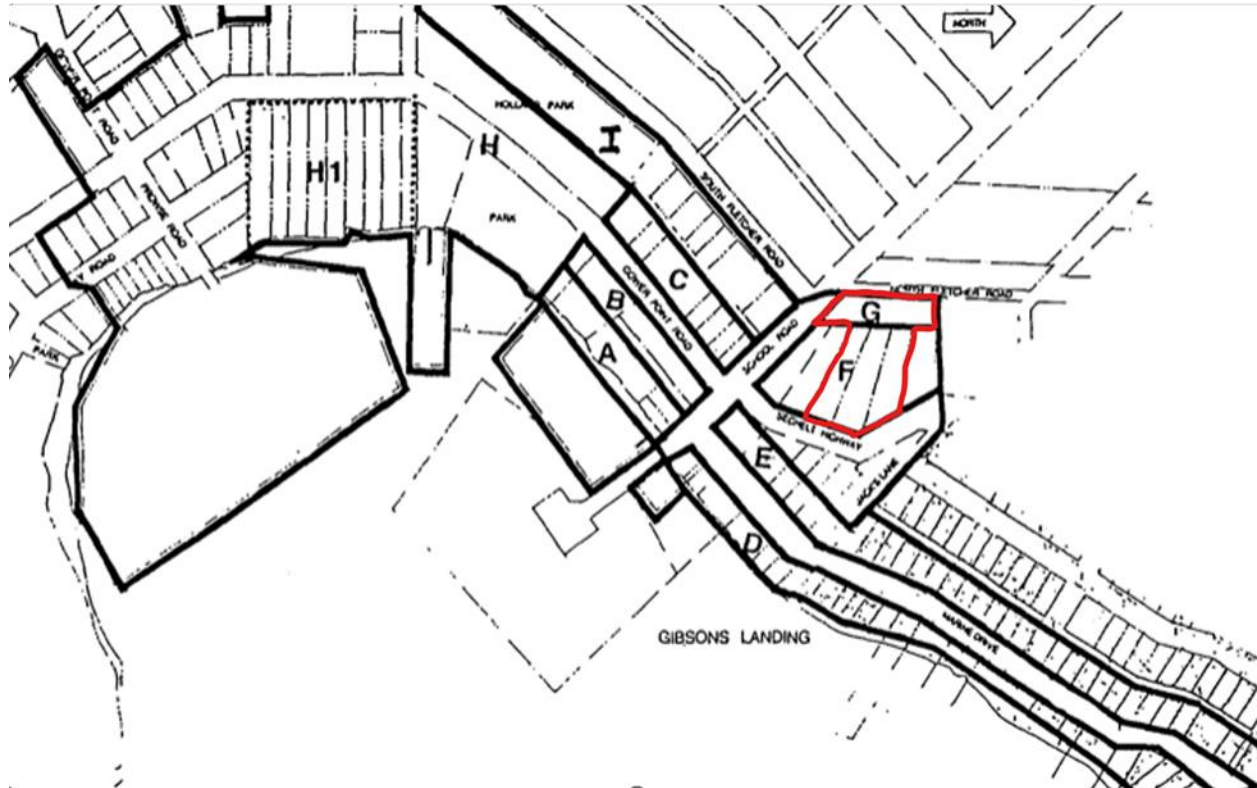


Figure 8: Schedule B - View Protection sub areas – subject properties outlined in red

- Sub-area G limits the building height to 7.5 m and requires a front setback of 6 m. The proposal does not meet this.
- Sub-area F limits height to 6.5 m and requires a front setback of 6 m. The proposal does not meet this.

The view protection building height limitations conflict with the OCP's High Density Residential land use designation which is intended to allow buildings greater than 3-storeys. This is because when the OCP was updated, the zoning bylaw was not updated to implement the OCP.

The amendment to the Zoning Bylaw removes the properties from the View Protection Area to address the conflict.

Heritage Inventory

The existing building located at 547 Gibsons Way is named in the Town's Heritage Inventory as "Jack's Boarding House", which was constructed in 1919. This building was a purpose-built boarding house and continues to operate. The Town does not have a Heritage Bylaw, and this building is slated for demolition. The units lost in the Boarding House are proposed to be replaced in Building C, which proposes up to 17 rental units, six of which would be studio apartments.

Archaeology and Squamish Nation Comments

There is no registered archaeological site on the property or within 50 m of the property, however, as part of the rezoning process, the application was referred to the Squamish Nation for comment. The Nation requested an Archaeological Assessment to be completed. The applicant has retained a professional Archaeologist to begin the work and is gathering the necessary documentation to proceed with the assessment. Should this process take more time than a rezoning process, staff will seek direction from Council on whether to proceed or wait for the results of the assessment.

Zoning Amendment Bylaw 1065-81

Draft Zoning Amendment Bylaw 1065-81 is enclosed as Attachment B.

The RM-8 zone is the same zone that Council previously gave The Harbour Development at 421-445 Gower Point Road, First Reading in April 2023. The intent of the RM-8 zone is to allow for the development of high-density residential uses in areas that the Official Community Plan designates in the "High-Density Residential" and the Residential/Tourist Accommodation" categories.

There are three changes to the previous version:

- 1) Parking – the parking has been updated to reduce parking requirements for apartment use secured as rental in perpetuity though a legal agreement to one space per unit.
- 2) Site Conditions – to allow reduced setbacks.
- 3) Setbacks – differentiates building setbacks from structure setbacks to accommodate retaining walls along the property lines.

It should be noted that this zone would be outside the Zoning Bylaw Part 5 View Protection Regulations.

South Fletcher Road Extension

The project proposal was referred to the Infrastructure Services Department (ISD) for comment, as the Policy 12.1.5 of the Official Community Plan speaks to the following:

"Consider simplifying the Gower Point, Marine Drive, Gibsons Way intersection by closing School Road between Gower Point Road and [Periwinkle Lane] to vehicle traffic."

The intersection, also known as 5-Corners, has long been identified as a safety concern to both vehicles and pedestrians.

Policy 12.1.5 stems from a recommendation carried forward from a 2008 traffic safety study prepared by Bunt & Associates, which identified several safety concerns with the 5 corners intersection, including the steep grade of the School Road approach. The Bunt report references several previous reports which also touch on this issue, including:

- *Traffic Calming Master Plan (Bunt 2007)* identifies Gower Point Road/Marine Drive intersection as the highest safety concern in Gibsons.
- *Gibsons Harbour Master Plan (CIVITAS 2001)* also recommends closing School Road between South Fletcher Road and Gower Point Road to “normalize the intersection for traffic and pedestrians”.
- *Town of Gibsons Downtown Revitalization (Vaughan et al 1995)* recommends closure of School Road between South Fletcher Road and Gower Point Road and the creation of a public plaza.

Recommended Alignment - Vaughan Report

The Vaughan report (1995) included three proposed options for closing the lower section of School Road, with the recommended Option ‘A’ including an extension of South Fletcher Road to Gibsons Way to provide an alternative route. This option would require taking road dedication from seven properties between North Fletcher Road, Gibsons Way, and School Road as shown in Figure 9, also enclosed as Attachment C.



Figure 9 - Approximate Alignment of South Fletcher Extension Recommended in Vaugh Report (1995)

The proposed alignment

One of the impacted properties is owned by the Town and contains a public parking lot accessed off School Road. Five of the six remaining lots are actively pursuing development, including Billy's Walk Residences (Lots 19, 20, 21, and 24 Gibsons Way) and 529 Gibsons Way (Stonehurst). Figure 10 provides a plan view of the various ownership of the subject properties.



Figure 10 - Town Land (blue), Stonehurst (Yellow), Billy's Walk Residences (Red)

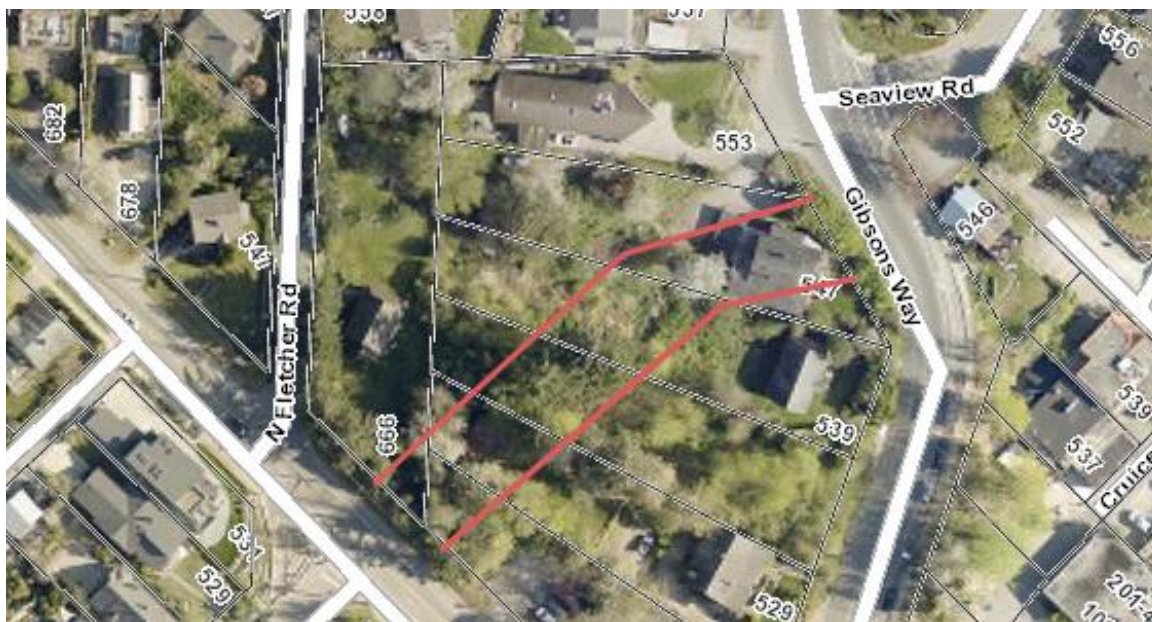


Figure 11 - Alternative Alignment for South Fletcher Road Extension

Previous Council Discussion

The South Fletcher Road extension was discussed with Council in March 2022, during the application process for 529 Gibsons Way.

The property at 529 Gibsons Way is subject to a restrictive covenant under section 219 of the Land Title Act (document # BB1156637, registered June 2nd, 2010). The purpose of this covenant was to ensure that a shed located at the rear of 529 Gibsons Way would be demolished at such time that the Town and property owner conducted a land exchange to facilitate the extension of South Fletcher Road across the property.

There was discussion around discharging the covenant to allow the proposal at 529 Gibsons Way to proceed. While no resolution was captured at the meeting to discharge the covenant, Council proceeded to First Reading.

Impacts on Billy's Walk Residences

If the South Fletcher Road extension was to move forward, the Billy's Walk Residence properties would be divided in two. Figure 12 shows the north parcel with a lot area of approximately 3180 m² and the southern property with a lot area of around 1850 m², the road would take approximately 1441 m² of the original lot area.

As such the existing proposal will not be able to proceed as presented.

Staff note that the extension of South Fletcher may have intended to increase building potential in the area as in the past the lots were owned separately. However as Lots 19, 20, 21 and 24 have the same owner, a high-density residential development has been proposed with a maximum of 4 storeys. If the road extension was to move forward, Council would need to consider if higher buildings would be appropriate to offset the removal of lot area.



Figure 12: Remaining lot area after road extension

Pros and Cons of extending South Fletcher Road

Pros	Cons
<i>Driveways can be relocated onto the new section of South Fletcher, limiting driveways on Gibsons Way</i>	<i>Decreases buildable area in an area designated as High Density Residential</i>
<i>Lower Section of School Road could be closed.</i>	<i>Council may need to explore compensation options or increase density of the remaining lots.</i>
<i>Closing lower School Road could offset loss of permeability and create public greenspace in central Lower Gibsons</i>	<i>Loss of green space/permeable area on Lot 19,20,21 and 24</i>

Feasibility Study Scope and Funding

A feasibility study of extending South Fletcher Road and closing lower School Road would include the following:

- A topographical site survey
- Conceptual design drawings
- Construction cost estimate
- Feasibility memo

The cost of the feasibility study would be approximately \$35,000. Staff have reviewed potential funding sources and have determined that Transportation DCCs could be used to fund the study. The 2024-2028 Capital Project Plan reflects a current balance for Transportation DCCs of \$1,107,703 with budgeted expenditures of \$798,500, leaving sufficient funding available.

Alternative sources of revenue were also considered, including Gas Tax funds and Operating Reserves, but were eliminated due to ineligibility (Gas Tax) or potential tax implications (to replenish Operating Reserves).

Next Steps for the South Fletcher Road Extension

Staff require direction from Council as to whether the South Fletcher Road extension should be reviewed in further detail.

Staff have provided two options on page 20 for consideration:

Should Council choose to proceed with the feasibility study, Staff would retain a consultant to explore the options and a report would be brought back to Council with the findings.

This option would put any development on the sites outlined in Figure 9 and 11 on hold until the feasibility study is complete and the report is brought forward to Council for a decision.

Option 1 – Move forward for assessing the feasibility of extending South Fletcher

Complete a feasibility study on the extension of South Fletcher Road and closure of lower School Road, at a budgeted cost of \$35,000, funded from Transportation DCCs.

Option 2 – Abandon the proposed extension of South Fletcher

Abandon the proposal to extend South Fletcher Road to Gibsons Way.

Should Council choose this option, staff would proceed with the Zoning Amendment application for Billy's Walk.

Development Permit Area 5

The subject property is located within DPA 5 for development in the Harbour Area/Village Landing Character Area. The objective of DPA 5 is to ensure that a high standard of design, landscaping and building form is implemented for all commercial and multi-unit residential developments.

The guidelines are aimed at fostering design that retains, reinforces, and enhances the village scale and character of the Harbour Area while providing for improvements and change.

Staff have evaluated the application, enclosed as Attachment A, with the applicable DPA 5 guidelines and offer the following comments:

- The Development Permit guidelines are broken up into general guidelines and Village Landing design guidelines. The majority of the Village Landing design guidelines are reflective of commercial spaces, and therefore, only some of the guidelines are applied to this residential development.
- The general guidelines request that *“building scale and massing shall be designed with careful consideration of impacts on views from uphill properties.”* The project’s design has been careful to limit building height to 4 storeys and reduce the massing by stepping the buildings back with the natural site contours, as well as providing the 6 to 9-metre-wide view corridor through the site.
- The guidelines speak to *“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”*. The proposal includes two green roofs and three sloped roofs – conforming to the guidelines.
- The proposal uses the slope to reduce the massing, stepping down and terracing the buildings with the natural site contours and topography.
- The Village Landing guidelines are quite specific on materials and colours, requesting *“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.”* While the project is not using wood cladding, fibre cement cladding in the form of shiplap, shingle and batt and board, which gives the wood effect while being FireSmart and largely maintenance free.
- Each of the buildings has its own distinct colour and materials, however, there are similar features tying the project together, for instance, the dark window surrounds.

Staff conclude that the proposal meets the Development Permit Area 5 guidelines. At the time of writing this report, the Advisory Design Panel (ADP) had not yet met. The minutes of the ADP meeting will be enclosed as Attachment C to this report once finalized.

REFERRALS

The Town has received the following referral comments:

Table 4: Referral Comment Summary

Referrals Agency	Comments Received
<p><i>Skw̓wú7mesh Úxwumix</i> (Squamish Nation)</p>	<p>No comment on the re-zoning.</p> <p>Proposed Development: -This site is in close proximity to recorded archaeological sites in heavily used Gibsons Harbour. SN's Archaeology Specialist recommends an Archaeological assessment.</p>
<p>Gibsons and District Volunteer Fire Department (GDVFD)</p>	<ol style="list-style-type: none"> 1. Fire hydrants are installed in accordance with BCBC 3.2.515. 2. A water supply in accordance with BCBC 3.2.5.7. 3. Standpipe Systems are installed in accordance with BCBC 3.2.5.8. 4. Automatic Sprinkler Systems are installed in accordance with BCBC 3.2.5.12 5. Road design is in accordance with BCBC 3.2.5.6. 6. Access Routes and Access Route locations are in accordance with BCBC 3.2.5.4. and 3.2.5.5. 7. Fire Alarm system to be installed in accordance with BCBC 3.2.41. 8. Annunciators to be installed in accordance with BCBC 3.2.4.9. 9. Roof access design in accordance with BCBC 3.2.5.3. 10. A key lock tube is installed and located at or near the front entrance. 11. A Fire Safety Plan is complete and put in a box beside the alarm panel at the front entrance before occupancy is given. 12. The fire department would ask for standpipe connections on each landing for fire fighting in the stairwells
<p>Ministry of Transportation and Infrastructure (MOTI)</p>	<p>Preliminary approval is granted for the rezoning for one year pursuant to section 52(3)(a) of the Transportation Act.</p>
<p>Infrastructure Services Department</p>	<ol style="list-style-type: none"> (1) OCP calls for closing the bottom of School Rd and developing an extension of South Fletcher Rd through the properties to connect with Gibsons Way. Council direction is required regarding whether to pursue closing School Rd. (2) Modeling required for water and sanitary capacity for the development. (3) DCCs and Prowse Rd Latecomer fees apply. (4) Servicing Agreement Required. (5) Developer's engineers to determine sightlines and safety regarding how the road will intersect with Gibsons Way. (6) Servicing fees apply.

<p>Building Department</p>	<p>*Separate demo permits required for each building to be demolished. *Separate building permits required for each building. *All new buildings to be sprinklered. *Envelope engineering required. Must include sign off for green roofs. *Full building code compliance to be further reviewed upon building permit submission.</p>
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POLICY / PLAN IMPLICATIONS

Strategic Plan Implications

These recommendations in this report meet the following Strategic Plan goals:

- Goal 1. Update critical plans and bylaws, and governance processes, to reflect current community needs and best practices in organizational excellence.
- Goal 5 Work toward an attractive, ecologically healthy and economically thriving Harbour.
- Goal 6 Support rental housing

Financial Plan Implications

Proposed Development

Increased density generally has a positive impact on the Financial Plan as it enables the Town to collect comparatively more property taxes and user fees without significant infrastructure expansion being required.

Development of the vacant lot will translate into new taxation and user fee revenue on the improvements, where previously revenue was limited to taxation on the vacant land only.

The stratified portion of the development will generate additional taxation revenue as parcel taxes will applied to the individual parcels.

South Fletcher Road Extension Feasibility Study

There are sufficient Transportation DCCs to fund the feasibility study in addition to the DCC funded projects already included in the 2024-2028 General Capital Plan, so there would be no tax implications to completing the study. Were the additional funding to be approved, the 2024-2028 Financial Plan would be updated to reflect the increased capital budget.

NEXT STEPS

The rezoning is consistent with the Official Community Plan, and, in accordance with the recently updates to the Local Government Act, a Public Hearing is prohibited.

After notifying residents of the date Council will consider First Reading, the zoning amendment bylaw could be given three readings before sending it to the Ministry of Transportation and Infrastructure for approval, and then Adopted.

However, Council may choose to complete the feasibility study on the extension of South Fletcher Road, which would delay the project.

RECOMMENDATIONS / ALTERNATIVES

There are several decisions required from Council. Staff have broken these down for ease and provides options for each decision:

1) South Fletcher Road extension / Lower School Road Closure

- a. *THAT staff be directed to complete a feasibility study on the extension of South Fletcher Road and closure of lower School Road, at a budgeted cost of \$35,000, funded from Transportation DCCs.*

OR

- b. *THAT staff be directed to abandon the proposal to extend South Fletcher Road to Gibsons Way.*

2) Parking Reduction to increase the number of rental units (11-17 units)

The applicant is proposing to provide 17 rental units in Building C with 1 parking space per unit, or 11 rental units conforming with the Zoning Bylaw's 1.5 parking space per unit requirement. All other buildings conform to the parking requirements.

Regardless of the number of units, the building massing would remain the same, and the area can produce 11 to 17 units. Therefore, if there are only 11 units, the units would be larger and would likely be more expensive.

Does Council support reducing the parking from 26 spaces (1.5 spaces per unit) to 17 spaces (1 space per unit) to allow for 17 rental units?

- a. *THAT reducing the parking requirements for Lots 19, 20 and 21 Gibsons Way and 666 School Road to allow 17 rental units with 1 parking space per unit for a total of 17 parking spaces be supported.*

OR

- b. *THAT 11 rental units for Lots 19, 20 and 21 Gibsons Way and 666 School Road, with no parking reduction (17 parking spaces) be supported.*

3) Zoning Amendment Bylaw 1065-81, 2024

1. *THAT the CAC offer be endorsed with the following:*

- a. 11-17 rental units, (3 of which will be rented at affordable rates – through a Housing Agreement)
- b. Public pedestrian connection from North Fletcher Road through to Gibsons Way
- c. Outdoor children’s play area

2. AND THAT staff be directed to notify residents of First Reading of Bylaw 1065-81, 2024

4) **Authorize DP-2024-08 subject to Adoption of Bylaw 1065-81, 2024.**

- 1. THAT DP-2024-08 for Lots 19, 20 and 21 Gibsons Way and 666 School Road be issued subject to the adoption of Bylaw 1065-81, 2024.
- 2. THAT DP-2024-08 for Lots 19, 20 and 21 Gibsons Way and 666 School Road be issued subject to:
 - a. the adoption of Bylaw 1065-81; and
 - b. ...

Attachments

- Attachment A – Application
- Attachment B – Zoning Amendment Bylaw 1065-81
- Attachment C – ADP Minutes (to be attached after ADP meeting)

Respectfully Submitted,

Katie Thomas
Planner II

Report reviewed by:

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