

MEMO

DATE: May 6, 2024
PROJECT NO: 04-210241
PROJECT: **1057 Gibsons Way**
SUBJECT: **Transportation Update V03**

TO: Daniel Lopez
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1. INTRODUCTION

Bunt previously completed a Transportation Impact Assessment for the proposed mixed used development located at 1057 Gibsons Way in Gibsons, BC. The analysis in the report was undertaken in accordance with the study scope as agreed upon by Town of Gibsons staff. The following memo has been prepared to review the transportation components of the proposed development that have been updated since the last submission. The changes to the proposed development are not anticipated to result in a significant difference in vehicle generated trips, therefore the previous traffic analysis has not been updated or included in this review.

2. BYLAW REVIEW

2.1 Development Statistics

Table 2.1 summarizes the development statistics from the previous proposal as well as the current proposal. The current proposal includes an additional level of residential units for both buildings, thereby increasing the total provision of units.

Table 2.1: Proposed Land Uses

LAND USE	DENSITY	
	PREVIOUS PROPOSAL	CURRENT PROPOSAL
Residential Medium Rise	141 Dwelling Units	171 Dwelling Units
Commercial Retail Units	3 Units	3 Units
	284 m ² GFA	284 m ² GFA
Live/Work	5 Units	5 units
Retail component of the Live/Work Units	559 m ² GFA	559 m ² GFA
Dwelling component of the Live/Work Units	509 m ² GFA	509 m ² GFA

2.2 Vehicle Parking

Resident parking will be provided both at the surface and in the underground parkades of the two buildings. Note that Building A and B both have one level of underground parking, respectively. The previous proposal included two levels of underground parking for Building B, which has been modified to one expanded level. Commercial parking will be provided at-grade in front of the commercial and live/work units. **Table 2.2** summarizes the parking requirements per the Town's Zoning Bylaw.

Table 2.2: Vehicle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW REQUIREMENT	PROPOSED SUPPLY	PROPOSED SUPPLY RATIO
Residential	176 units ¹	1.35 stalls per DU (1.5 less than 0.15 for visitor parking)	238	171	0.97
Visitor (Residential)	176 units ¹	0.15 stalls per DU	26	11	0.06
Live-Work (Commercial Component)	559 m ²	1 space per 45 sqm	19	19	-
Commercial Retail Units	284 m ²	1 space per 45 sqm			
TOTAL			283	201	-

¹including the live-work residential units

The parking provision remains consistent with the previous proposal, however, with the additional residential units, the residential parking spaces provision of 171 spaces now equates to a parking ratio of 0.97 spaces/unit. This rate is below the Town's Zoning Bylaw requirement but is higher

than the parking demand and vehicle ownership ratios observed from comparable developments. **Table 2.3** summarizes observations from 3 comparable residential developments in Gibsons.

Table 2.3: Gibsons Residential Parking Observations

LOCATION	TENURE	UNITS	OBSERVED PARKING DEMAND (VEHICLES/UNIT) JULY 2013 - BUNT	VEHICLE OWNERSHIP (VEHICLES/UNIT) APRIL 2015 - ICBC
622 Farham Road	Strata	47	0.53	0.83
689 Park Road	Strata and Rental	48	0.67	0.92
725 Gibsons Way	Rental	37	0.41	0.54

From the above table, the observed parking demand ratios are in the range of 0.4-0.7 vehicles/unit while the vehicle ownership ratios are in the range of 0.54 - 0.92 vehicles/unit. The parking supply of 0.97 spaces/unit, which is higher than both observed ratios’ ranges, and is therefore anticipated to be adequate for the proposed development.

The development is proposing to provide 19 commercial parking spaces, meeting the Bylaw requirement for the combined Live-Work commercial component and commercial retail units.

Moreover, Bunt has undertaken studies of visitor parking observations at residential buildings throughout British Columbia and has observed the peak visitor parking demand to be in the range of 0.05 to 0.10 vehicles per unit. A visitor parking supply of 0.06 spaces/unit is therefore deemed adequate for this mixed-use development given that there is potential for residential visitors to share the proposed 19 commercial parking spaces. Residential and commercial peak parking demands are generally observed to occur at different times thus a total of 30 spaces are anticipated to be sufficient to serve both uses.

Usage of the shared visitor and commercial parking spaces are recommended to have time a restriction of 2-3 hours to accommodate peak demands and ensure parking space turnovers. This will also avoid residents parking at these stalls.

The development will provide 23 accessible parking spaces. One (1) space is allocated to visitors and commercial use and will be located at surface level. Fourteen (14) residential accessible spaces will be provided on the P1 level of the Building B parkade, while eight (8) residential accessible spaces will be provided on the P1 level of the Building A parkade. This amount of accessible stalls exceeds bylaw requirements but allows for potential CMHC requirements which may be applied for and therefore represent a conservative approach.

The Bylaw also allows up to 30% or 60 of the accessory parking spaces to be small car parking spaces. The development is proposing 24 small car parking spaces which is below the maximum allowed threshold.

2.3 Bicycle Parking

Well managed, secure, accessible and covered bicycle parking will be provided as part of the development plan. The proposed supply meets the Bylaw requirements for Class 2 (Short Term parking spaces) and exceeds the bylaw requirement for Class 1 (Long-Term) spaces by seven spaces. **Table 2.4** summarizes the Bylaw requirements and the proposed supply.

Table 2.4: Bicycle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED
Residential	171 units	Class 1 – 1.25 spaces per DU Class 2 – 0.2 spaces per DU	Class 1 – 214 spaces Class 2 – 34 spaces	Class 1 – 221 spaces Class 2 – 34 spaces
Live-Work (Residential)	5 units	Class 1 – 1.25 spaces per DU Class 2 – 0.2 spaces per DU	Class 1 – 6 spaces Class 2 – 1 space	Class 1 – 6 spaces Class 2 – 1 space
Live-Work (Commercial)	559 m ²	Class 1 – 0.27 spaces per 100m ² greater than 100m ² GFA Class 2 – 0.4 spaces per 100m ² greater than 100m ² GFA	Class 1 – 1 space Class 2 – 2 spaces	Class 1 – 1 space Class 2 – 2 spaces
Commercial Retail Units	284 m ²	Class 1 – 0.27 spaces per 100m ² greater than 100m ² GFA Class 2 – 0.4 spaces per 100m ² greater than 100m ² GFA	Class 1 – 0 space Class 2 – 1 space	Class 1 – 0 spaces Class 2 – 1 space
		TOTAL	CLASS 1 – 221 SPACES CLASS 2 – 38 SPACES	CLASS 1 – 228 SPACES CLASS 2 – 38 SPACES

The Class 1 bicycle spaces for Live-Work and CRU will be provided within the bike room located in Building A Level 1. Class 1 bicycle spaces will be provided across the 5 bike rooms located within the two buildings. All Class 2 bicycle spaces will be provided in the form of racks located outside near the buildings’ entrances.

2.4 Transportation Demand Management (TDM)

2.4.1 Car Share

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

Being within approximate walking distance to the two car-share vehicles would allow future residents of 1057 Gibsons Way to make use of these vehicles if they were a co-op member and reduce their need to own a personal vehicle. Future residents would be able to use the co-op as either their only or second vehicle.

To support the reduced residential parking rate, the site proposes including an additional car share vehicle located on site to conveniently serve residents of the site.

2.4.2 Augmented Long-term Bicycle Parking Access

Locating bicycle storage rooms in a desirable location and providing quality design features makes them more inviting to residents. The proposed bicycle storage rooms in Building A (in Level 1 and Parkade Level P1) and Building B (in Parkade Level P1) can be easily accessed without the need for ramps, stairs, or elevators.

2.4.3 E-Bike Charging Infrastructure

The use of electric-assisted bicycles has increased significantly in recent years as it makes cycling longer distances and steep hills easier. The development will be providing electrical outlets throughout the bicycle storage rooms to facilitate this emerging mode of transportation.

2.4.4 Bicycle Repair Station

The developer will be providing a bicycle repair station within the bicycle storage room at Building A Level 1. This will assist residents with their bicycle maintenance.

2.4.5 Pedestrian Infrastructure

Availability of sidewalks encourages pedestrian activity. There is a sidewalk on the north frontage of the site. To improve pedestrian path connectivity, the development will provide a sidewalk along the west frontage along Pratt Road.

3. SUMMARY

1. The proposed development has increased its number of residential units from 146 (including 5 live/work units) to 176 (including 5 live/work units).
2. The proposed commercial/retail area and parking provision remains consistent with the previous proposal.
3. The proposed residential parking provision is consistent with the previous proposal; however, it results in a lower overall residential parking rate given the increased number of units.
4. The proposed parking supply is anticipated to meet peak demands.
5. Proposed TDM measures include long-term bicycle parking that exceeds bylaw requirements, E-bike charging infrastructure, a bicycle repair station, and improved pedestrian infrastructure will be provided with the development.
6. To support the lower parking rate, an on-site car-share vehicle is now also proposed in addition to the other TDM measures mentioned.