

Property Location: 529 Gibsons Way
Application Number(s): HRA-2025-01
Date of Referral: 17-Apr-25

Referrals sent	Comments Received
Gibsons and District Volunteer Fire Department (GDVFD)	<i>No comments received as of May 21, 2025</i>
Vancouver Coastal Health	<i>No comments specific to this development application</i>
Ministry of Transportation and Transit (MOTT)	<i>No comments received as of May 21, 2025</i>
School District (SD46)	<i>No comments received as of May 21, 2025</i>
Town of Gibsons Corporate Officer	<i>The implementation of a heritage revitalization agreement/bylaw per Section 610 of the Local Government Act (or the registration of a covenant per Section 219(5) of the Land Title Act) could result in some portion of the property becoming eligible for a special/permissive tax exemption pursuant to sections 25(3)(b), 224(e)(ii) and 225(1)(b) of the Community Charter, should the owners apply and Council choose to exercise its discretion in favour of such an application for tax exemption (which exemption would require an affirmative vote of at least 2/3 of all the members of Council). I defer to the Department of Finance for clarification or further comment as to this possibility.</i>
BC Transit	<i>See attached letter dated May 9, 2025</i>
Sunshine Coast Tourism	<i>See attached email dated May 20, 2025</i>
Gibsons Landing Heritage Society	<i>No comments received as of May 21, 2025</i>
Infrastructure Services Department	<i>No comments received as of May 21, 2025</i>
Building Department	<i>No comments received as of May 21, 2025</i>
Public Works Department	<i>No comments received as of May 21, 2025</i>
Parks Department	<i>No comments received as of May 21, 2025</i>
Finance Department	<i>No comments received as of May 21, 2025</i>



May 9, 2025

Kirsten Rawkins, Planner II
rawkins@gibsons.ca
Town of Gibsons

Re: Proposed Development at 529 Gibsons Way, Sunshine Coast Regional Transit System

Dear Kirsten,

Based on the plans received April 24, 2025, BC Transit staff have completed a detailed review of the proposal to assess if this development could be considered 'transit ready', and to provide recommendations on changes to the proposal which may help this development integrate into your existing transportation network and aid in increasing transit ridership.

The attached document outlines the BC Transit recommendations based on your last submission. After reviewing the information enclosed within this letter, you are welcome to request a meeting with members of our team if you have any questions or if clarification is needed.

Should you have any questions or concerns, please contact me at [REDACTED] or by email at [REDACTED]

Sincerely,

Adriana McMullen
Senior Transit Planner
BC Transit
[REDACTED]



Development Referral Feedback

Development Address: 529 Gibsons Way
Local Government Town of Gibsons
Local Government File Number: HRA-2025-0
Date Plans Received: April 24, 2025
Date Referral Feedback Sent: May 9, 2025
Review Completed By: Adriana McMullen

Context Overview	
Land Use Typology	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural <input type="checkbox"/> Suburban
Local Context	<input checked="" type="checkbox"/> Urban Infill <input type="checkbox"/> Urban-Suburban Fringe <input type="checkbox"/> Suburban Infill <input type="checkbox"/> Suburban-Rural Fringe <input type="checkbox"/> Rural <input type="checkbox"/> Exurban <input type="checkbox"/> Suburban
Nearest Existing Transit StopS to the Development	EB Service to Langdale: 70 metres, stop ID 170325 (School at Gibsons) WB Service to Sechelt: 200 metres, stop ID 170114 (Marine at Jacks) WB Service to Sechelt 100 metres; stop ID 170117 (Seaview)
Service Frequency of Existing Transit to the Development	<input type="checkbox"/> Rapid (15-minute headways or better with limited stops) <input type="checkbox"/> Frequent (15-minute headways or better) <input checked="" type="checkbox"/> Local (15 to 60-minute headways) <input type="checkbox"/> Targeted <input type="checkbox"/> Other:

Feedback Related to Use and Density

The following recommendations relate to the proposed use and proposed densities of the development in question.

- The proposal is consistent with transit-supportive infill practices and is situated within excellent proximity of good transit service.
- Based upon the proximity to transit, and anticipated new foot-passenger interregional connections, further intensification of accommodation facilities in this area (and downslope of it) would be conducive to supporting transit ridership and alternative modes of transportation.

Feedback Related to Design and Connectivity

The following recommendations relate to the proposed design of the development, and how it may be altered so as to better integrate with existing or future transit service, in addition to how its design changes may improve ridership or modal split numbers.

- Consider sidewalk connections on the Gibson's Way frontage between the subject property connecting to the existing sidewalk that fronts Pioneer Park. This will improve transit patron access to and from stop ID 170325.

Assessment of Transit Readiness

The following section assesses the transit readiness of the location that this development is proposed within. This assessment considers both the existing and planned services accessible to the development, but also the existing and planned infrastructure. For information on infrastructure design, please refer to BC Transit's [On-Street Infrastructure Design Guide](#).

Service Levels

- a) Route 90
 - a. On weekdays Route 90 service operates about every 45 minutes per direction. Most trips operate on Gibsons Way; some trips use North Road. On weekends, service intervals are about every 90 minutes.
 - b. In January 2026, daytime service intervals on this route will increase to every 30 minutes per direction during weekdays in the daytime.
- b) Route 1
 - a. On weekdays Route 1 service operates every 50-90 minutes. On weekends service intervals are about every 2 and a half hours.

Connections

- a) Route 90 connects between Sechelt (west) and Langdale terminal (east). The route uses the most direct routing along highway 101
- b) Route 1 also connects between Sechelt (west) and Langdale terminal (east). In the EB direction from the subject property, buses circulate through lower Gibsons before travelling to Langdale. In the WB direction buses departing stop 171104 circulates through lower Gibsons before travelling to Upper Gibsons. Route 1 also uses less direct routing to travel to Sechelt, serving rural communities along Lower Road such as Roberts Creek.

Future Service

- a) Route 90 is designated as a future Frequent Transit Route. The route is well used and based on this designation and strong ridership performance it is a priority for improvements. Current goals are to reach 30 minute-service intervals across the service span of service on weekdays and weekends throughout the year. Subject to funding, this goal may be achieved by 2029.
- b) Route 1 is designated as Local Transit route. Plans for this route include separating service into two distinct routes; one which will be dedicated to serving the connection between upper and lower Gibsons, and another which will continue the existing rural connection that is operates between Sechelt and Gibsons.

Infrastructure:

- The nearest stop serving the subject property at School and Gibsons has poor presence and visibility. Transit stops are the most visible fixed indicator of transit service in a community and frame the rider experience.
- Please consider the following improvements to this stop:
 - Stop pole and sign that is independent of other signage
 - Transit shelter
 - Painted curb
 - Provision of a bus stop schedule poster



20 May 2025

Dear Kirsten,

Thank you for the opportunity to comment on the proposed Heritage Revitalization Agreement (HRA) for 529 Gibsons Way. We appreciate the Town's inclusion of Sunshine Coast Tourism in the review process, and we're pleased to see a proposal that recognizes the potential value of heritage preservation as part of Gibsons' evolving visitor economy.

From a tourism perspective, we see several positive aspects in this proposal:

- **Establishment of a Heritage Inn:** The plan to revitalize the Stonehurst and operate it as a six-suite Heritage Inn is a valuable addition to Gibsons' tourism offering. It aligns well with growing visitor interest in locally-rooted, unique accommodations, particularly those with strong cultural or historical character. Boutique-style heritage properties often become signature assets for communities, reinforcing sense of place and offering compelling stories for destination marketing.
- **Support for year-round visitation:** The proposed use has the potential to generate overnight stays year-round in Gibsons Landing, where commercial accommodation is both currently limited and most strategically needed. Unlike other existing options, which primarily serve transient or business travellers along Highway 101, this project would offer a culturally-rich, leisure-oriented lodging experience directly connected to the core of Gibsons' visitor activity. With the marina, restaurants, boutiques, cultural attractions, public market, and visitor centre all within walking distance, the Inn would be uniquely positioned to support the established leisure travel experience of Gibsons Landing. This is especially valuable for encouraging shoulder-season visitation—an ongoing priority for sustainable tourism development across the Sunshine Coast.
- **Heritage and cultural value:** The conservation of the Stonehurst also contributes to broader goals of placekeeping and cultural tourism. The site offers potential alignment with local heritage storytelling and interpretation, which we would be pleased to explore in collaboration with the property owners should the project move forward.

We understand that the HRA would also enable an 18-unit residential development on the uphill portion of the property. While residential development falls outside our organizational mandate, we recognize the need to balance housing and tourism. Our primary interest is in ensuring that the heritage and tourism value of the Inn is preserved and enhanced through the site's overall design and long-term use.

To that end, we respectfully offer the following recommendations for the Town's consideration as part of the HRA development:

- **Secure long-term use as a Heritage Inn:** Rather than simply permitting visitor accommodation use, we recommend the agreement include provisions to ensure the building is operated as a Heritage Inn over the long term. This would help maintain the intended public benefit and prevent conversion to other uses that do not align with the conservation objectives.

- Interior design and guest experience: While the exterior restoration and architectural character of the building are well addressed, we encourage consideration of how the interior spaces, particularly those accessible to the public or guests, can reflect and celebrate the heritage of the Stonehurst. Interior elements such as materials, furnishings, finishes, and interpretive displays can significantly enhance the overall guest experience and strengthen the authenticity of the Heritage Inn. This would further support the building's tourism value and reinforce the intent of the HRA as a heritage conservation tool.
- Support public access and interpretation: We recommend the inclusion of thoughtful, tourism-facing elements that ensure the site is welcoming and engaging for both overnight guests and the general public. These could include interpretive signage or a publicly visible heritage plaque that highlights the site's historical significance. The proposal notes that the garden terrace will be available to Inn guests "where the public is welcome," and references dining on the veranda and within the house. We encourage the Town to seek clarity on whether these amenities will be accessible to non-hotel guests. Public-facing features, such as access to the garden or availability of food and beverage service to the public, could enhance the visitor experience and help secure broader community benefits in alignment with the goals of the HRA.
- Cycling infrastructure: While the architectural materials note the inclusion of bike lockers in the underground parkade, it is unclear whether these will be accessible to Inn guests. Given the growth of cycling tourism and active transportation in the region, we recommend the inclusion of secure, dedicated bicycle storage for Inn guests.
- Accessibility considerations: It is also unclear to what extent the proposed suites will be accessible to guests with mobility challenges. Gibsons currently has limited accessible commercial accommodation options, and we encourage the Town to explore opportunities to include at least one fully accessible suite as part of this development. This would support Gibsons' growth as an inclusive destination and ensure the site serves a broader range of travellers.

We hope these suggestions are helpful in shaping an agreement that secures meaningful community and tourism value over the long term. Please don't hesitate to reach out if any clarification is needed or if we can provide additional input as the project moves forward.

Best regards,

Annie Wise
Executive Director
Sunshine Coast Tourism