

TRANSPORTATION IMPACT STUDY SUMMARY

A Transportation Impact Study was required by the Town to determine how the new development can be accessed through the Chaster Road/Pratt Road connection, and the future Shaw/Inglis connection.

The current draft traffic study has reviewed the three phases of the project, and has provided 4 key insights:

- 1** Without the development of Gospel Rock Village, the gradual increase in traffic (2% per year) from existing development, eventually requires improvements and changes to the intersections and the traffic lights at Gibsons Way at Pratt/Payne by 2031.
- 2** Traffic increases with the first 250 units using Chaster as the access route is greatest during the AM peak hours.
- 3** Once Chaster Road is improved, it will have a traffic capacity of 1200 to 1800 vehicles per hour. The actual usage would be much lower with total traffic at the intersection of Chaster and Pratt up to 840 vehicles per hour at the peak afternoon hour.
- 4** Looking at a full build-out for the entire Gospel Rock Neighbourhood Plan Area assumes 1100 new residential units constructed by 2031. Increases compared to background growth by 2031 are +42.9% at Chaster and Pratt, +18.7% at Gibsons Way and Pratt/Payne, + 31.9% at Gibsons Way and Shaw Road.

Effect of proposed Gospel Rock Village Development Traffic, 250 dwelling units, with Chaster Road access only

Intersection	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Background Traffic (veh/h)	Total Traffic (veh/h)	% Change	Background Traffic (veh/h)	Total Traffic (veh/h)	% Change
Gibsons Way / Shaw Road	975	1030	+5.6%	1720	1785	+3.8%
Gibsons Way / Pratt Road	1445	1580	+9.3%	2290	2445	+6.8%
Pratt Road / Chaster Road	405	575	+42.0%	630	840	33.3%

Notes: Traffic volumes rounded to the nearest five; veh/h = vehicles per hour

Effect of Development Traffic with GRNP build-out of 1103 dwelling units in 2031, with Shaw/Inglis extension

Intersection	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Background Traffic (veh/h)	Total Traffic (veh/h)	% Change	Background Traffic (veh/h)	Total Traffic (veh/h)	% Change
Gibsons Way / Shaw Road	1175	1550	+31.9%	2075	2505	+20.7%
Gibsons Way / Pratt Road	1735	2060	+18.7%	2750	3140	+14.2%
Pratt Road / Chaster Road	490	700	+42.9%	760	1050	+38.2%

Notes: Traffic volumes rounded to the nearest five; veh/h = vehicles per hour

RECOMMENDATIONS

PHASE 1 AND 2 (250 RESIDENTIAL UNITS)

- UPGRADE CHASTER ROAD
- CONSIDER A 4 WAY STOP AT CHASTER AND PRATT
- OPTIMIZE TRAFFIC LIGHTS AT PRATT AND GIBSONS WAY
- PROVIDE A SECONDARY EMERGENCY ACCESS OVER ROSAMUND

PHASE 3 (ADDITIONAL 120 UNITS)

- CONNECT TO NEW PRIMARY ACCESS ROUTE OVER SHAW AND INGLIS ROADS

LONG TERM BUILD-OUT OF ENTIRE GOSPEL ROCK AREA (1100 UNITS)

- ADD TURNING LANES TO GIBSONS WAY PRATT ROAD INTERSECTION AND AT GIBSONS WAY/ SHAW ROAD INTERSECTION



SHAW ROAD EXTENSION

POLICY AND REQUIREMENTS

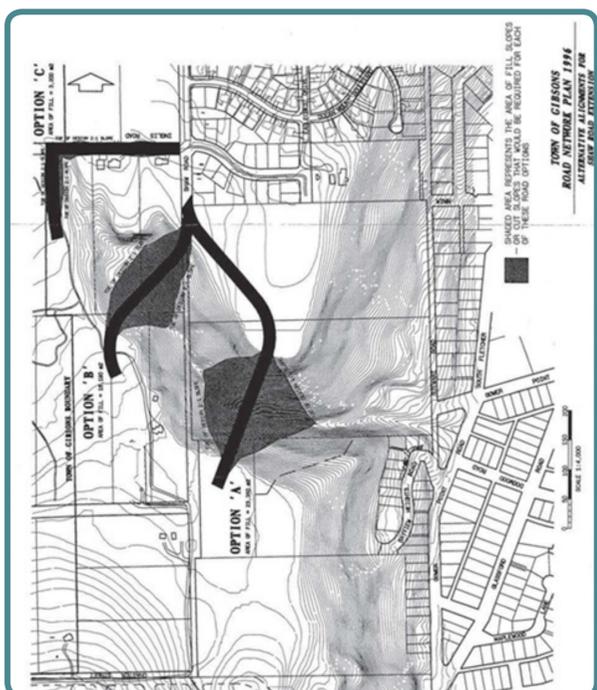
The Town's Official Community Plan designates the Shaw/Inglis Road connection as the **primary access** route to the Gospel Rock Neighbourhood Plan Area.

3.5.1 The southern extension of Shaw Road via Inglis Road shall function as the **primary access** for the Gospel Rock neighbourhood.

3.5.2 Given that the Shaw Road extension requires the cooperation of a number of property owners for the dedication of land to accommodate the road and its construction, as an interim measure Chaster Road will function as the primary access into the neighbourhood until the Shaw/Inglis Road extension is achieved. A cap of 250 units has been established as the maximum amount of development that can take place within the neighbourhood that would utilize the Chaster Road access without the Shaw/Inglis road extension being in place.

Road Network Plan Study 1996

The network study evaluated several options for connecting Shaw Road to the Gospel Rock Neighbourhood Area. The Network Study concluded that the only feasible option was an alignment at the west end of Inglis Road, with a crossing of 35m (115ft) over Charman Creek.



SHAW ROAD EXTENSION OPTIONS FROM THE 1996 ROAD NETWORK PLAN STUDY

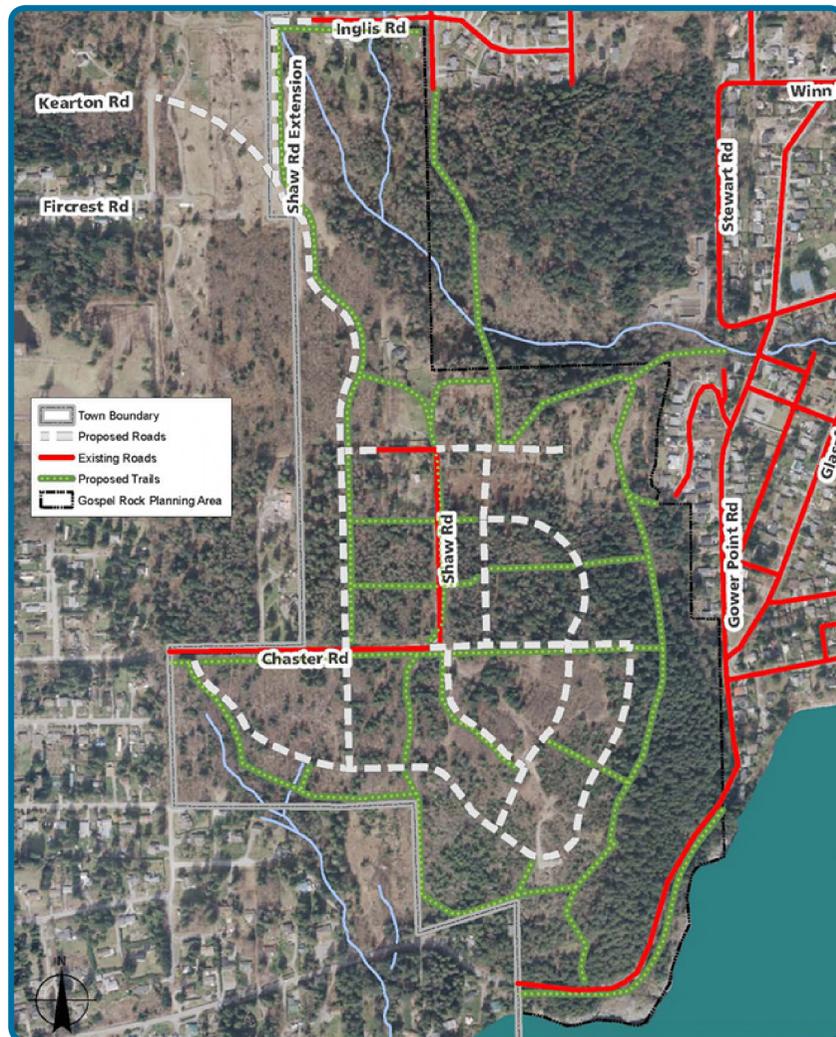
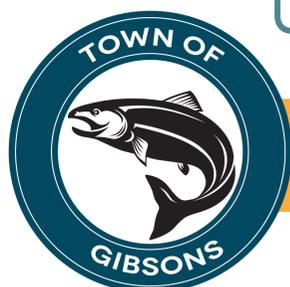


FIGURE 3-3 CIRCULATION FROM THE GOSPEL ROCK NEIGHBOURHOOD PLAN



TENTATIVE REQUIREMENTS

PHASE BY PHASE

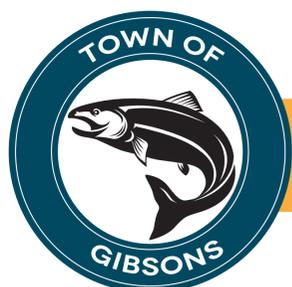
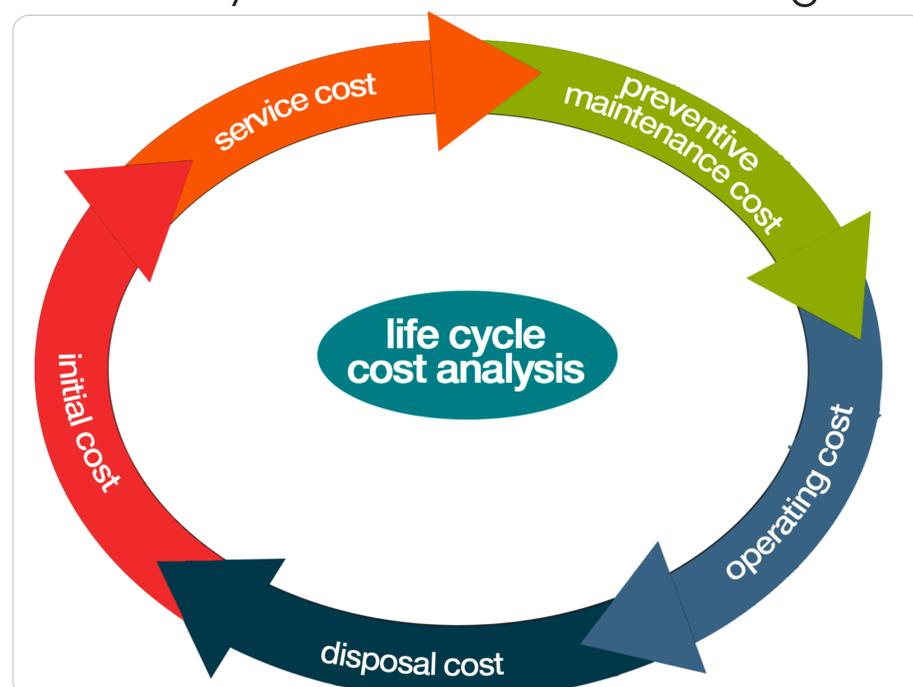
- Phase 1** All improvements to Chaster Road:
- widen paved surface; 3.5m traveling surface for each direction and 1.5m shoulders for each direction.
- Phase 2** Improvements to Gower Point Road to create a safe multi-use pathway for pedestrians and cyclists
- Phase 3** Open the primary access route, along the Shaw and Inglis Road extension

LIFE CYCLE COST ANALYSIS

NEW INFRASTRUCTURE

The Gospel Rock Neighbourhood Plan Area is currently isolated and disconnected from Town services, such as roads, sanitary sewer, drinking water and storm-water management. Any new infrastructure connections will be required to be sized to accommodate the full 1 100 unit build-out of the neighbourhood.

Initially, not all units will be built, but the infrastructure will already be there. The town plans to investigate the cost and revenues over time. This will show whether local cost recovery is needed until the neighbourhood is fully built out.



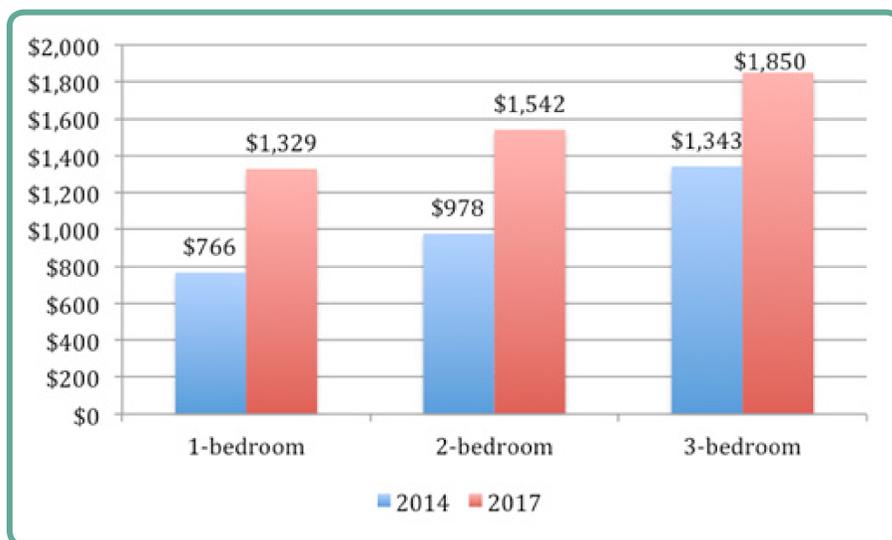
AFFORDABLE HOUSING

HOW IS IT SECURED?

The Gospel Rock Village proposal includes 10% market rental units for each of the 3 phases. The proposal anticipates that these 30 units would be combined with condominiums throughout the development.

- The units could be retained by Greenlane Homes or possibly managed by a third party with restrictions in place to prohibit stratification or short-term rentals.
- At time of rezoning a restrictive covenant would require that the details of the Affordable Housing units (timing and size) would be determined at a later date for each of the three phases of the development.
- For each phase, a Housing Agreement and Bylaw would be required. The Agreements would implement the 10% rental housing requirement.

Market rental housing is one of the eligible types of Affordable Housing under the Town of Gibsons Council Policy 3.14. The Housing Spectrum is shown below:



INCREASE IN MARKET RENTAL COSTS FROM 2014 TO 2017 (URBAN MATTERS)

The Gospel Rock Village affordable housing proposal looks to provide studio, one bedroom and two bedroom rental units, within the apartment buildings. These are intended to be market rental units.

Rental housing has been needed on the coast for the last 10-15 years. With a tight rental market and high rent levels, purpose built market rental options will be a valuable contribution to the community.

