



TOWN OF GIBSONS

PO Box 340
474 South Fletcher Road
Gibsons BC | VON 1V0

T 604-886-2274

F 604-886-9735

info@gibsons.ca

www.gibsons.ca

Gospel Rock Village – Block 7 – Backgrounder/FAQs – Transportation Infrastructure

Project Background

In May 2017, Greenlane Homes submitted an application to the Town of Gibsons to rezone Gospel Rock Village – Block 7 from single family residential use to a mix of village, commercial, residential and park uses. The proposal closely follows the direction from the OCP's [Gospel Rock Neighbourhood Plan](#), which was officially adopted in 2012.

Specifically, the zoning proposal calls for about half of the 47-acre block to be set aside for parks and natural open space, which would be protected over the long-term through a combination of covenants and third-party agreements. Additionally, the mixed-use neighbourhood is envisioned to be ground-oriented, of a neighbourhood scale, pedestrian-friendly and with a look and feel that respects local character. Affordable housing will be incorporated, likely as market rental units mixed with owned condominiums throughout the development.

It is anticipated that a total of 360 homes will be built on Block 7, over three phases. Phase 1 would focus on the development of the Village Green in the neighbourhood centre, the majority of the road network, all the proposed single-family homes (60) and one-third of the proposed apartments (50). Phase 2 would add 50 townhomes and 50 apartments, and Phase 3 would add a further 100 townhomes and 50 apartments. The Concept Plan also proposes an Inn; the timing of this development is currently undetermined.

Transportation Infrastructure

On July 18, 2017, the Town of Gibsons' Council received a [staff report](#) which provided a preliminary overview of the rezoning application. It noted that one of the key challenges for any development in the Gospel Rock area is the site's current lack of access. The report also noted that further review would provide more clarity re) how the proposed development will affect future traffic flows.

On November 7, 2017, Council received two staff reports which addressed the Gospel Rock rezoning application in relation to traffic and road infrastructure. The [first report](#) provided further information around the planned primary access route to the new development, as well as the results of a recently completed [Transportation Impact Study](#) (TIS). The [second report](#) outlined background and next steps regarding the Shaw/Inglis Road connection, which will ultimately become the primary access route to the Gospel Rock Village. Together, these reports addressed a number of questions regarding the development of transportation infrastructure in and around the Gospel Rock Neighbourhood (GRN), including:

What is the plan for access to the Gospel Rock Neighbourhood (GRN)?

The Town of Gibson's Official Community Plan (OCP) designates the Shaw/Inglis Road connection, which links the northern section of Shaw Road to the southern section of Shaw Road via the west end of Inglis Road, as the neighbourhood's primary access route. However, as this connection has not yet

been built, Chaster Road will initially provide access to the site, to a maximum of 250 residential units (i.e. through buildout of Phase 1 and 2.) Required upgrades to Chaster Road will be completed as development proceeds.

How was the Shaw/Inglis connection selected as the primary access route to the GRN?

In 1996, the Town commissioned the [Road Network Plan Study](#) to review several specific transportation issues and to make recommendations for the Major Road Network Plan in the OCP of the day. After evaluating several possible routes, this study identified the Shaw/Inglis connection as the best future means of vehicular access to the Gospel Rock Neighbourhood (GRN), based on geographic, economic, environmental, geotechnical and social criteria.

How will local traffic be affected by the development of the GRN in the short term?

The TIS found that during buildout of Phase 1 and 2 (i.e. prior to the construction of the Shaw/Inglis connector) traffic at the intersection of Pratt Road and Gibsons Way is expected to increase by about 10%. Traffic at the intersection of Pratt and Chaster is expected to increase by a bigger percentage (about 43% at peak times), largely because the east end of Chaster Road currently serves an undeveloped area and is therefore lightly used.

How will these short-term increases in traffic be managed?

During Phase 1 and 2, the TIS recommends upgrading Chaster Road, considering a 4-way stop at Chaster and Pratt Roads, optimizing lights at Pratt Road and Gibsons Way and providing secondary emergency access to Block 7 via Rosamund. These recommendations will be implemented at the time of subdivision.

How will local traffic be affected by the development of the GRN in the long term?

When analyzing long-term traffic flows, the TIS found that, even under aggressive (i.e. rapid) development scenarios, anticipated traffic increases fall well within identified performance thresholds. Full buildout of the entire GRN (1100 units) is anticipated to occur by 2031 at the earliest. Prior to that, the TIS recommends adding turning lanes to Gibsons Way & Pratt Rd, and Gibsons Way & Shaw Rd.

How will the Elphinstone neighbourhood be affected during the construction of Phase 1 & 2?

Buildout of Phase 1 and 2 is expected to take about eight years, which should minimize peaks in construction traffic. Additionally, the developer can help manage traffic flow through careful planning: for example, by stockpiling materials on-site to reduce trips to and from Block 7.

During initial buildout, how will emergency vehicles access the development should the primary access route be blocked for any reason?

Secondary emergency access will be provided via Rosamund Road.

What measures will be put into place to safeguard pedestrians using Pratt Road?

In consultation with the Ministry of Transportation and Infrastructure (MoTI), the developer is exploring additional pedestrian safety improvements to Pratt Road at Chaster.

How can we be certain that, following the construction of 250 homes, the Shaw/Inglis Road connection will be built? What if there is a change in ownership of the property?

The agreement to complete the Shaw/Inglis Road connection beyond 250 residential units would be secured through restrictive covenants and the Town's approval process for subdivision and building permits. Under the Subdivision Bylaw, the developer is required to construct infrastructure improvements before a building permit can be issued. Requirements such as these run with the land and would apply to any new future owner.