



STAFF REPORT

TO: Committee of the Whole

MEETING DATE: December 19, 2017

FROM: Planning Department

FILE NO: 3220- Chaster – Block 7

SUBJECT: Summary of Public Information Meeting for Block 7 Gospel Rock

RECOMMENDATION(S)

THAT the staff report regarding the summary of the Public Information Meeting for Block 7 be received.

BACKGROUND/PURPOSE

On November 22, the Town of Gibsons and the applicants for the rezoning of Block 7 Chaster Road held a Public Information Meeting at the Gibsons Royal Canadian Legion Hall to provide the public with information on the proposal.

This report provides a brief summary of the Public Information Meeting and an update on the status of the application.

DISCUSSION

Public Information Meeting

The Public Information Meeting was well attended, with 78 individuals signing in. The information meeting provided details of the project proposal, with an emphasis on infrastructure and phasing.

The Town provided information boards (attached) presenting a summary on the Traffic Impact Study, information regarding the policy and requirements for the Shaw Road Extension, phasing of road improvements through the duration of the project build-out, as how affordable housing would be secured.

Meanwhile, the developer provided information on revisions to the application in light of feedback from the public as well as staff and agency referral comments. Information on the proposed phasing of the development and next steps for the application were also provided.

Summary of feedback

Feedback forms were provided at the meeting to gauge the level of support or concern for 4 key elements of the proposed plan. A copy of the feedback form is attached to this report for information.

The Town has received 40 completed feedback forms. A summary is attached. 55% of the respondents identified themselves as being residents of Area E, 45% were residents from the Town of Gibsons, and 3 individuals did not provide their information.

The first question looked at the proposal's plans to protect the waterfront from development. 77% of the respondents liked this, while 7% did not like this plan.

45% of the respondents liked the mix of housing and the commitment for 10% of affordable housing units in the form of market rental apartments as per the Town's Council Policy 3.14, while 30% didn't like this and 17% didn't know.

The third question looked at community amenities for the site, which includes additional park lands and a proposed meeting space. 50% answered that they liked the proposal and 15% didn't like it and another 15% didn't know.

The last question explained that development will be capped at 250 homes until a primary access route over Shaw and Inglis Road has been constructed, as per the Official Community Plan policy.. Chaster Road serves as the initial access and later will be a secondary access to the Gospel Rock Neighbourhood. 55% of the respondents did not like this, while 30% did like the concept.

A number of comments through the evening asked how the Town would ensure that the Shaw Road extension would be built, and if there was a possibility for a scenario in which construction after 249 dwellings would stop, postponing the development of the Shaw Road extension. The agreement to construct the Shaw/Inglis Road connection would be secured through the Town's approval process for rezoning, subdivision and building permits. A Restrictive Covenant may be registered on the property as well, limiting the number of dwellings on multi-family parcels until the connection has been built. These requirements would run with the land and would apply to any future owner of the property.

Application Update

Shaw – Inglis Extension – Preliminary Feasibility / Implementation Study

With feedback from Council, the SCRD, MoTI and the public, Greenlane homes has commissioned Webster Engineering to undertake a preliminary study to better understand and explore implementation options and opportunities to advance the timeline of the Shaw-Inglis extension. The study is currently underway and considers: conceptual alignments and road lengths, order-of-magnitude costing and phasing. This study will enable staff to examine funding and cost sharing options to distribute the costs of constructing the Shaw/Inglis connector and other access improvements. Options may include a revision to the Town's Development Cost Charges Bylaw or professional contributions secured as properties rezone in Gospel Rock.

Conservation Partnership

At the recommendation of Nature Conservancy of Canada, the applicant is currently discussing opportunities to partner with The Land Conservancy of BC as a conservation partner and covenant holder for designated greenbelt lands within Block 7.

Respectfully Submitted,



Katie Thomas
Planning Assistant



Dave Newman
Director of Infrastructure Services

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I have reviewed the report and support the recommendation(s).



Emanuel Machado
Chief Administrative Officer

Attachments: (4)

- Feedback form
- Summary of feedback results
- Town Public Meeting Information Boards
- Developer Public Meeting Information Boards



Public Input Form

November 22, 2017

Block 7 – Gospel Rock Village Information Meeting

The following personal information is collected pursuant to section 26 of the Freedom of Information and the Protection of Privacy Act. This form will be provided to Council as part of a future public meeting agenda and may be posted on-line as well. You don't have to provide your address number but we would appreciate if you would please mention the street that you live on. For more information, please contact the Corporate Officer of the Town of Gibsons.

Name: _____

Residential address street name: _____

Below, please indicated your level of support / concern for the key elements of the plans.

1. The plans for the site protects the waterfront from development as outlined in the Official Community Plan.
- don't like it don't know like it
☐ ----- ☐ ----- ☐

Comments: _____

2. The proposal includes a mix of housing types and a commitment for 10% Affordable Housing units in the form of market rental apartments.
- don't like it don't know like it
☐ ----- ☐ ----- ☐

Comments: _____

3. Community Amenities proposed for the site include additional park lands above OCP requirements and a proposed meeting space for community groups in the proposed hotel.
- don't like it don't know like it
☐ ----- ☐ ----- ☐

Comments: _____

4. Development will be capped at 250 homes until a primary access route over Shaw and Inglis Road has been be constructed. Chaster Road serves as the initial access and later as a secondary access to the Gospel Rock Neighbourhood. In 2018, the Town will develop a plan and funding strategy for the new Shaw Road Extension.
- don't like it don't know like it
☐ ----- ☐ ----- ☐

Comments: _____

5. My comments for Council's consideration.

Continue on backside if needed.

Respondent Place of Residence	Q1 Response (waterfront)	Q2 Response (housing mix & affordability)	Q3 Response (community & park amenities)	Q4 Response (Shaw-Ingles extension)
Elphinstone	\	\	\	\
Elphinstone	\	don't like it	\	\
Elphinstone	like it	like it	like it	like it
Other/ Unknown	like it	like it	like it	like it
Elphinstone	like it	like it	like it	like it
Gibsons	like it	like it	like it	like it
Gibsons	like it	don't like it	like it	like it
Gibsons	like it	like it	like it	like it
Elphinstone	like it	don't like it	like it	like it
Gibsons	like it	like it	like it	like it
Elphinstone	like it	like it	like it	like it
Gibsons	like it	like it	like it	like it
Gibsons	like it	like it	like it	like it
Gibsons	like it	like it	don't know	like it
Elphinstone	like it	like it	like it	don't know
Elphinstone	like it	don't like it	don't like it	\
Gibsons	like it	don't like it	like it	don't know
Gibsons	don't like it	don't like it	like it	don't like it
Elphinstone	like it	don't know	don't know	don't like it
Elphinstone	like it	don't like it	don't like it	don't like it
Elphinstone	like it	like it	like it	don't like it
Gibsons	like it	like it	like it	don't like it
Elphinstone	like it	like it	like it	don't like it
Gibsons	like it	\	\	\
Gibsons	like it	don't like it	\	don't like it

Gibsons	don't like it	don't know	don't know	don't like it
Other/ Unknown	like it	don't know	like it	don't like it
Elphinstone	don't know	don't know	don't know	don't like it
Elphinstone	\	don't like it	\	don't like it
Elphinstone	\	\	\	don't like it
Gibsons	don't like it	don't like it	don't like it	don't like it
Elphinstone	like it	don't like it	don't like it	don't like it
Elphinstone	like it	don't like it	\	don't like it
Elphinstone	like it	like it	don't like it	don't like it
Gibsons	like it	don't know	don't know	don't like it
Elphinstone	don't like it	don't know	don't like it	don't like it
Gibsons	like it	like it	don't know	don't like it
Elphinstone	like it	like it	\	don't like it
Elphinstone	like it	don't know	like it	don't like it
Elphinstone	like it	like it	like it	don't like it
Gibsons	like it	\	\	don't know
				don't like it
Gibsons	like it	like it	don't know	don't know

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	480	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)

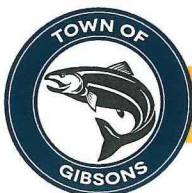
- UPGRADE CHASTER ROAD
- CONSIDER A 4 WAY STOP AT CHASTER AND PRATT
- OPTIMIZE TRAFFIC LIGHTS AT PRATT AND GIBSONS WAY
- PROVIDE A SECONDARY EMERGENCY ACCESS OVER ROSAMUND

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

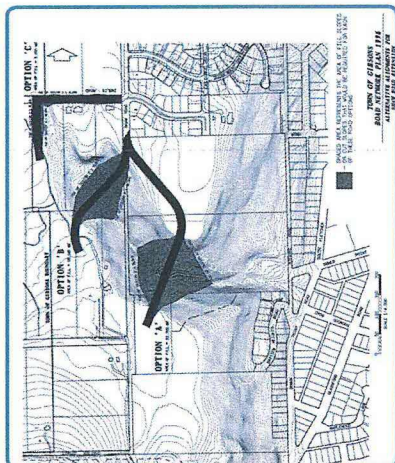
The Town's Official Community Plan designates the Shaw/Inglis Road connection as the **primary access** route to the Gospel Rock Neighbourhood Plan Area.

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

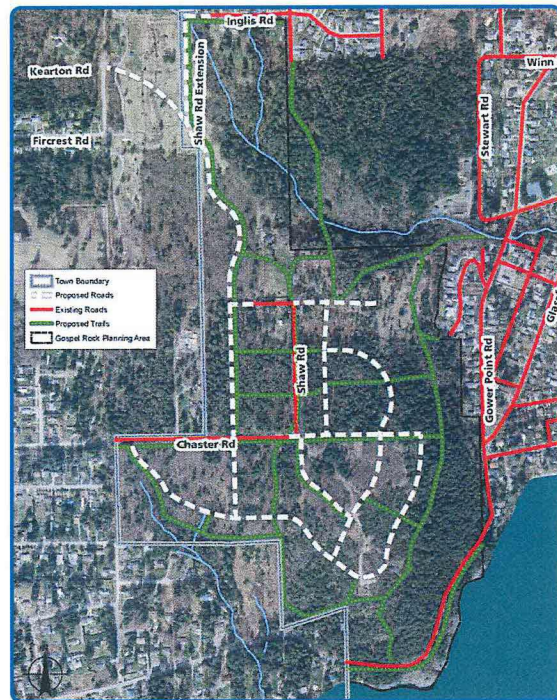
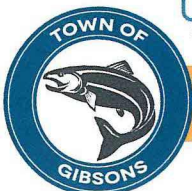


FIGURE 3-3 CIRCULATION FROM THE GOSPEL ROCK NEIGHBOURHOOD PLAN



TENTATIVE REQUIREMENTS

PHASE BY PHASE

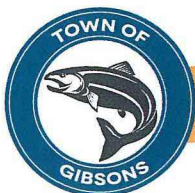
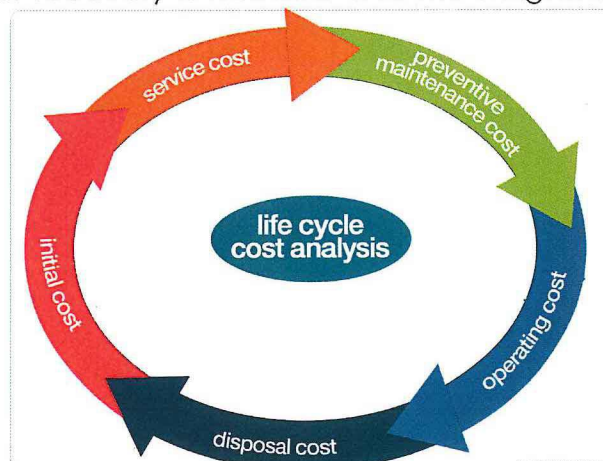
- Phase 1** All improvements to Chaster Road:
- widen paved surface; 3.5m traveling surface for each direction and 1.5m shoulders for each direction.
- Phase 2** Improvements to Gower Point Road to create a safe multi-use pathway for pedestrians and cyclists
- Phase 3** Open the primary access route, 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 1100 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.



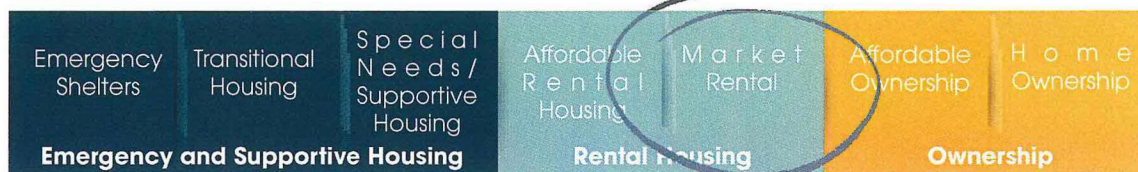
AFFORDABLE HOUSING

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.

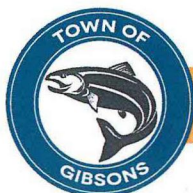
Market rental housing is one of the eligible types of Affordable Housing under the Town of Gibsons Council Policy 3.14. The Housing Spectrum is shown below:



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

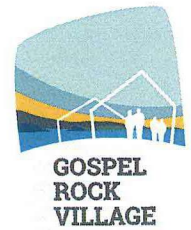
The Gospel Rock Village affordable housing proposal looks to provide studio, one bedroom and two bedroom rental units, within the apartment buildings. These are intended to be market rental units.

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.



Public Information Meeting #2

CONCEPTUAL MASTER PLAN



Refinements: Subtle & Significant

Subtle adjustments to the site plan for Gospel Rock Village - including refinement of street alignments (in light of dedicated Rights of Way) and phasing of neighbourhood development (including long-term improvements for transportation and transit) have helped to further refine the design to fit with existing topography.

At the same time, significant efforts have been underway, focused on the details of implementation. Significant changes to reflect insights from community input include:

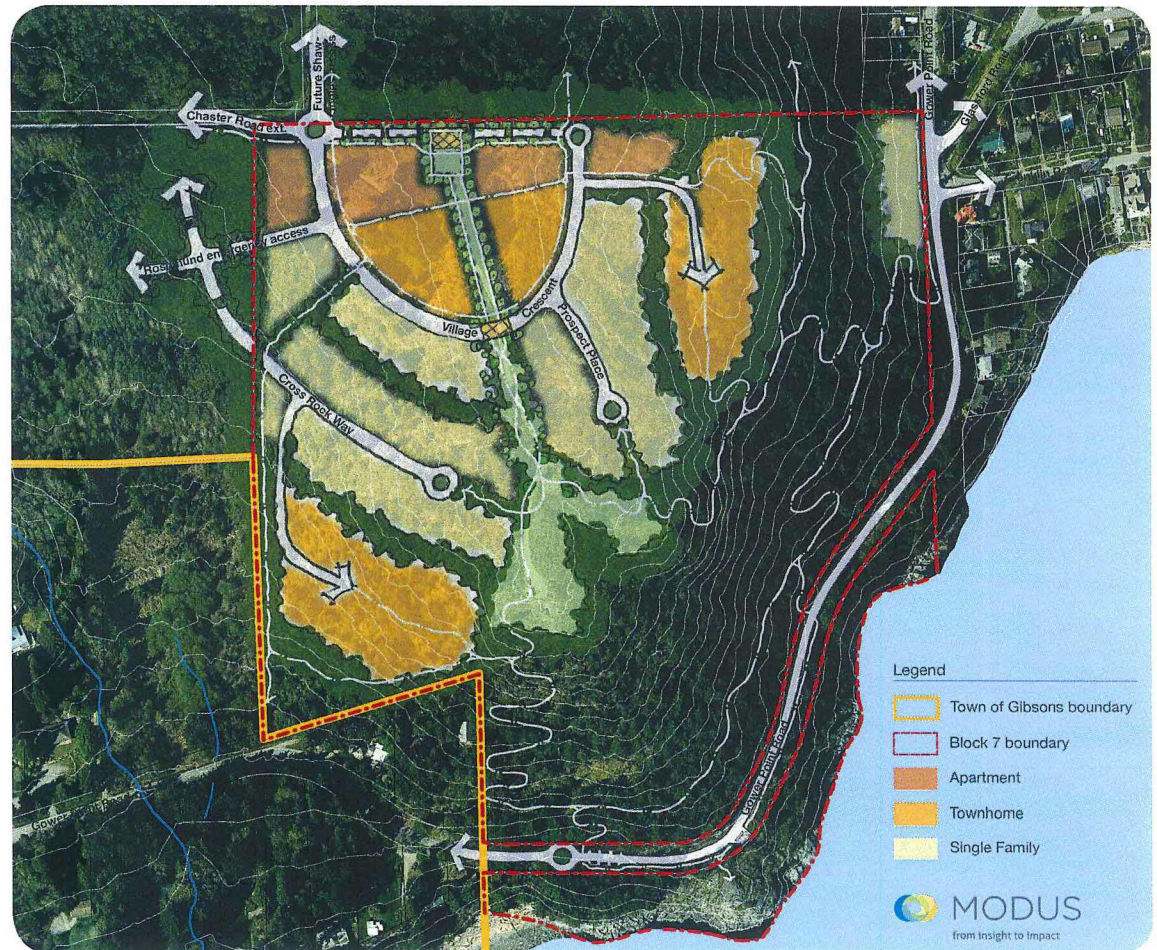
- Further study and consideration of transportation planning and phasing
- Refinement of village commercial uses in consideration of short- and long-term operations
- A greater mix of residential housing types to help meet the need for market-ownership and market-rental housing diversity within the Gibsons market



Design Guidelines for Form & Character

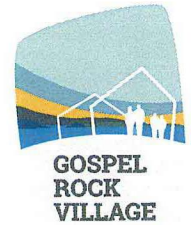
As a next step, a set of neighbourhood-specific Design Guidelines is being developed to ensure and encourage designs that maintain a sense of design continuity for Gospel Rock Village.

Specific guidelines for site development (including conservation), architecture and landscape design will ensure that the form and character of future development at Gospel Rock Village is complimentary to its natural setting.



Public Information Meeting #2

PRESENTING THE UPDATES



Collecting and Reflecting Community & Stakeholder Input

Since the submission of the Gospel Rock Village rezoning application in May 2017, the project team has taken steps to revise draft plans, reflective of interests expressed in Open House feedback and feedback provided within Staff and Agency referral comments received to date.

Topics shown at right summarize details contained within the information boards that follow, and present highlights of ongoing efforts to refine the rezoning application.



Open House Feedback (April 2017)

Six themes were discussed at the first Public Information Meeting: 'Three Big Moves' (showing Master Plan concept and major changes to the Gospel Rock Neighbourhood Plan), Parks and Open Space, Mobility, Housing, Village Program, and Phasing + Servicing. Respondents were asked to rank the proposed concepts and given room to provide comments. The majority of feedback was positive, while negative feedback primarily reflected opposition to development altogether.

Attendance
54 signed-in
70+ estimated

Feedback
24 forms completed

Staff & Agency Referral Comments (September 2017)

Consolidated referral comments were received from the Town of Gibsons, including feedback from the Advisory Planning Committee, the Town of Gibsons Engineering, Planning, Parks, and Fire departments, as well as the Sunshine Coast Regional District.

Additional response from the Ministry of Transportation and Infrastructure was received on November 8, 2017 and further discussion regarding access and phasing of improvements is ongoing. Comments from the School District 46 are outstanding.

1 MOBILITY (TRANSPORTATION & TRAFFIC)

Open House Feedback

- Prioritize **walkable & bikeable neighbourhood design with transit options** to existing centres (Upper and Lower Gibsons), and destinations such as Gibsons Public Market and the waterfront.

Staff & Agency Referral Comments

- Design streets according to ToG **engineering standards**
- Build **trails**, including multi-use pathway along Gower Point Road;
- Design streets for future **public transit**.

updates include: confirmation of Town policy, transit network planning (via Shaw) and additional street & pedestrian improvements as per the Transportation Impact Study (TIS)

2 HOUSING (AFFORDABILITY & DIVERSITY)

Open House Feedback

- Support for **higher density housing** (apartments) in the central Village area;
- Build opportunities for **aging in place**;
- Offer **lower density** single family.

Staff & Agency Referral Comments

- **10% of housing** should be designated as affordable housing (as per the Town of Gibsons Affordable Housing and Community Amenities Policy.)

updates include: expanded mix of housing types across single detached homes, townhomes and condos, including market rental units, secondary suites and coach houses (TBC)

3 PHASING (PHASING OF IMPROVEMENTS)

Open House Feedback

- Request for additional detail and **clarification of development phasing** and financing of and commitment to improvements.

Staff, Council & Referral Comments

- Interest in advancing planning and implementation of the **Shaw-Inglis connection**.
- Interest in front-loading **community amenities** to support project success.

updates include: refined sequence of development to correspond with current ToG policy, particularly pertaining to the completion of Shaw-Inglis Road extension beyond 250 units

4 VILLAGE (COMMUNITY AMENITIES)

Open House Feedback

- Support for convenience commercial to support **daily needs** of residents.
- **Opposition to a proposed brewery** commercial use was expressed.

Staff & Agency Referral Comments

- Support for **provision of on-site services** to reduce vehicle trips/traffic.
- Interest in further discussion of **village amenities and timing of development**.

updates include: redesign of "high street" to serve as modest access to the "village square" and refinement of commercial uses to support neighbourhood services

PARKS & OPEN SPACE (COMMUNITY AMENITIES)

Open House Feedback

- Support for improvements to the **trail network**, including requests for multi-use pathway along Gower Point Rd;
- **Preserve and manage** existing landscape character and vegetation.

Staff & Agency Referral Comments

- Highlighted need to clarify **maintenance responsibilities**
- Interest in preservation of **views**.
- Interest in clarifying **park design ideas** and planning for **accessible parking**.

updates include: continued efforts toward the establishment of NGO conservation partnerships (for ongoing stewardship) and phasing strategy for implementation of improvements

INFRASTRUCTURE (COMMUNITY AMENITIES)

Open House Feedback

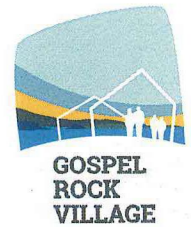
- Interest in confirmation of source and availability of **potable water** as extension of ToG infrastructure;
- Highlighted existing challenges with Goosebird Creek stormwater flows.

Staff & Agency Referral Comments

- Interest in clarification of Affordable Housing and Community Amenities policy (as related to infrastructure)
- Request for **life cycle costs analysis** for proposed public infrastructure.

updates include: exploration of infrastructure options and phasing considerations with ToG Engineering will further consider life-cycle cost analysis to inform design & financing

TRANSPORTATION & TRAFFIC



A Balanced Approach

The Gospel Rock Neighbourhood Plan (GNRP) provides compelling context and clear policy direction with respect to short- and long-term planning for access to the Gospel Rock neighbourhood.

"Due to its location within the Town on a rock promontory, the Gospel Rock area is currently not serviced with a well developed road system..."

"It became clear that there was no one option that would meet all the interests from all the various stakeholders and therefore the Neighbourhood Plan would need to provide for a balanced solution incorporating both a short term and long term approach for managing traffic flow generated by the Gospel Rock neighbourhood."

"...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." (Town of Gibsons Gospel Rock Neighbourhood Plan)

Planning for Block 7 supports Town policy and proposes the development of interim and ultimate solutions, phased over time. Furthermore, a Transportation Impact Study (TIS) was commissioned by the project team at the request of Town Staff and Council's Advisory Committees, to inform the current planning approach.

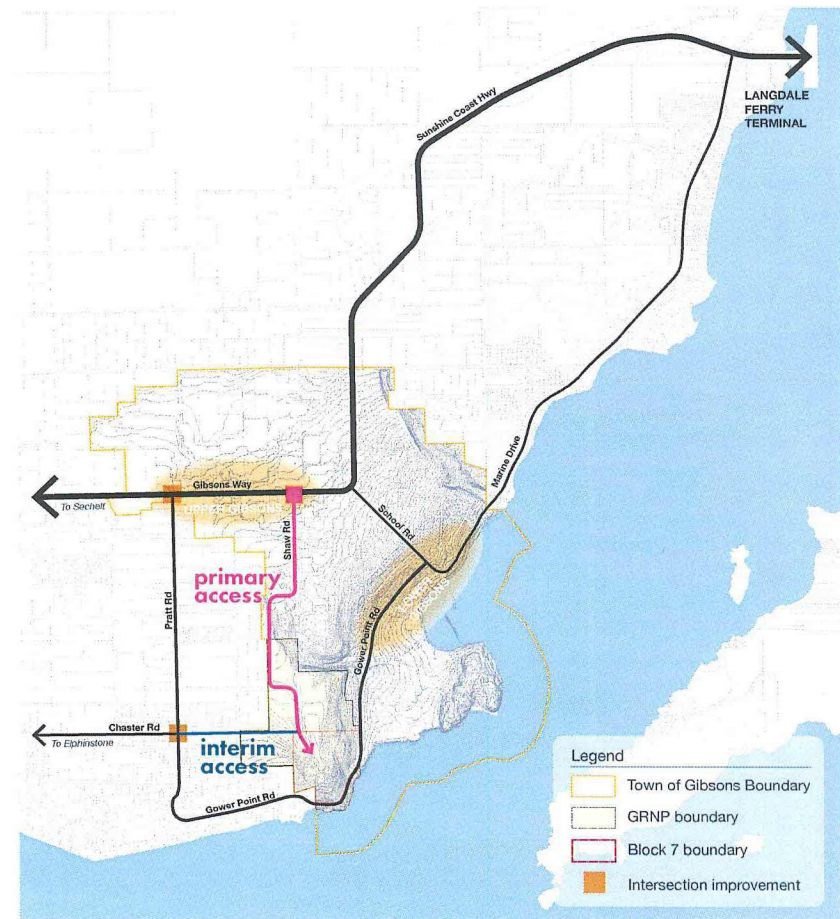
Key Recommendations

A Transportation Impact Study (TIS) analyzed peak traffic volumes (including ferry traffic) and provides recommendations for network improvements. Beyond impact mitigation for Block 7, the study also considers additional future growth (e.g. background traffic) and accounts for build-out of the Gospel Rock Neighbourhood Plan.

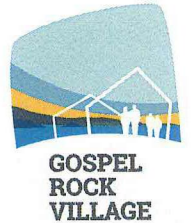
Based on an analysis of capacity (particularly at key intersections), the TIS identified a list of recommendations to ensure future development provides appropriate upgrades to the transportation network, including:

- upgrades to Chaster Road for vehicular and pedestrian access
- intersection improvements for traffic control and pedestrian safety @ Pratt Road & Chaster Road
- phased intersection improvements (signal lengths and laning) @ Pratt Road & Gibsons Way
- optimized intersection design @ Shaw Road and Gibsons Way

At the request of Council, additional planning for the Shaw-Inglis extension will be undertaken as a condition of rezoning for Block 7. Findings of a feasibility study will help define financial commitments to support implementation, in accordance with GRNP Policy.



HOUSING AFFORDABILITY & DIVERSITY



Building a Diversity of Homes

The Gospel Rock Neighbourhood Plan (GNRP) outlines housing policies to support its goal of:

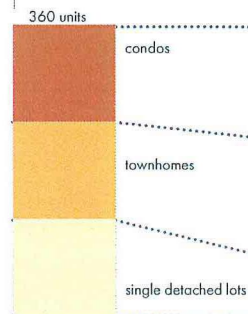
"Provid[ing] a diversity of housing types and tenures for all ages, incomes, and household composition" (Town of Gibsons Gospel Rock Neighbourhood Plan)

The graphic at right charts the evolution of the current plan for Gospel Rock Village, particularly as related to the mix of market residential housing types (including 10% of overall units provided as market rental units).

Opportunities to provide market rental units within secondary suites and/or carriage homes are also under consideration, to be confirmed with Town of Gibsons Staff and in accordance with the zoning bylaw.

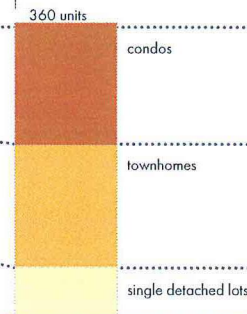
Gospel Rock N'hood Plan

The Gospel Rock Neighbourhood Plan provides high-level direction for distribution of housing types on Block 7: initial planning for the Gospel Rock Village began with ~1/3 of total residential units allocated to each of the three housing types (single detached, townhomes and condos)



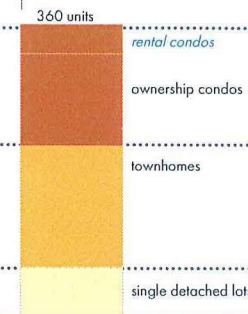
Siteplan Concept

In response to early stakeholder input, the initial siteplan concept for Gospel Rock Village shifted the mix of residential housing types to favour townhome and condominium forms (instead of single detached homes)



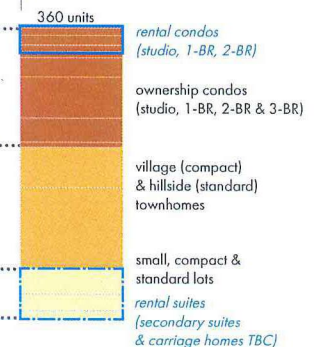
Zoning Application

The Gospel Rock Village application for rezoning included the inclusion/commitment of 10% market rental housing within the total number of market residential units, as per the Town of Gibsons Affordable Housing policy



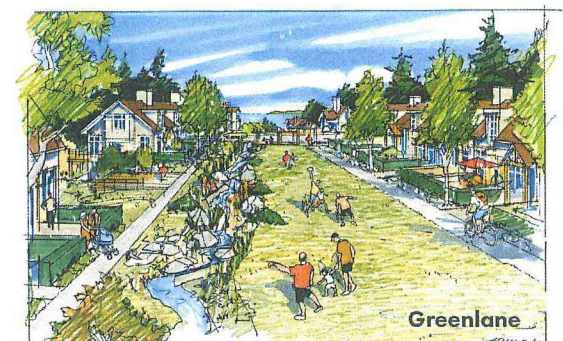
Revised Application

Current refinement of residential housing program includes more detailed lot and unit size diversity with the potential allowance of secondary suites and/or carriage homes to increase opportunities for additional supply of market rental units (TBC)



Beyond market rental housing, Greenlane Homes has expressed an interest in future opportunities to support the Town's efforts to increase the supply of non-market affordable housing, in partnership with local housing organizations (NGOs).

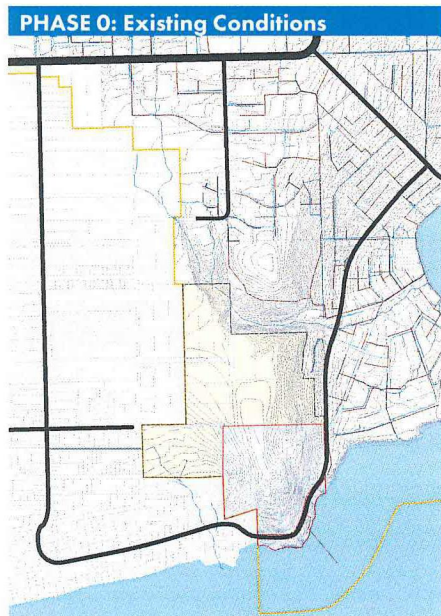
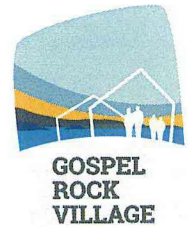
With the successful completion of Gospel Rock Village, it is anticipated that servicing costs of adjacent lands will decrease, also coinciding with a growing capacity of local housing agencies to manage dedicated non-market housing development.



PHASING OF IMPROVEMENTS

Implementing a New Community, Step by Step

The sequence of plans below illustrates proposed stages of neighbourhood development.

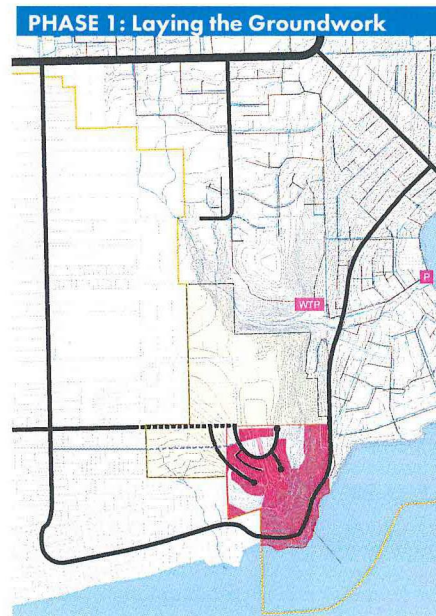


TRANSPORTATION | currently, access to Block 7 is provided via the partially-constructed right-of-way of Chaster Rd

HOUSING | zoned R-4, the site is currently undeveloped

AMENITIES | though privately-owned, public access is granted to the destination viewpoints at Cross Rock and Little Africa, with signage requesting visitors to respect the land.

SUMMARY | Block 7 is the first parcel to propose development as per the policies of the Gospel Rock Neighbourhood Plan. Current efforts for Gospel Rock Village aim to set a high standard for future planning, design and community engagement.

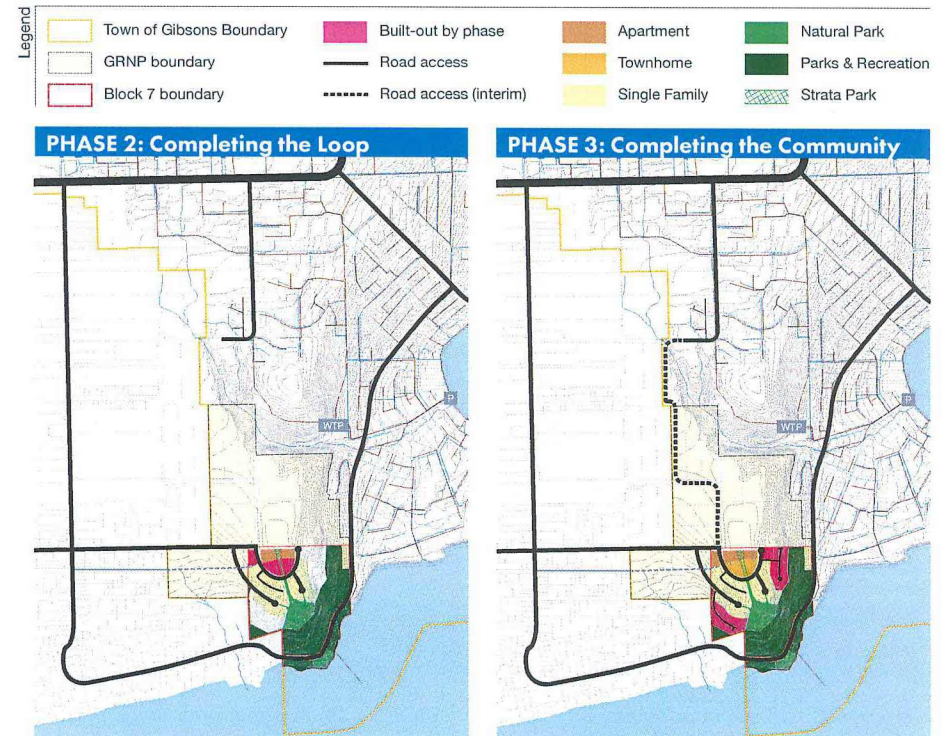


TRANSPORTATION | interim access via upgraded Chaster Rd; bollarded secondary emergency access (Rosamund); public roads and pedestrian/cycling trails on site; Gower Point Rd improvements;

HOUSING | 60 single detached homes, 50 condo units (10% rental);

AMENITIES | survey, subdivision and dedication/covenant registration for all public park and greenbelt open space; extension and upgrade of all required public infrastructure, including potable water and sanitary sewer services;

SUMMARY | Significant Phase 1 investment - including build-out of the Village (TBC) to include a "village green" with inn and live/work uses - will support all future development including construction of the Shaw-Ingles extension as a primary access.

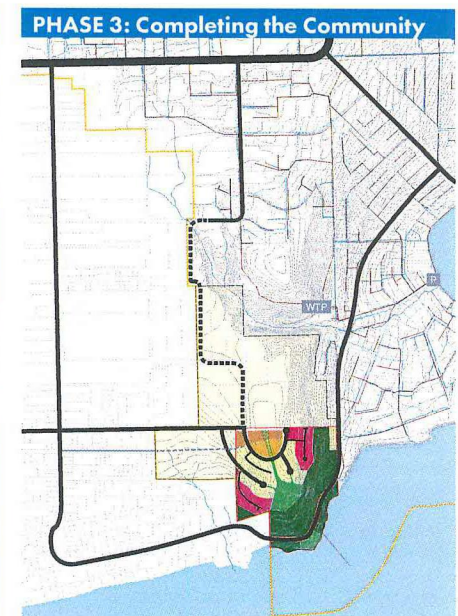


TRANSPORTATION | Chaster Rd upgraded to full collector standard, including multi-use pathway;

HOUSING | 50 townhomes, 50 condos (10% rental);

AMENITIES | Connection/extension of on-site infrastructure; open space improvements related to Greenlane frontage along village townhome frontage;

SUMMARY | Phase 2 sees the completion of the Village centre with build-out of townhomes along a portion of the Greenlane.



TRANSPORTATION | Establishment of Shaw-Ingles extension prior to development beyond 250 units;

HOUSING | 100 townhomes, 50 condos (10% rental);

AMENITIES | Connection/extension of on-site infrastructure;

SUMMARY | Phase 3 includes build-out of hillside townhomes, completing development of Block 7.

Legend

- | | | | |
|--------------------------|-----------------------|---------------|--------------------|
| Town of Gibsons Boundary | Built-out by phase | Apartment | Natural Park |
| GRNP boundary | Road access | Townhome | Parks & Recreation |
| Block 7 boundary | Road access (interim) | Single Family | Strata Park |

COMMUNITY AMENITIES



Parks, Trails & Open Space, Protection in Perpetuity

Emphasizing a connection to the natural landscape, the rezoning application for Block 7 proposes significant park and open space dedication and phased improvements as the defining feature of Gospel Rock Village.

"Although held privately, the general public has historically enjoyed use of the Gospel Rock area, both "Little Africa" and the "Cross Rock" in the upper bench, and the Gospel Rock viewpoint south of Gower Point Road. Given the importance of these particular areas to the community, it was determined that it would be critical for these areas to be identified as public use areas within the Neighbourhood Plan with the consent of the respective landowners. (Town of Gibsons Gospel Rock Neighbourhood Plan)

As a starting point, the plan for Gospel Rock Village honours policy based on community dialogue with respect to protection of key destination viewpoints of Cross Rock and Little Africa and the waterfront.

In addition, an expanded network of greenbelt (conservation) areas, public parks and publically-accessible private open space accounts for nearly 50% of the total plan area for Gospel Rock Village.

Conceptual park and open space design will continue to inform a set of guidelines for park and open space improvements with details to be determined as part of future planning and consultations (following rezoning).



A Village Centre for the Neighbourhood

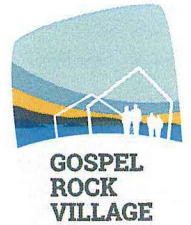
The Town of Gibsons Affordable Housing and Community Amenities Policy notes that community amenities shall be negotiated on a case-by-case basis at the time of rezoning:

"For larger residential rezoning applications community amenities could be provided on or off site instead of providing funds." (Town of Gibsons Affordable Housing and Community Amenities Policy)

The current application proposes a range of small scale commercial spaces -ancillary to the Inn - to support the "daily needs" commercial services of residents.

The addition of live/work units along the Village Green provides a unique space for local artists and artisans and further supports the creation of a village "heart" for the Gospel Rock neighbourhood.

Finally, in addition to outdoor gathering spaces designed within the park network, the Gospel Rock Village application proposes a penthouse/roof-deck event pavilion as a part of the Inn, located within the heart of the Village.



Smart Investment in Community Infrastructure

Significant upfront investment in the extension and upgrading of Town of Gibsons infrastructure will support the long-term growth management objectives of the Town of Gibsons as related to the Official Community Plan.

Phased development of neighbourhood-serving streets, potable water and sanitary sewer systems and trails/multi-use path networks will set the stage for future development as per the Gospel Rock Neighbourhood Plan.

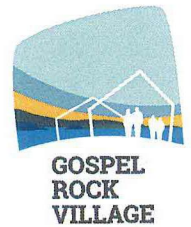
An additional requirement for a Life Cycle Cost Analysis of proposed servicing will ensure infrastructure is right-sized and properly phased so as to avoid excessive operational costs and identify fair-share allocation to growth.

Additional discussion with Town Staff and Council (as part of the rezoning process for Block 7) will define Greenlane Homes commitment to the provision of community amenities within the Gospel Rock village.

It is anticipated that community amenities will be largely "front-ended" to support the development of the Village Centre, with phasing of improvements subject to the terms and conditions of a Development Agreement with the Town of Gibsons.

Public Information Meeting #2

PROJECT TIMELINE



Process to Date and Next Steps

Commencing in Fall 2016, planning and design for Gospel Rock Village began with a thorough review of the Town of Gibsons Official Community Plan (SMART PLAN, including Part F - Gospel Rock Neighbourhood Plan) and Zoning and Development Servicing Bylaws.

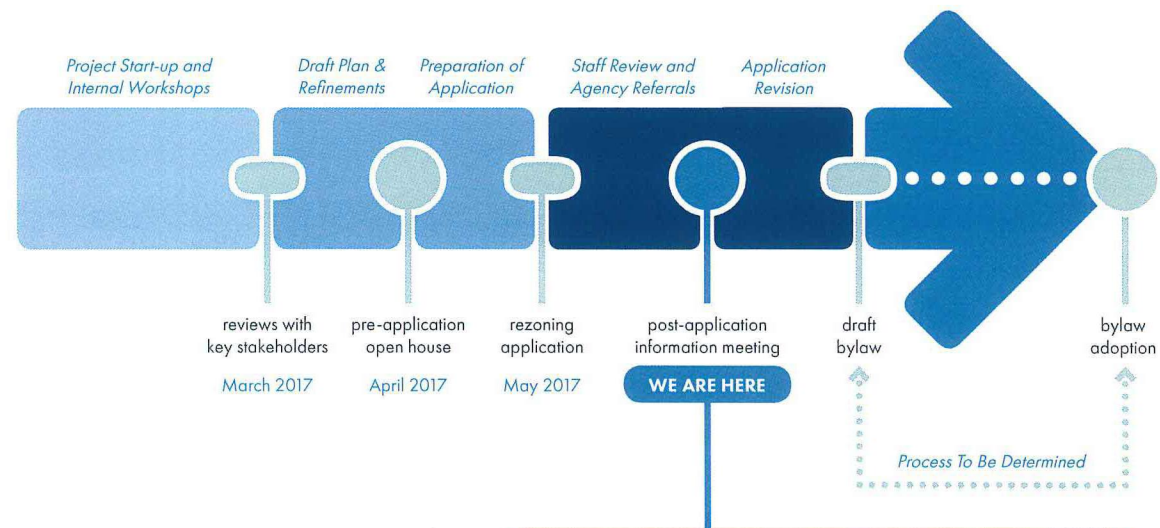
Preliminary findings from internal workshops were reviewed with key community stakeholder groups in advance of the preparation of a draft plan (early 2017).

Further review with local stakeholders and Staff (March 2017) led to a revised draft plan, presented for community feedback at a public information meeting in April 2017.

With the incorporation of input from the information meeting, an application for rezoning was formally submitted in May 2017.

Input received from Staff and Agency referrals (October 2017) - and subsequent discussions with Council (November 2017) - contributed to a revised plan as presented today.

The timeline at right illustrates major planning and engagement milestones as noted above and highlights next steps in support of the Town of Gibsons bylaw review and approvals process.



The formal rezoning application (bylaw review and adoption process) will proceed as directed by Council, in accordance with Town of Gibsons Policy and as mandated under the Local Government Act.

Next steps will include further consideration of community input, four readings of the bylaw, a Public Hearing and the negotiation of a Development Agreement, with additional procedural details and timelines to be determined.