

WELCOME

This Affordable Housing Project proposed for the Charman Creeks Lands is a collaboration of the Town of Gibsons, New Commons Development and the Sunshine Coast Affordable Housing Society to help address the acute and long term need for affordable housing in Gibsons.

The purpose of tonight's **Open House** is to share outcomes of the previous community consultation events, including February's **World Café** session and the August **Design Charrette**, as well as a current design concept reflecting input from these two public events.

PRESENTATIONS:

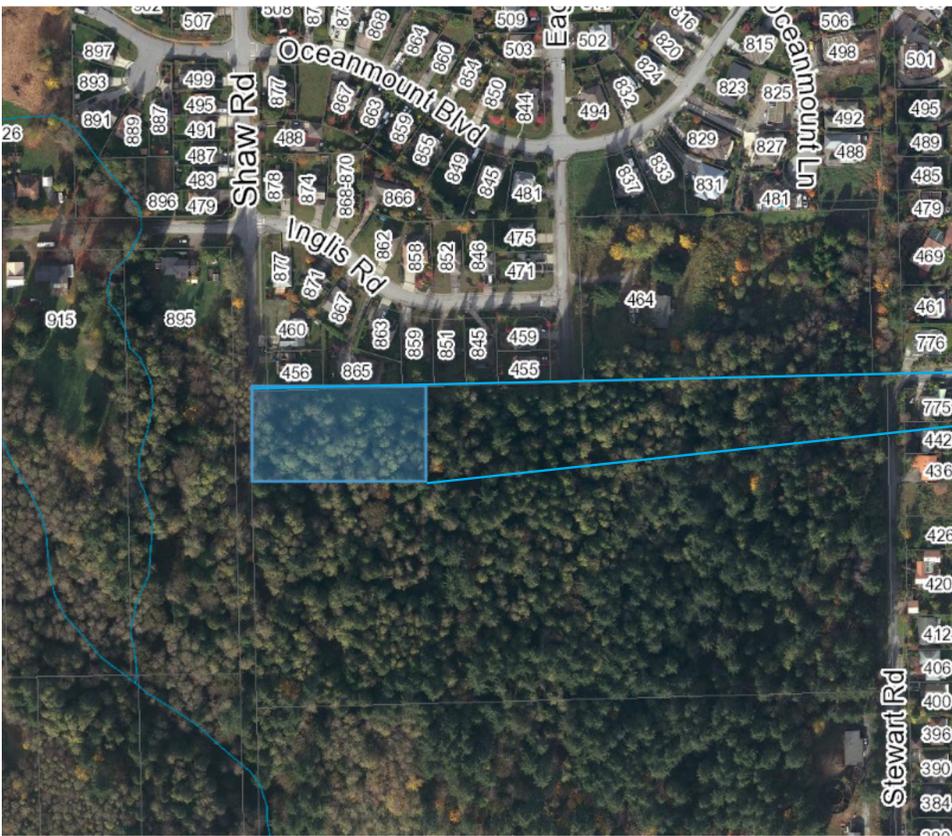
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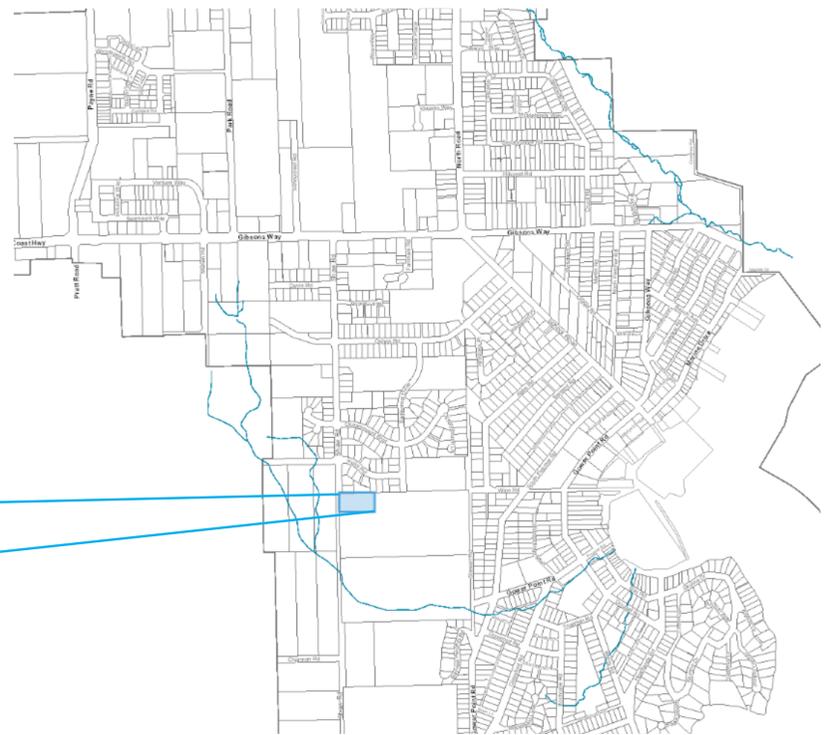


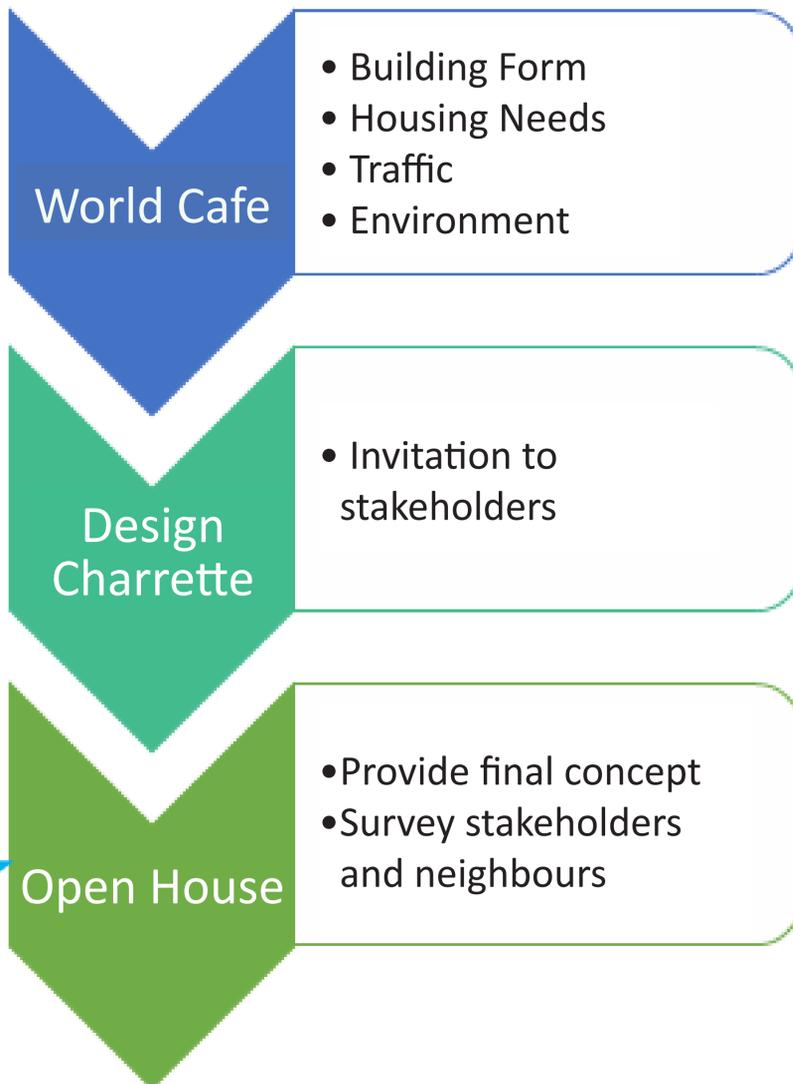
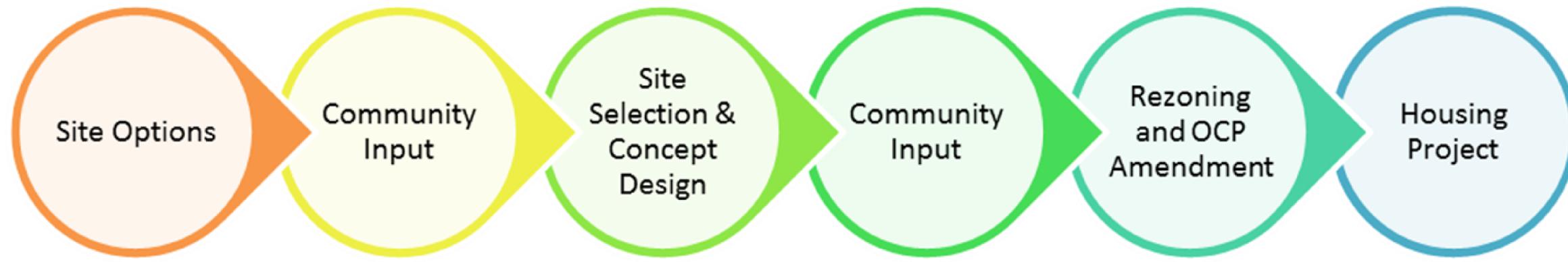
Project Context

The project proposes to develop 40-units of mixed-market housing on approximately 10% of the Town-owned Charman Creek Lands Property at the south end of Shaw Road.



proposed location





- Building Form
- Housing Needs
- Traffic
- Environment

- Invitation to stakeholders

- Provide final concept
- Survey stakeholders and neighbours

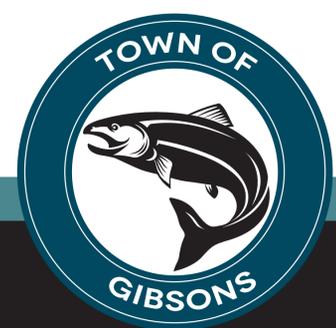
OUTCOMES

- Challenges & Opportunities
- Traffic study
- Tree survey
- Habitat Assessment

- Preferred design (Option A) with changes

- ★ Stakeholder and Community Feedback

Process



What We Heard at the Feb 2018 World Cafe

Challenges & Ways to Address Them

Environment

Concerns Included:

- loss of forest
- Risk to wildlife
- Impacts to Charman Creek
- Impacts to aquifer

Traffic

Concerns included:

- Congestion
- Noise
- Volume of traffic on Eaglecrest
- Safety

Form and Character

Concerns were raised about:

- Privacy
- Density
- Shade to Inglis homes

---> Opportunities identified to address environmental concerns included:

- limit the footprint by altering parking
- limit other infrastructure elements (e.g. access roads)
- Increase density
- Look at alternate lot
- Design around trees

---> Actions proposed to limit traffic impacts included:

- remove bike lanes
- remove Eaglecrest Drive access
- reduce density
- use car-shares

---> Suggestions related primarily to height for the buildings.

- Place greater height away from existing homes
- Less modern
- Smaller units

Tree Survey

Habitat Assessment

Traffic Study

The above summarize some of the key challenges, solutions and opportunities identified by the 28 participants of the February 2018 World Cafe event held at Christensen Village.

A Report by Urban Matters summarizes in fuller detail *What we Heard* at this event. Outcomes from this meeting were used to inform the two preliminary design concepts presented at the Design Charrette in August.

Opportunities

Housing Needs

- Address lack of rental housing
- Address some affordability issues in the community
- Meet needs of single seniors living with housing uncertainty
- Housing for workers
- Increase diversity in the community, and ensure that everyone is welcome and has housing
- Mixed market/ mixed income housing

Assets and Amenities

- Community garden
- Playground, possibly incorporating trees
- Community rooms
- Possibility to benefit from mix of demographics (seniors, younger families, etc.)
- Tennis court
- Community library
- Planned events
- Exercise classes



DESIGN CHARRETTE

August 7, 2018
Christensen Village

TWO PRELIMINARY DESIGN CONCEPTS WERE PRESENTED. Of the two options, **Concept A** was the plan preferred by Charrette participants, as it was determined to have less impact on the existing forest and trails and because its orientation of the buildings onto a central courtyard was seen to create a desirable outdoor community space for residents. The plan shows four ten-plexes and parking, as well as all trees of note over 0.5m in diameter. Concept A was designed to not cut trees over 1m in diameter and to minimize loss of smaller trees. Concept A has since been further adapted to the current design proposal, which incorporates input from the Design Charrette as well as new information including the results of the recently completed traffic study and habitat survey.

CONCEPT A

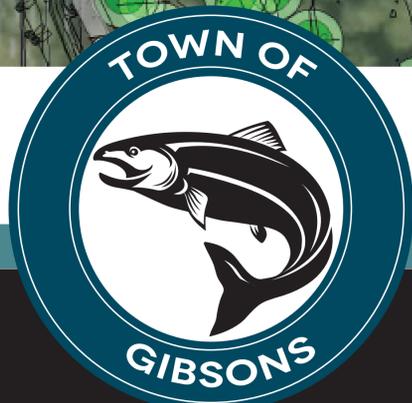
CONCEPT B



Site Plan Concept A
1" = 50'



Site Plan Concept B
1" = 50'



A traffic study was conducted by consultants Urban Systems to determine the traffic and parking impacts of the proposed development on the neighbourhood.

CONCLUSION:

Based on the traffic and parking review completed in this study, the proposed development is expected to have minimal traffic impacts (14 morning trips and 18 afternoon trips during peak periods of the day) while the proposed parking supply of 40 stalls (1.0 stalls per unit) exceeds the future parking demand of this development. It is recommended that the proposed parking supply be reduced to be between 34 and 40 stalls (0.85 - 1.0 stalls per unit).

TRANSPORTATION

The traffic study determined that, from the proposed site, walking distance to Upper Gibsons bus stops, shops and services are all outside of a 10-minute walking distance. Given the low rate of vehicle ownership likely among lower income residents, access to a Sunshine Coast Car Co-op vehicle is noted as a possible mitigation to this limitation.

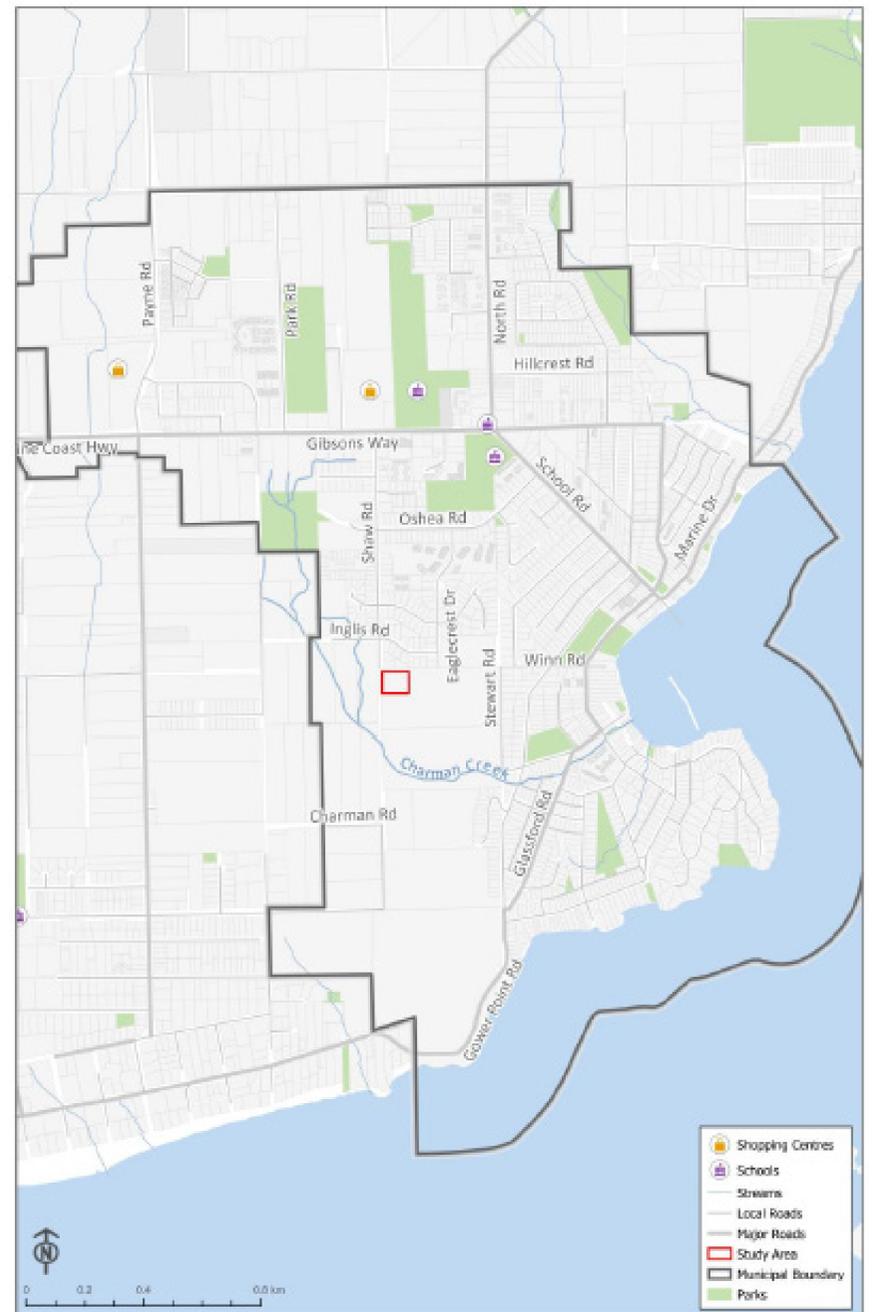


Figure 1: Study Area

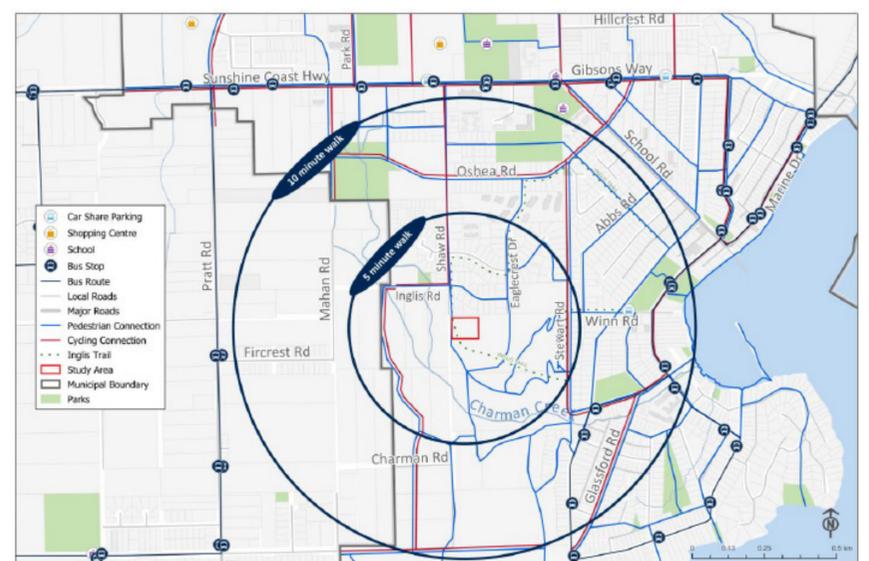
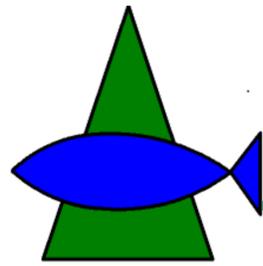


Figure 2: Pedestrian, Cycling, and Transit Facilities





ECOLOGICAL REVIEW

FSCI Biological Consultants

SUMMARY OF FINDINGS

SENSITIVE ECOSYSTEM REVIEW

- There are no documented ecological communities of concern (Red or Blue listed) in the vicinity of the project location.

UNIQUE/ CRITICAL/ SENSITIVE HABITATS

- Charman Creek is a known salmonid bearing stream in the lower reaches. Therefore, the upper reaches are afforded protection as defined by the Provincial Riparian Area Regulations. The riparian corridor on Charman Creek must be avoided. The proposed setback (SPEA) from the top of the ravine is shown as the area shaded red on the map.

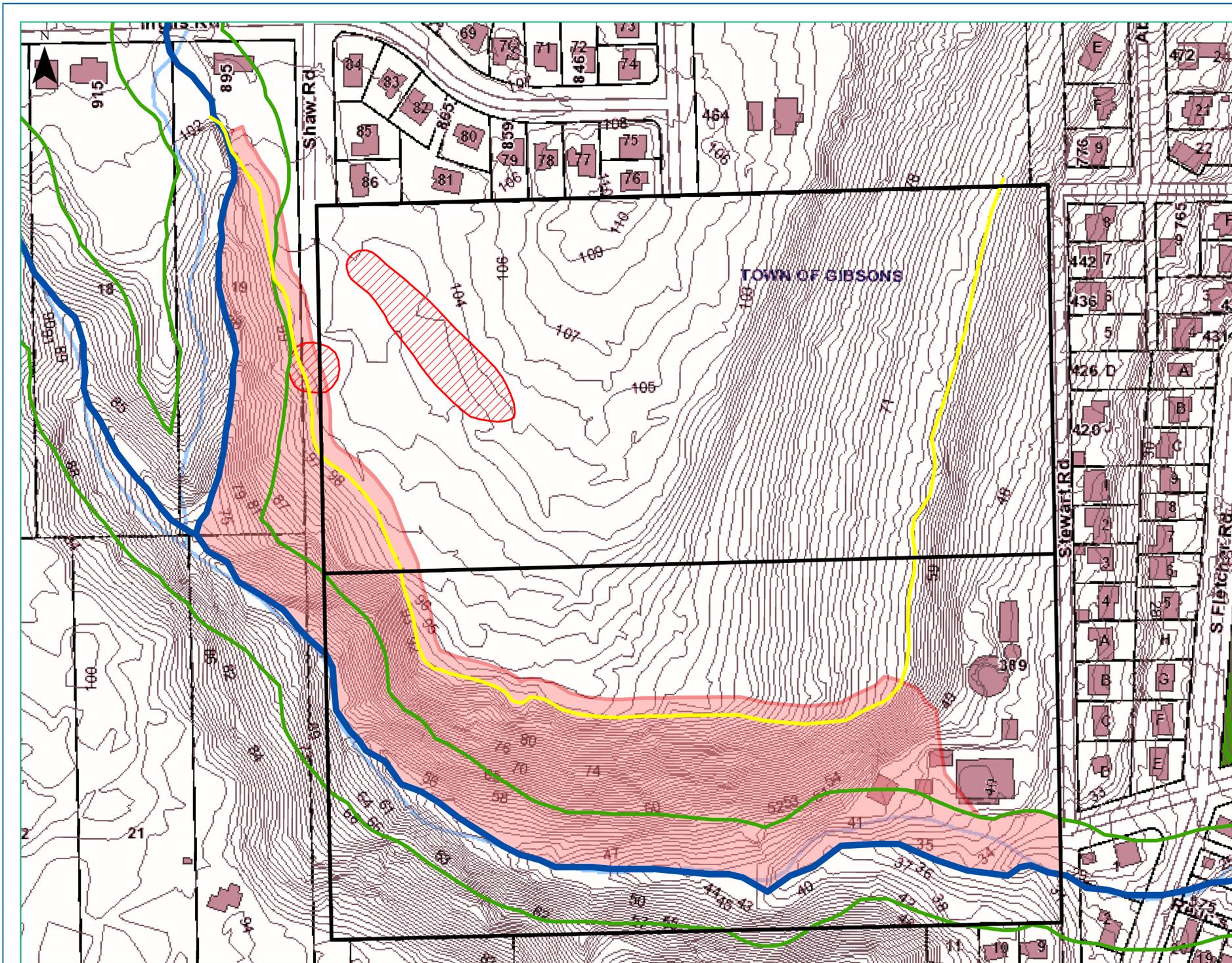
- With the exception of the riparian area and SPEA, we did not find any other unique landscape areas of wetted habitats (wetland features).

REVIEW OF LARGE TREE INVENTORY

- A detailed large tree inventory was completed by the developer and lists a large number of both conifer and deciduous trees.
- Our greatest concern with respect to the large trees is ensuring the retention of the maple. A large patch of maturing maple is shown on the attached map (red hatched areas). These trees provide an enormous variety of wildlife habitat. Avoidance is recommended.
- Large trees that are retained within the project footprint should be included in a "patch" that includes trees and shrubs of various seral stage. Avoid large clearings wherever possible, protecting as many of the functioning forest attributes as possible. In reviewing the conceptual plan for the development it appears this idea has been considered.

POTENTIAL AREA FOR DEVELOPMENT

- Development footprint should be planned along the northern property boundary. The objective should be to minimize the loss and fragmentation of the forested area. The area is currently used as movement corridor for large wildlife. Breaking this continuity should be avoided.



**Shaw Rd Development
Riparian Assessment
Stream-side Protection
& Enhancement Area**
Map 1 of 1
November 12, 2018



Legend

- Development Lot Boundary
- Stream
- 30m Initial Riparian Assessment
- Top of Ravine
- Potential SPEA
- Approximate Area With Mature Bigleaf Maple

Source: Province of British Columbia
Scale: 1 : 2,000
Map projection: UTM Zone 10N
Datum: NAD 1983

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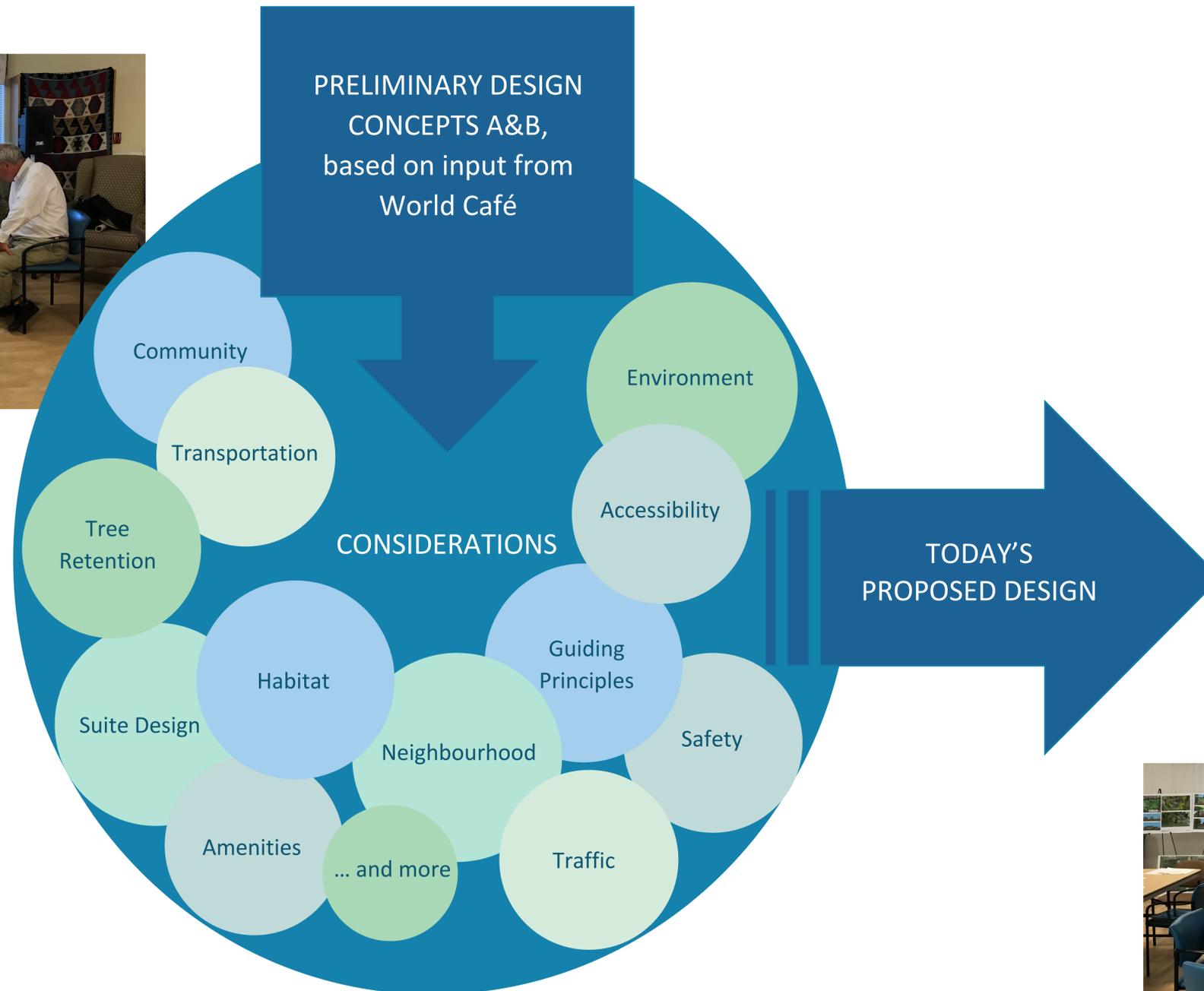
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Prepared On: November 18, 2018
Prepared By: FSCI Biological Consultants
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DESIGN CHARRETTE

August 7, 2018
Christensen Village



What About Other Sites?

In response to the urgent and substantial need for affordable housing in Gibsons, the Town has investigated several possible sites. Considerations in choosing sites include ownership and legal implications, land use context, servicing access to amenities, physical size, suitability for housing and potential impacts.

At the early stages of this project proposal, two Town-owned properties were identified as potential sites for current development: Shaw/O'Shea Road, across from Christensen Village, and the North end of the Charman Lands at Shaw Road.

The O'Shea Road property was later abandoned by Council in favour of Charman Lands for the current project. The Town will continue to consider the potential of the O'Shea lands for future projects.

Shaw Rd/ O'Shea Rd Concept Study May 31, 2017



Teryl Mullock Architect Ltd

