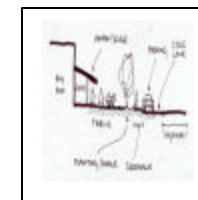
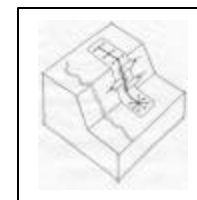


## VISION: IT'S GIBSONS...WHAT DO YOU WANT?

On entering the Town of Gibsons, one is struck by the stunning views of blue water and distant mountains. The first impression quickly becomes overlain with additional layers of wonder, at the quiet beauty of the forests and small creeks, the distinctive character of different neighbourhoods, and the contrast between upper and lower areas of town. The small-town feel is permeated with the individuality of its residents, their homes, and their determination to hold on to their rural roots. We have attempted to enhance and invigorate these unique qualities of Gibsons, not just for their intrinsic value, but also for the wisdom they carry in guiding and accommodating future population growth. We were guided by six goals, which were carried out through the concepts and patterns we developed.

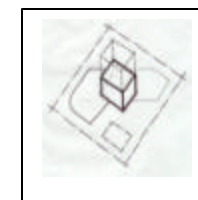
### 1. Roads and Trolleys that Connect and Enliven

We believe that the streets of Gibsons need to belong to everyone, to people with and without cars. One step, indicative of the pedestrian-friendly nature of the Gibsons that we envision, would be to narrow a stretch of Highway 101 within town boundaries and transform it into a local road lined with commercial activity. The grid system in this area would be permeable, with connections to the highway bypass to the north. We also believe that alternatives to driving should be provided, both for environmental reasons and to create the critical mass of bodies on the street necessary for a vibrant town. A trolley system would provide a people-friendly link between Upper and Lower Gibsons.



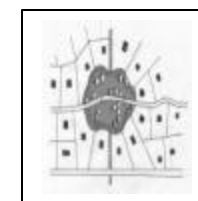
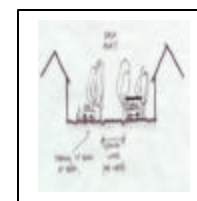
### 2. A Gibsons People Can Grow With

To accentuate the liveliness and energy of people, we envision a process of incremental infill on both individual lots and in neighbourhoods. In keeping with rural traditions and the typology of houses along the waterfront, we advocate the idea of a growth envelope for individual lots, allowing for incremental accretions to built form which reflect the pragmatic concerns and individuality of the owner. This could encourage live-work arrangements (e.g. building of a studio or gallery) and allow for accommodation of more people (e.g. building of a small "granny" cottage on the lower slopes of a large lot). Infill can also take place at a neighbourhood level through the consolidation and division of lots, and the construction of buildings at angles that override the strict orthogonal regime of the grid system. This pattern of liveable, higher density would be repeated in a new zone of residential and commercial development along what is now Highway 101. To maintain liveability and prevent sprawl, a bike and pedestrian path would delineate the western edge beyond which new residential development would be discouraged.



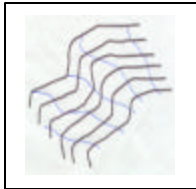
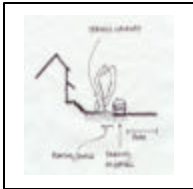
### 3. Neighbourhoods that People Can Identify With

Neighbourhoods are small-scale, intimate and diverse, centred around a "special place" of natural, cultural or commercial significance. We encourage mixed-use zoning, in order to place amenities within walking distance of residences, and as a means of maintaining the authentic character of people's livelihoods (allowing the home to be used for sale of crafts, farm produce, etc.).



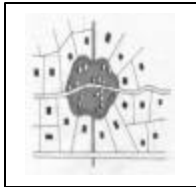
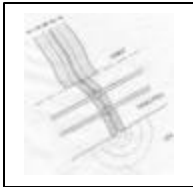
4. **Paths that People Can Walk On**

We envision a Gibsons with narrow roads that slow traffic and make streets friendly for pedestrians. Greenway trails would link neighbourhoods and areas of public significance.



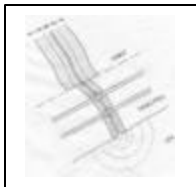
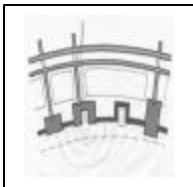
5. **Healthy Green Space People Can Interact With**

We place value on healthy streams and healthy habitats for wildlife and salmon, and believe these can be enhanced both by protecting ecologically sensitive areas, and by raising public awareness through access. We envision a system of connected greenways, and a prominent bike and pedestrian path along Charman Creek. Compact community forms, particularly in Upper Gibsons, would preserve green space and allow retention of a rural lifestyle in outlying areas.



6. **Healthy Water People Can Touch**

We want to attract people to the waterfront by creating prominent and diverse means of access. The waterfront would become a continuous public space, weaving in and out and over the water, drawing in private residences, and natural and cultural features. Creeks would be protected by setbacks, but be accessible through ecologically sensitive trails. Roadside swales, pervious surfaces and roof gardens would provide for a more natural drainage system.



ILLUSTRATIVE PLAN







## COMMERCIAL, MIXED USES AND DENSITIES

@ 101, Pratt, Payne intersection

With the re-routing of highway traffic along Payne and Reed Roads, Highway 101 between School and Payne becomes the Sunshine Coast Avenue; taking on the character of a pedestrian-oriented commercial space. The existing mall will be fronted with narrow commercial and live-work complexes. A trolley car runs along the narrowed street, ending with the commercial development at Payne Road by meeting a wildlife corridor. At this pivotal junction between the towns of Gibsons, Elphinstone and Robert's Creek, a hospital and restorative landscape may be located.



## RESIDENTIAL MIXED DENSITIES

@ North of Sunshine Coast Avenue

The proposed commercial activity on the Sunshine Coast Avenue is surrounded and supported by a lively collection of residences; both ground-oriented multi-family and single-family dwellings. Continuing the grid pattern, north-south streets provide visitors and residents with direct connection to the commercial area. Community identity is reinforced by the incremental growth of structures and the inclusion of communal spaces in between. The existing natural landscape is retained through such green patches and corridors. These features become instrumental in reducing impervious surfaces and allowing best management practices.



## POD NEIGHBOURHOODS

@ Elphinstone between Chaster and Charman Creeks

Located where north-south roads already connect to Highway 101 or Chaster Road, contained site developments are interspersed and surrounded by existing tree coverage. This type of development serves to retain vegetation cover and reinforces the rural quality of Elphinstone. These “pod neighbourhoods” might take the form of trailers or low-density single-family residences, and would be linked to each other by pedestrian paths. The Chaster Creek greenbelt would contain residential development moving outwards from Gibsons. Between this greenbelt and Gibsons, in the area just below and parallel to Highway 101, development in the way of medium density, mixed-form housing is encouraged. Low density development is suggested from Chaster Road to the waterfront.



## MARKET SQUARE

@ School Road

A trolley system extends along School Road from Gower Point to the Heritage Corner on the hilltop. A series of plateaus allows the trolley to halt and deposit and collect passengers at major residential entries and at a midway marketplace. This mid-point will evolve into a live-work community, based on existing houses combined with workshops and small stores. Following the natural grade of the site, the terraced marketplace is also to be built around several existing built forms, utilising infill of multi-family and commercial buildings. The nearby cul-de-sac links with a newly created road (to the residential area in upper Gibsons), and reflects the character of the marketplace.





## COMMERCIAL AND CIVIC FOCUS

@ Waterfront between School Road and Winn Road

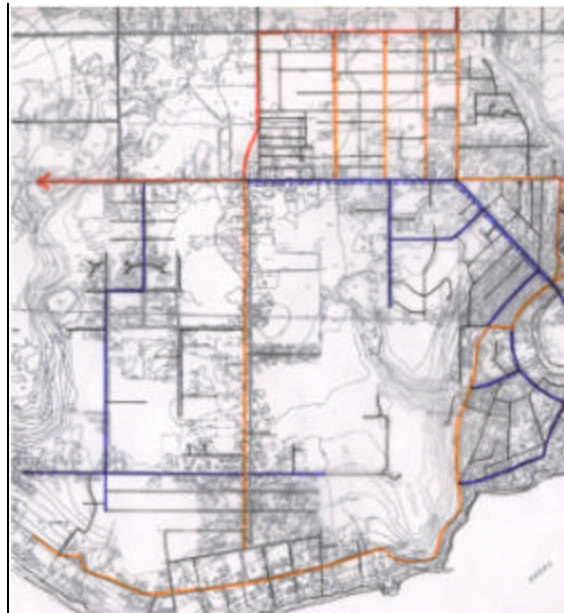
The historic Gibsons Landing is a major destination for inhabitants and visitors alike. Immediately around the wharf, commercial and public activity is reinforced with the addition of shops on the water's edge and a waterfront greenway that runs through the more densely build-up zone. Projecting downhill from the Pioneer Museum, a new pier advances from the harbour which is accessible to pedestrian and boaters alike and is home to the relocated Maritime Museum. Wine-Garden Park provides a green breathing space that visually connects the civic buildings lining South Fletcher street with the heritage area and working harbours.



## INFILL, CREEK MOUTH AND GREENWAYS

@ Waterfront between Winn Road and Bluff

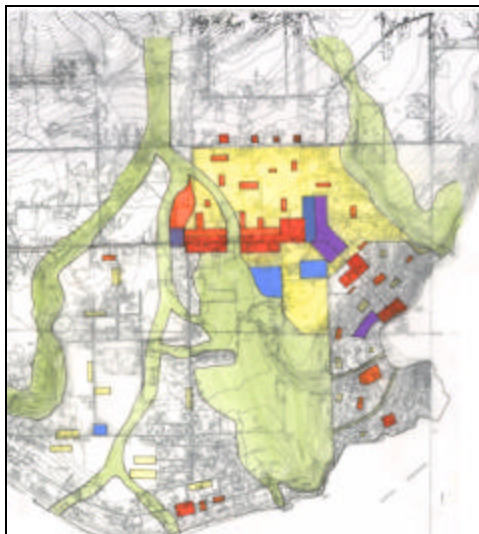
Recognising the Marina's importance as an interface between water and human worlds, our proposal allows an intimate contact with the waters. Docks are reformatted to celebrate the creek waters entering the ocean; the creek mouth is gently regraded to recall the original flood plain in tidal pools filling up with high creek and tidewaters. Interspersed with public community gardens, infill of cabins and reinforces the neighbourhood on the waterfront north of the marina. Greenways along the creeks link forest and sea while pedestrian paths meander through a revitalized water edge and reconnect people with the coastal fringe.



 **major road**  
 **collector**  
 **trolley**  
 **local streets**  
 **foot paths**

## 1. ROADS AND TROLLEYS

- Reroute Highway 101 to north edge of Gibsons
- Create Sunshine Coast Avenue in its place
- Trolley connecting Lower and Upper Gibsons along the length of School Road and Sunshine Coast Avenue
- Permeable grid of roads and paths allowing movement from the highway bypass, and between residential neighbourhoods and commercial and civic areas

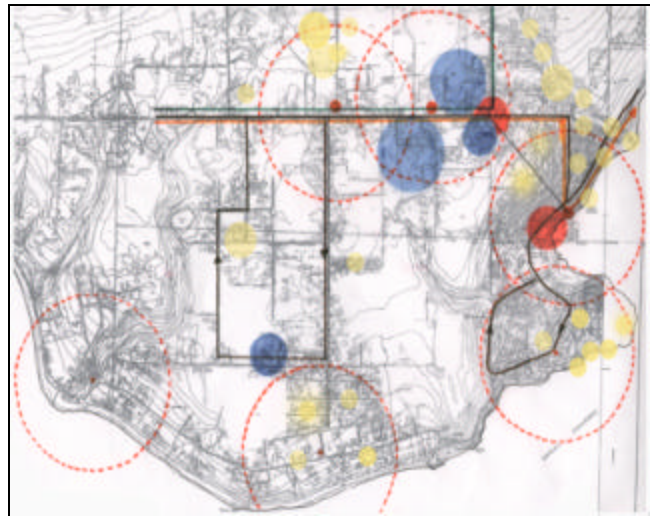


 **single family residential 6-8 u/a**  
 **multi-family residential 16-20 u/a**  
 **commercial/live-work/light industry**  
 **school/community centre**  
 **cultural/civic use**  
 **greenbelt/natural open space**

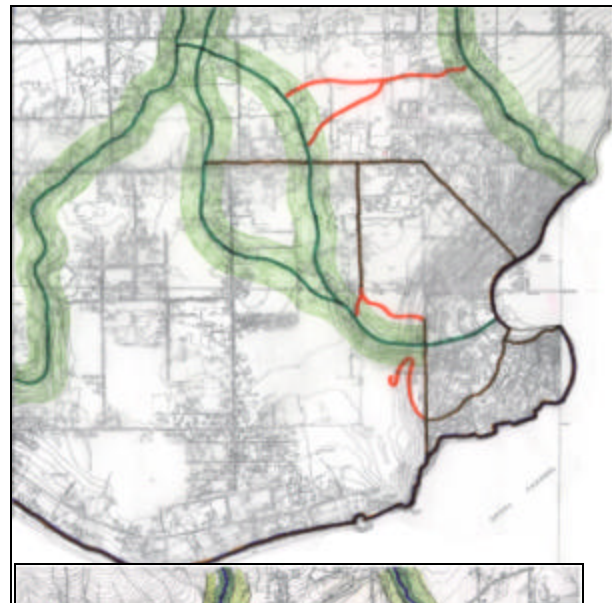
## 2. A GIBSONS PEOPLE CAN GROW WITH

- Accommodate future growth by building on existing patterns of residential development
- Restrict future development from impinging on existing green space, both in the interests of maintaining the rural quality of life and protecting ecologically sensitive systems
- Infill large lots and other pockets located in Lower Gibsons with single and multi-family housing
- Encourage new neighbourhoods to develop above Sunshine Coast Avenue in order to preserve the riparian corridor and surrounding green space to the south. New neighbourhoods might develop mirroring the sustainable density and sense of vibrancy of Lower Gibsons.
- Develop commercial centres along the Avenue and pockets serving other communities.





- **school/recreation**
- **commercial**
- **am/pm**
- **500m walking radius**
- **neighborhoods (residential)**
- **every other hour**



- **riparian greenway path**
- **waterfront path**
- **pedestrian road path**
- **local greenway path**



### 3. NEIGHBOURHOODS PEOPLE CAN IDENTIFY WITH

- Community services such as schools, recreation centres and public buildings concentrated in civic spaces
- Neighbourhood commercial centres created to service residential within a 500 meter walking radius
- Encourage the development of neighbourhood centres and greenspaces to respond to community character and grow with the development of the neighbourhood over time.
- Current bus routes adequate, however, the frequency of service needs to be increased.






### 4. PATHS PEOPLE CAN WALK ON

- Riparian Greenways running along the streams, connecting Upper and Lower Gibsons to the Gibsons Trail System to the North
- Waterfront path running from Gibsons Creek south along the length of Gibsons coastline
- Pedestrian road paths and footpaths forming connections throughout the permeable grid system
- Local Greenway paths connecting through and between neighbourhoods, and also connecting neighbourhoods to the Riparian Greenways.





### 5. HEALTHY GREEN SPACE



- Establish a minimum of 30 meter riparian setbacks where possible in order to preserve natural drainage and canopy, which in turn provides temperature regulation, detritus input and bank stabilization.
- Where built form prevents such a setback encourage the planting of canopy through backyards which border streams.
- Increase corridors to 70 meters where possible in order to provide sufficient habitat corridors, linking with the Sechelt Forest to the North.
  - Include areas which have been determined to be Environmentally Sensitive Areas in the protected green space areas. Shown here to the North is White Tower Park and to the South Gospel Rock.

-  30m riparian setback, canopy = erosion control/detritus input
-  70m+ habitat corridors
-  urban water management zone - max. pervious surfaces
-  environmentally sensitive areas
-  greenway connecting trails



-  drainage direction
-  swales-roadside  
remove surface water
-  areas where run-off not easily accommodated  
include maximum pervious surfaces, roof gardens
-  drainage basin

## 6. HEALTHY WATER PEOPLE CAN TOUCH

- In addition to protecting stream corridors, the surface water of the entire area needs to be managed.
- As Gibson's grows, built form and its surrounding infrastructure grows, creating more and more impervious surfaces. Pervious surfaces alter natural systems of conveyance and infiltration which are crucial in maintaining stream level and velocity conducive to fish habitat.
  - More natural conveyance/infiltration systems need to be incorporated into the urban fabric, such as roadside swales, permeable surfaces such as gravel permeable pavers.



## 1. SUNSHINE COAST AVENUE COMMERCIAL AND RESIDENTIAL MIXED-USES

### Goal:

To increase the amount of commercial and residential space available in Upper Gibsons in an appropriate way.

### Application:

The main commercial district in Upper Gibsons extends along Sunshine Coast Avenue from the School Road junction to Payne Road. It is characterized by a pedestrian focus and narrowed lanes, allowing for single lane traffic separated by a trolley track and one row of parallel parking. Shops are connected to the street by a sidewalk with street furniture. Residences are located above shops. Commercial activity permeates into residential districts along back alleys, side streets and footpaths.

### Result:

The creation of a vibrant and interactive pedestrian oriented area in Upper Gibsons, where people want to live, work and shop.

## 2. Redevelopment Of Hwy 101 Commercial Area

### Goal:

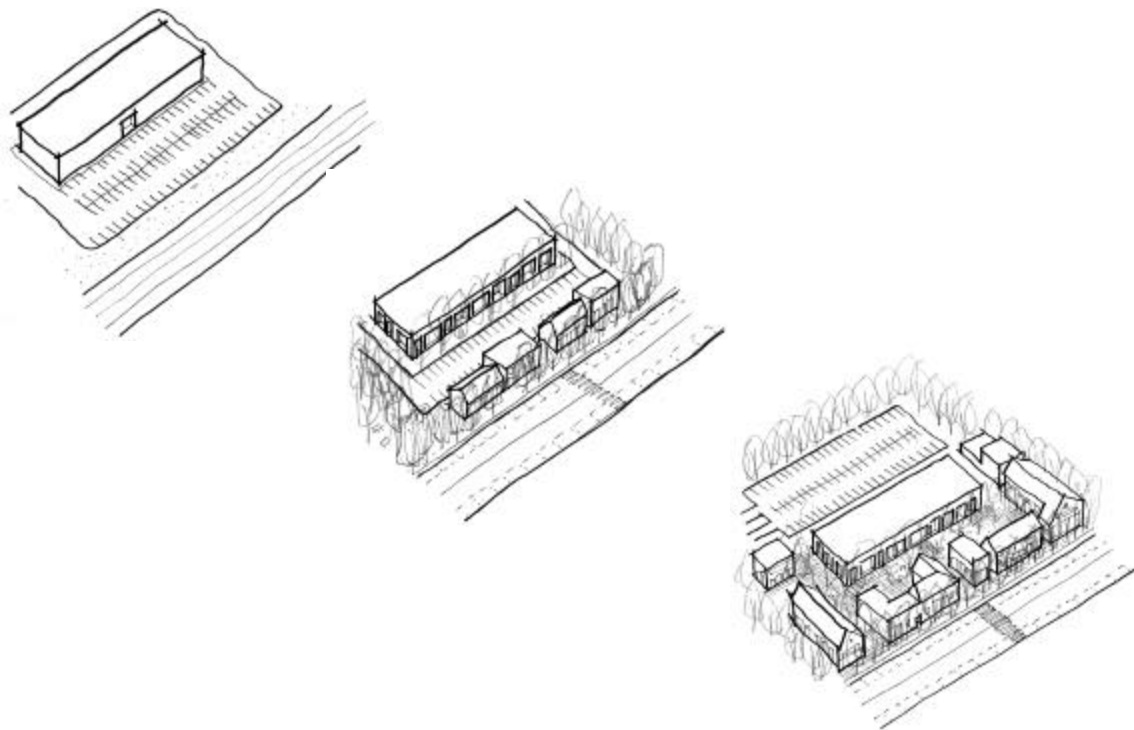
Improve the quality of the Highway 101 Sunshine Avenue commercial area through incremental pedestrian-based development.

### Application:

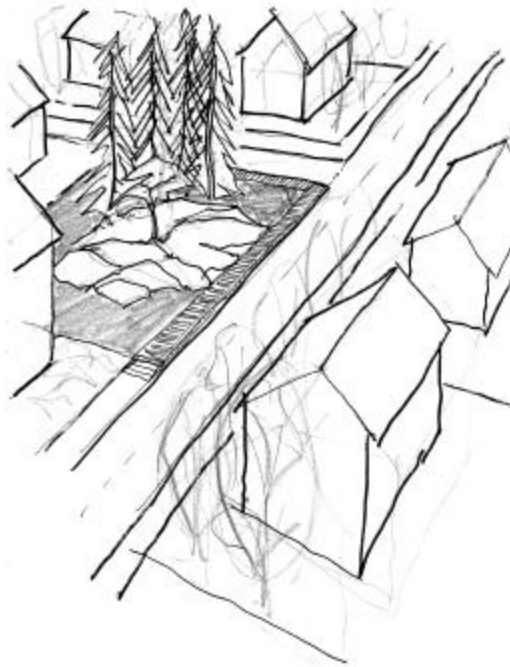
Rerouting Highway 101 to the north of Gibsons allows for the reduction of the speed limit, on street parking, and the implementation of a bike route. Smaller scale commercial buildings, with service and office activity above, will line the road, infilling between and around the existing malls and shopping areas, with parking behind.

### Result:

The creation of a pedestrian friendly, tree-line commercial area of a density appropriate to the increase in population of Gibsons.







### 3. MARKET SQUARE

#### Goal:

To create identifiable neighbourhood character and allow streets to penetrate public areas (to draw the public into a relationship with the more intimate communities)

#### Application:

This format is applied to the central area of School Road and is reflected again at the junction of School Road and Sunshine Coast Avenue

#### Result:

The creation of a pedestrian friendly, tree-line commercial area of a density appropriate to the increase in population of Gibsons.

### 4. SPECIAL PLACES DEFINING NEIGHBOURHOODS

#### Goal:

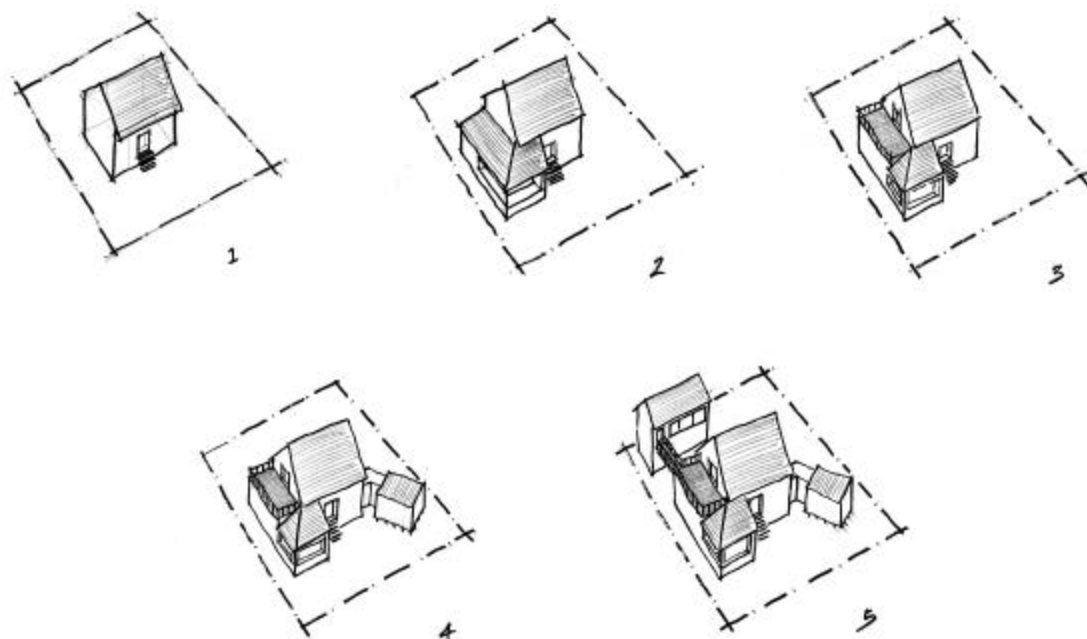
To encourage the development of communities by creating neighbourhoods with their own identifiable space.

#### Application:

Each new neighbourhood development includes a public communal space, which the neighbourhood can identify with and use. The space is defined by the retention and expression of part of the existing natural landscape – rocks, streams, trees, views, etc. – around which the neighbourhood is formed.

#### Result:

The creation of a pedestrian friendly, tree-line commercial area of a density appropriate to the increase in population of Gibsons.



## 5. RESIDENTIAL GROWTH ENVELOPE

### Goal:

To instigate a housing type that allows and encourages incremental growth of a dwelling over time, reflecting individuality in both use and form.

### Application:

This housing type is applied to all new single family dwelling units in Upper Gibsons, with the initial footprint and incremental growth rate regulated by policy and covenant.

### Result:

The growth of a house over time will be based on the knowledge and experience of the site, gained through occupation by its owner. This encourages a built environment suited to the individual site, its owner and Gibsons as a whole.

## 6. GREENWAY TRAILS AND RIPARIAN CORRIDORS

### Goal:

To allow people easy access to green space while protecting the ecological functions of important riparian corridors.

### Application:

Green space corridors would be established around Charman and Gibson's Creeks, along with smaller existing waterways. Trail systems would follow the creeks, linking to a larger trail system also incorporating neighbourhood greenways.

### Result:

Protected greenspace around riparian areas allows canopy to be retained, resulting in the regulation of water temperature, detritus input and bank stabilization.



## IMPLEMENTATION PLAN: INCREMENTAL CHANGE

This plan calls for incremental transformation of Gibsons in order to allow for community consultation and a pattern of growth which responds to the changing needs of neighbourhoods. The implementation process must include identifying steps that can be taken immediately and those that need to be developed over time; establishing development priorities; and determining the incremental steps that can be taken towards an overall goal. Financial and policy implications of the plan must also be taken into account.

A first step is to stimulate public discussion of the plan and begin an OCP amendment process. While the plan is being refined to reflect residents' view, current bylaws should be reviewed to see where changes can be made that would still be consistent with the existing OCP, since site-specific land use and development standards are implemented through zoning. One priority of the plan is to redevelop the frontages on Highway 101 between Gibsons Park Plaza and School Road. Approvals for development permits already require that new buildings be constructed with only small setbacks from the street. Additionally, existing large lots, particularly those with parking at the front, should be encouraged to subdivide in order that commercial activity be pushed to the street front.

Changes that call for significant capital expenditure can take place incrementally. For example, our goal is to improve non-vehicle connections between Upper and Lower Gibsons. The landscaping and traffic control measures that would create a pedestrian friendly corridor on Highway 101 could be done over time as the frontages are redeveloped. On the short term, a local transportation system could be implemented through a number of options, including with a mini-bus service, or alternatively, to leap straight into an ideal trolley system. The trolley system could also be implemented in stages, beginning with a connection between the harbor and Highway 101, then later extending it west along the highway.

We are not advocating that the Town of Gibsons begin to wholesale buy property and become a hive of infrastructural change. We intend that change be incremental, particularly since some funding tools become available to the Town when the demand is there and development does take place. The Municipal Act allows local governments to require developers to provide certain services, such as roads or walkways, when subdividing land. The Act also allows the Town to require the owner of property that is being divided, to provide up to 5 percent of the land, or pay an equivalent market value, for parkland purposes. Development could also finance parts of the plan through the granting of density bonuses, whereby the Town could obtain amenities such as pedestrian paths in exchange for increased density in a particular development. Alternatively, the Town could first pay for a development or amenity through tax based funding, then recover some costs by charging developers Roads or Parks Development Cost Charges (DCCs) when a building permit is issued or subdivision approved. Particularly for public amenities, we encourage the Town to look at alternative forms of funding, such as federal infrastructure programs, corporate and individual sponsorship, planned giving, etc.

The policy implications are many, beginning with a change in what is asked of the Town by its residents. Is a more activist municipal government what they want? For example, given that municipalities cover 53 percent of the costs of transportation systems operated by BC Transit, are residents prepared to pay more in property taxes if the trolley system is a money losing venture? We suspect that the prospect of greatly increased government activity would invoke some hesitancy, given the discussions over the construction of a recreation center and the Town's refusal to participate in a bikeways plan for the Sunshine Coast Regional District. There is a strong sense of community in Gibsons, and in the past, community projects, such as on the waterfront, relied greatly on volunteer labor and donations in kind. Would funding be available as an alternative in case volunteer fatigue sets in because of the scale of this plan? These concerns make the case for incremental change.

Another significant policy change called for under this plan, is in the definition and planning of neighborhoods. We sense that residents do not identify with the large planning units set out in the current OCP. This plan attempts to build intimate neighborhoods around a central "special place", on a scale of about three to four blocks. We encourage zoning changes to permit mixed housing (e.g. townhouses amongst single-family residences) and small-scale commercial activity (e.g. corner store) in virtually all residential areas.

Policy changes also have to be worked out with other levels of government, for example, negotiations with the Ministry of Transportation and Highways to transfer responsibility for Highway 101 within town boundaries. Also, the plan calls for withdrawal of some lands from the Agricultural Land Reserve. This is a necessary a policy, but one that carries risk, as it could set a precedent to encourage the private sector to apply for additional withdrawals in areas that the plan envisions would be retained for rural uses.