



TOWN OF GIBSONS

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File No: 3220-20/Gower Point/
377-385/ZA-2013-01

Klause Fuerniss Enterprises Inc.
c/o: Art Phillips
521 Bridgeman Road
Gibsons, BC V0N 1V1

Dear Mr. Phillips,

RE: Additional Information - Servicing and Infrastructure Upgrades and Improvements

I am writing to provide you with information regarding the Servicing and Infrastructure Study that is currently being prepared by the applicant's civil engineering consultant Aplin Martin.

To advance the preparation of the proposed George Hotel and Residences development servicing report, your team has been in contact with the Town's Director of Engineering, Dave Newman. During their conversations, questions were asked regarding the municipal infrastructure and Development Cost Charge (DCC) creditable works, as well as the Town's preference for the future sewer lift station. This letter provides a summary of the Town's current information and desired directions.

DEVELOPMENT COST CHARGE CREDITABLE ROAD WORKS

Attached is a sketch showing four areas of roadworks, as well as 2011 design drawings for Gower Point Road (note that these drawings should be viewed as conceptual as they do not exactly meet the Town's current standards). Also, the drawings include Dougall Road improvements that are not part of the contemplated improvements related to the subject development. The applicant's engineer was previously given a copy of these drawings.

The Town is considering that the applicant, as a condition of rezoning, complete the entire Gower Point Road improvements between Winn Road and Prowse Road as shown conceptually in the Town's drawings prepared by ISL Engineering and Land Services.

Costs for the road/curb/sidewalk/streetlights/boulevards along this stretch (Areas 2, 3 and 4 noted in the attachment) would be DCC creditable. The 2011 cost estimate for this portion of work, prepared by ISL, is slightly under \$1,000,000; the Road DCC calculation based on numbers provided to date by the applicant is also around \$1,000,000. Assuming both numbers are close to actuals, the net additional cost to the developer would be close to zero. If the actual costs do exceed the DCCs that are payable, the developer could carry the DCC credits forward to another job, sell the credits to another developer, recover costs from adjacent property owners

through a latecomer agreement, or a combination of all three options. The Town is providing this information as a possible indication of costs; it is the responsibility of the applicant's engineer to establish an updated cost estimate to satisfy themselves of the anticipated costs.

The \$1,000,000 cost estimate provided above assumes requiring a gravel pedestrian connection, undeveloped boulevard and no streetlights along the east side of the road within Areas 3 and 4 fronting the lands known as Shoal Bay. The Town would not require the construction of these works until the lands known as Shoal Bay develop.

'Incidental' costs to the developer in addition to the above DCC creditable road works would be a new water main, the necessary storm sewer reconstruction and a relatively minor sanitary upgrade within Gower Point Road. None of these works would be DCC creditable. The same 2011 estimate puts these works at around \$415,000. The portion of these works that are located within Area 4 (see below) could be considered as part of a community amenity package. Dave Newman will see if he can get the AutoCAD drawings from ISL and forward to the applicant's engineer. Further details on road works are below.

ROAD WORKS

The attached sketch shows three areas of Gower Point Road improvements that will be required for the proposed George Hotel and Residences; all, or some of a fourth area (Area 4 below), may also be required depending on the further discussions about how to proceed with the improvements in this area.

- Area 1:** North of Winn Road - these frontage works are required as a condition of both building permit and subdivision where they front on to the development parcel and are NOT DCC creditable.
- Area 2:** South of Winn Road fronting the subject development - these frontage works are DCC creditable and are required as a condition of both building permit and subdivision.
- Area 3:** South of Winn Road, not fronting the subject development - these works are DCC creditable and would be eligible for latecomers from abutting property owners. Note that the west side of the road is already predominantly developed so it is unlikely that the applicant would recover any costs from these properties. The southern extent of Area 3 is the point nearest to the proposed development that the new vertical alignment of Gower Point Road could tie in to the existing road alignment.
- Area 4:** South of Area 3 to Prowse Road - these road works would be DCC creditable and eligible for latecomers from abutting properties.

WATER

A watermain upgrade is required along the full extent of Gower Point Road between Winn and Prowse. The current water main is 150mm diameter and needs to be replaced with a 250mm diameter main. The Town requires this be completed in conjunction with the road improvements for obvious reasons. The cost of the water main construction would be eligible for latecomers.

SANITARY SEWER - COLLECTION

A sanitary sewer pipe upgrade is required within Area 4 along Gower Point Road and would not be eligible for latecomers.

SANITARY SEWER - PROWSE ROAD LIFT STATION

Thank you for your conceptual outline for a proposed new lift station for the George Hotel/Residences and surrounding area. The key question for the Town is what the best course of action is: a second smaller lift station or an upgrade of the existing lift station. At this moment the

available information is not adequate to make this decision. The Town's Director of Engineering has initiated a conversation with Kerr Wood Liedal (KWL), the engineering firm that completed the Town's Wastewater Collection Strategic Plan in 2008. An estimated budget in the amount of \$16,000 would be required for an efficiency study; this study would examine the following three alternatives: Upgrade the existing lift station; decommission the existing pump station and construct a new larger station; or construct a new smaller station to supplement the existing station. All three alternatives would be estimated for costs, risks, durability and ongoing maintenance. The Town is requesting that the applicant fund this study as it is required to determine the appropriate servicing for the proposed development. KWL is prepared to start on this study immediately and, subject to a timely award, could have it completed by early May 2014.

DEVELOPMENT COST CHARGES

We request that you provide a more detailed table showing a breakdown of building and lot areas consistent with the classifications and definitions, including the definition of floor area, set out in our DCC Bylaw 670. A cost estimate of all required works could also be provided at this time in order for staff to provide an estimate of works eligible for DCC credits and to supplement the information in the pending staff report regarding economic impact for the Town

WALKWAY MATERIAL

The Town has considered what the proposed waterfront walkway materials may be. The Town would accept gravel (screenings), brush finished un-dyed concrete, wooden boardwalk, or a combination of concrete and wood. Due to fact that the proposed private surface improvements immediately abutting the waterfront walkway will likely be indistinguishable from the public improvements, the Town will require an appropriate agreement to be in place to require the landowner to operate, maintain and ultimately replace the walkway structure and surface when it becomes necessary.

Should you have any further questions, please do not hesitate to contact the undersigned or Dave Newman, Director of Engineering. The timely receipt of these materials is important to support the Town's review and preparation of reports for Council's consideration of your proposed development application.

Sincerely,



Andre Boel, RPP
Director of Planning

cc: Odete Pinho, MCIP, Planning Consultant
Dave Newman, Director of Engineering

Attachments