



# TOWN OF GIBSONS

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May 1, 2013

File No: 3320-20-Gowerpoint 377-385

Klaus Fuerniss - The George Hotel



Also by e-mail to [a.phil@eastlink.ca](mailto:a.phil@eastlink.ca)

Attention: Art Phillips

**RE: The George Oceanfront Marine Hotel, OCP implications, referral results**

Dear Mr. Phillips:

Town staff has reviewed the George Hotel application. Before the project proceeds to the Committee of the Whole for presentation and discussion I would like to inform you about concerns regarding the fit of the project with the Official Community Plan. Also there is a lack of information about economic / community benefits and costs as well as other items.

In this letter I will identify the concerns, questions and provide an overview of key impacts of the proposal, focussing on the Official Community Plan implications. In a separate appendix I have included an overview of the referral results to date for your information. The goal of this overview is to inform you about the issues identified and to give you an opportunity to consider your next steps. At our upcoming meeting scheduled for May 3, 10 am I would like to discuss how you wish to proceed with this application.

**Fit with Official Community Plan**

The application is consistent with many – but not all – of the Town's goals, policies and guidelines expressed in the OCP. The development brings a mix of tourist commercial, higher density residential and marine facilities for transient boaters, all of which are supported by the OCP. The project fits economic development goals and policies in that it attracts clean commercial uses, provides jobs and services for residents, facilitates growth to accommodate additional population in the Harbour Area, and improves the Town's tax base.

The development, however, is inconsistent with key OCP policies and guidelines, and creates a number of impacts on public spaces as described in the following sections.

### Scale of development

The key issues related to the OCP policy are:

Overall, the scale of development does not meet the intent of the Harbour Plan policies, notably:

- *“Retain the scale and character of the Harbour Area”* (Goal 1), and
- *“Ensure new development is compatible in scale with existing development in the Harbour Area”* (Objective 1.1), and
- *“Ensure new development evokes a west-coast, seaside village feel* (Objective 1.2).

The eight storey building is massive compared to the scale of other uses in Gibsons Landing, despite some terracing of portions of the building. While it may not block views from some uphill residential areas (due to the distance from the development), it does block public views as it has a monolithic appearance from Gower Point Road, Winegarden Park and nearby properties. The building is substantially higher and bulkier than any other building, and departs from the OCP goals and policies which repeatedly refer to the “Village scale” and “small-scale” character of development.

While the Harbour-wide DPA guideline on building scale and massing states that *“Consideration of variances to height, setback or massing may be given on an individual project basis through examination of a development's effect on scale, permeability (visual and physically for pedestrians), view protection and enhancement, sun/shadow impact and on village context and character”*, the proposed development appears to have many effects on these criteria.

The form and volume of the building would be very imposing from the waterfront area and from adjoining properties. The proposal does not conform to goals such as:

- *“Varied roof heights, and roofs at various heights, are encouraged to provide variety in roofscape and skyline.”*
- *“Building massing should be low near the waterfront, “stepping back” from the water”.*

Density –The development is not consistent with OCP density provisions for higher density uses. The Smart Plan defines high density multi-family designation as *“Areas which permit apartments and condominiums greater than 3 storeys with a density range between 60-110 units per hectare (typical floor space ratio of 1.2 – 1.4).”* The George Hotel greatly exceeds this density range overall with an estimated FSR of 3.1 (without parking). Even though no density is established for the mix of commercial and residential uses I have to conclude that the very high density/FSR of the overall project does not conform to OCP density policy.

Closure of Winn Road –conflicts with 5.19 Pedestrian Circulation Plan of the Harbour Plan.

Loss of public parking conflicts with Harbour Area Plan policy 5.8 - *“Retain and expand on-street parking to provide buffers between moving traffic and pedestrians on sidewalks”.*

Natural Environment – A number of project elements do not fit with natural environment policies:

- The proposal involves considerable dredging of the foreshore/water areas and construction of riprap slopes (7157 sq m are indicated in Table 3 of the Environmental Assessment).
- There is considerable alteration proposed of marine habitat and riparian areas to accommodate expanded marina moorage, pier/boardwalks over the foreshore.
- The small stream and riparian area on the Hyak site does not appear to be protected.

- OCP policy 4.4.6 (Marine Environment) – it is Council policy to “*discourage the purchase of Crown fill areas located between the seawalk and the adjacent upland properties by the upland owners, as these areas may have value for increased public access along the seawalk, for benches, rest areas or other uses*”. The hotel proposal appears to incorporate fill areas adjacent to the properties, although it is not specified in the development application. The proposal creates large areas of hard infrastructure for floats, moorage and pub development, and for decking adjacent to the hotel building. Although mitigation is proposed, the extent of marine development appears to contradict the OCP policy intent.
- Development Permit Guidelines for area #2 and section 411.2 of the Zoning Bylaw refer to setback of 15 m from the natural boundary of the sea for any buildings or structures. This requirement is not met in the current proposal.

View protection - Harbour Plan objective 2.4 is to “*Create and protect public and private views through to the water*” - the loss of public views on Winn Road contradicts this policy. With 8 stories the building impact views throughout lower Gibsons. The proposal does not satisfy the requirement for OCP Development Permit Area 5 where it requires “*unobstructed view corridors of 3.0 m wide every 30 metres*”.

Waterfront Walkway - The proposal is unclear regarding the tenure and width of the waterfront walkway, while Harbour Area Plan policies are specific:

- Policy 5.1 is to “*Acquire and secure land in public ownership for a waterfront linear park between Winegarden Park and the Marina Lands, in the location generally indicated on the Land Use Plan Map*”
- Policy 5.8 is to “*Acquire a right of way, through density bonusing, or purchase of land along the waterfront, a minimum of 15 metres in width for a linear waterfront park joining Gibsons Marina to Winegarden Park.*”

Conclusion OCP fit – There are significant Official Community Plan policies that are not met by the proposal. Density and scale of the development don’t fit the current long term plans. I recommend that you revise your proposal to address these issues.

### **Economic and Community Benefits**

The application provides summary numbers indicating economic benefits in terms of job creation, construction values and tax benefits to the Town, but there is no supporting information to confirm these statements. No details are provided to support the stated workforce and salary assertions (130 full time jobs with average \$40,000 annual salary). These salary levels seem not consistent with industry data, which indicates average wages close to half this amount, and a high level of part time work.

Furthermore, the application indicates a number of community benefits, emphasizing the social and cultural amenities the hotel will bring, as well as upgrades to the seawalk, but the amenities appear to be focused on economic benefits (construction value and job creation). The application does not specify proposed community benefits in relation to Council policy. A number of commercial spaces are also indicated as community benefits. Clearly, the seawalk upgrade is a community benefit, but many of the others appear to be commercial uses or support the commercial uses (such as extended boardwalk areas surrounding the pub building).

Any proposed Community Amenity and Affordable Housing contributions in accordance with Council policy should be clarified by the applicant. The community amenities should not be items required by Bylaws (Zoning, OCP or Development Servicing Bylaws), and should not include private commercial spaces (such as spa, lobby or other hotel facilities).

Conclusion economic and community benefits – Because the economic benefits to the community appear to be a primary rationale for the very high density of the project, more information is needed about the cost and benefits of the project, both in terms of direct cost as well as community cost for example through providing road area and water surface for this project.

### **Implications on public space**

The main impacts on the public realm are:

- 1) Use of Town's recreation water lease for commercial buildings and marina development. The marina development extends into the Town's waterlot fronting Winegarden Park. This reduces the open water views from the park in favour of buildings and boat moorage and requires considerable dredging.
- 2) Use of a portion of Gibsons Marina waterlot for moorage – the application does not provide supporting information for this change to the Marina. Currently, this area is under a long term lease with the Gibsons Marina.
- 3) Use of unsurveyed foreshore and water surface – the application appears to use portions of the Crown foreshore (between the property line and high water mark) as part of the development site. This is inconsistent with OCP policy.
- 4) Winn Road waterfront access – The application proposes a replacement route through the hotel lobby and down two sets of stairs (or elevator) instead, as well as a 3.0m walkway (with several sets of stairs) on the south building edge. It is questionable whether these alternatives will compensate for the freely available access now enjoyed by the public (which includes many pedestrians with dogs).
- 5) Winn Road view corridor - the Winn Road/Gower Point Road intersection is a highly used community area, and serves as an important view corridor to the ocean (used by the Post Office, museum, tour bus parking, Winegarden Park users). Loss of this open view is a significant community impact.
- 6) Pedestrian “street edge” on Gower Point Road – There is a small retail component directly fronting Gower Point Road, but otherwise, the project is largely set back from the street edge and does not provide street level continuity. Due to the wide driveways associated with the porte-cochere design of the hotel entrance, underground parking driveway, charter bus pullout and fuel deliveries all located on Gower Point Road, there is a considerable loss of pedestrian streetscape in favour of vehicle uses.
- 7) Loss of public parking- the loss of 17 public parking spaces on Winn Rd and Gower Point Rd near highly used public facilities is a considerable impact on Gibsons Landing.
- 8) Winegarden Park – The building has a zero setback from the park, and does not provide any on-site landscaping adjacent to the park. Portions of the building (such as the bar/lounge) have outside seating overlooking the park. While the pedestrian links from the hotel to the park provide permeability, the overall development plan appears to use Winegarden Park as open space to serve the development, rather than provide its own (more typical) on-site open space through reduced site coverage and appropriate building setbacks. Overlooking of the park space by the hotel/apartment reduces its value and functioning as a community space and natural park area. The building setbacks needs to be reconsidered to ensure the public realm is protected, and the park space is not overwhelmed by the hotel/apartment building.

- 9) Winegarden Park is also potentially intended to be used for stormwater management, instead of on-site as normally required of new developments in accordance with OCP policy 12.4.2. With increased building setbacks and lower site coverage, the project would have the ability to manage its stormwater discharges on-site, not transferred to the park.
- 10) The Town may need to consider protecting public right of assembly, music etc. in the park (i.e. possibly a save-harmless covenant on development to ensure no complaints from apartment owners etc.).
- 11) Shading of public lands - The building massing creates significant shading of the Winegarden Park and Holland Park lands, except in summer. This creates impacts on residents who use these areas throughout the year, and reflects the massing and height of the building in relation to current uses. The overview of shading in the summer timed at 3 pm only provides part of the picture, since summer days are much longer.
- 12) A portion of the “fine dining” deck seating area is located on the public seawalk and should be located within the private property.

Conclusion public space impact - The proposed development has numerous impacts on the “public realm”. There also seems to be a lack of clarity in the proposal regarding what constitutes public space - many of the areas described as “public access” or “public views” seem in fact private, commercial spaces within the hotel, not public areas (for example, cafe seating areas, portions of the decks, hotel lobby etc.). This needs to be clarified (see under additional information required).

#### **Additional information required**

The following additional information or clarifications are required from the applicant:

1. Site survey indicating natural ground elevations (spot elevations), contour lines at 2m intervals, all existing features, natural boundary of the ocean and watercourses (including seasonal stream). Topographic information should extend at least 30m into adjacent properties (including Winegarden Park) to allow assessment of grade changes/impacts to adjacent properties.

The site plan should also identify:

- Building setbacks from property lines and natural boundary of ocean.
- Site coverage (in accordance with Zoning Bylaw definitions).
- Floor space ratio (with specifics on any areas excluded from the calculation), based on Zoning Bylaw definition of gross floor area.
- Existing property boundaries and waterlot boundaries to be shown and labelled on all relevant plans.
- Existing natural grade to be shown on building elevations and sections.

2. Natural grade line and elevations at building corners should be shown on the building plans (elevations and sections) following the height definition in the Zoning Bylaw. It is unclear how height calculations were derived. These plans should also show the location of fill and building piers as per Fig.3 and Fig.4 of the Horizon Engineering geotechnical report.
3. Clarification of the number of apartments – the application form and item 1 of the submission indicate 29 units, while item 10 project data indicates 31 units.

4. Clarification of the proposed number of parking spaces.
  - The architectural plans indicate 189 spaces, while the traffic study indicates 185 spaces. Both the architectural plans and project data should be revised to indicate the parking rate for the marine pub as 1 space per 5 seats, plus 1 space for each standing patron in accordance with Zoning Bylaw No. 1065 (as the pub is not attached to the hotel use).
  - The parking analysis should clarify whether outside seating has been included in the restaurant/bar and pub calculations.
  - The applicants should also confirm that design standards have been met for stall size, aisle width, small car spaces, spaces for disabled persons and designated visitor spaces (15% of apartment spaces).
  - The Traffic Study proposes a number of “credits” for parking deficiencies (page 30). The justification for bylaw variances appears to rely heavily on potential use of public transit, charter bus and shuttle service. It is unknown what percentage of visitors will use these options.
  - Class 1 and 2 bicycle parking clarification of location and number of stalls.
5. The Building Elevations A.3.01 – north elevation (from Winegarden Park) – does not provide a clear indication of the true building size, as it shows only an outline of a large portion of the building. This should be revised to accurately show the south wing of the building adjacent to Gower Point Road.
6. The project data (S.10) appears to have minor math errors. The total gross floor area is 16,271 sq m (ground floor total is 3646 sq m and mezzanine total is 1158 sq m). The total gross area (with parking) is 22,179 sq m. The gross floor area shown in the project data (S.10) also conflicts with the gross floor area shown on the Context Plan A0.01. These numbers should be consistent, and should also indicate the floor area of the proposed marine pub building.
7. The applicants should provide a list of proposed public/community amenities that excludes private commercial spaces, and responds to the Town's *Provision of Affordable Housing and Community Amenities* policy 3.14 that requires residential rezoning applications that result in the creation of 10 or more multi-family housing units:
  - (a) to provide community amenities on or offsite, or contribute funds to the community amenity reserve fund, and;
  - (b) to provide at least 10% of the units for affordable housing on or offsite, or contribute funds or in kind services in an equivalent amount towards an affordable housing reserve fund.
8. The applicant (geotechnical engineers) should identify how construction will affect Winegarden Park and any mitigation measures proposed. It is unclear whether excavation will affect existing tree root zones, whether retaining walls are required, how the stream will be protected, and how the finished building elevation relates to the existing park.
9. The application should clearly indicate the areas proposed to be developed that are not owned by the applicant, and provide a rationale for any requested use or purchase of public land:
  - (a) The application does not reference/request purchase of Winn Road.
  - (b) The site plans are unclear with respect to the seawalk/boardwalk area. It is not clear which areas are true public areas versus commercial areas. For example, is the applicant proposing to purchase the foreshore between the high water mark and the current property line?

- (c) The application should indicate how OCP (Harbour Area Plan) policy 5.8, subpoint 20 will be met (i.e. *acquire a right of way along the waterfront, a minimum of 15 m in width for a linear waterfront park*). The plans should indicate the seawalk area to be dedicated to the Town and the proposed status of other boardwalk areas.
  - (d) The water areas proposed for development are unclear, and no supporting information is provided. The application extends the proposed marina floats both into the Town waterlot fronting Winegarden Park, and into the Gibsons Marina. Specific details are needed regarding the water areas proposed to be used and the rationale for extending beyond the waterlots currently in use. The existing waterlot boundaries should be labelled on the plans (with waterlot numbers).
10. Clarification (through the environmental consultant) of the role of the non-fish bearing watercourse located partially on the Hyak property, but located in Winegarden Park for the lower portion. Protection of this stream and adjacent riparian area is an important part of the Winegarden Park design. It is unclear what happens to this stream in the development proposal, and what type of mitigation is proposed if it is altered. Is the stream to be culverted on the development site?
11. The view analysis does not provide views of the development from the key public use areas at Gower Point Road/Winn Road and from Winegarden Park. Distant uphill views from Winn Road, and an angled view from Gower Point Road are shown. The missing near views should be provided.

Regarding shading impacts an overview of shading in the summer at 6 pm is required.

12. The applicant should clarify the role of the 15m “green area” ocean shoreline setback shown on the site plans. DPA guidelines apply to lands 15m upland of the high water mark, so the purpose of the “green area” is unclear., particularly as much of this area is proposed for development.
13. Provide confirmation (through the geotechnical consultant) that the project meets or exceeds requirements for anticipated sea level rise (in accordance with provincial guidelines and OCP policies).
14. More detail is needed on the transient moorage. What is the proposed limit on length of stay (i.e. 5 days? 3 months?) How will this be managed to ensure there is no long-term stays (which will have impacts on parking in the Gibsons Landing area and surrounding neighbourhoods).
15. It is unclear whether marine retail and related services are proposed (i.e. marine supplies, convenience groceries etc.) that are normally part of marina uses.
16. The applicant should indicate how the Town will be compensated for loss of public parking spaces on Winn Road and Gower Point Road. Is cash-in-lieu proposed, or, provision of alternative public parking areas?
17. Economic Impacts - Supporting information is needed to clarify the stated economic impacts such as average salaries (are all jobs full-time?), how taxation rates are derived, estimated occupancy rates etc.
18. Archeological values – an assessment of potential archeological values needs to be made determining how archeological assets, if any, need to be managed, as required under BC Archeological Impact Assessment Guidelines.

### **Conclusion and request for changes**

The proposed development provides a land use that is a good fit with OCP policies that encourage tourist accommodation, higher density housing, improved marine facilities and upgrades to the sea walk. The scale of development, however, does not conform to the OCP policies which refer throughout the OCP to maintaining the “scale and character” of the Town, particularly in Gibsons Landing/Harbour Area. There are also significant impacts on the “public realm” in the community that need to be addressed (or reduced). Key objectives from the Harbour Area Plan have not been met or are not addressed.

In order to bring the proposal within the framework of the Official Community Plan I recommend that you consider the following revisions:

1. revisions to the building scale and massing to conform with OCP policies and DPA guidelines with respect to scale of development, Revisions should include fewer storeys, as well as increased building setbacks and greater extent of terracing;
2. revisions to the building siting to provide a minimum 4.5m setback from Winegarden Park.
3. revisions to the building design to avoid use of Winn Road or, provide a lower profile building through this section that retains the view corridor;
4. revision to the marine component of the project so it is contained fully within the existing commercial waterlots and does not extend into the waterlot adjacent to Winegarden Park or the Gibsons Marina and provides a 15 m waterfront park upland from the natural boundary

Also, I would like to receive more information with regards to the items outlined under “additional information required”.

I’m looking forward to hear how you would like to proceed. If you have any further questions do not hesitate to call me at 604-886-2274.

Sincerely,

André Boel, RPP  
Director of Planning

*Attachment 1. Overview referral results to date*

## ***Attachment 1. Overview referral results to date***

### **Ministry of Transportation and Infrastructure**

The Ministry's comments are as follows:

- Table 6 shows EBLT at Hwy 101/North Road is failing. The Developer shall provide mitigation measures to improve or maintain the existing level of LOS.
- The Ministry has no confirmed funding to build bypass at this date; therefore, it is critical for the Developer to suggest geometric improvements to the intersection, as the signalized intersection is to remain.
- Regarding ferry traffic volumes, the Ministry will continue to monitor the intersection; however, signal timing changes will only assist in distributing demand. The Ministry looks forward to reviewing proposed geometric improvements suggested by the Developer and the Town of Gibsons for the Highway 101/North Road intersection.

### **Parks Department**

- 1) This development will impact the trees in Winegarden Park bordering the property line.
- 2) Drainage impacts on non fish bearing water course bordering Winegarden Park and proposed development site. Will further works to this water course be required?
- 3) Sea walk improvements. As it can be anticipated that additional pedestrian traffic will be accessing the sea walk, improvements to the sea walk such as lighting and pathway upgrades should be considered to accommodate this.
- 4) Performance area. If the north side of the site requires access through Winegarden Park the existing canopy should be moved to accommodate this. A new performance stage located on the foreshore as originally planned for Winegarden Park may accommodate this access if needed.
- 5) Tiering of Winegarden Park, along with seating would be an amenity that would benefit the proposed development and public, alike.
- 6) Annual fee for occupation of recreation water lot lease should be considered if the Town's lease area is to be made available.

### **Fire Department**

Provide access for fire apparatus along waterfront either from the Gibsons Marina or through Winegarden Park. Ensure turnaround capability.

Provide fire hydrant(s) on waterfront side of property.

Confirm adequate water in terms of required fire flows relative to building size

Further comments are building specific in terms of fire and life safety issues and detailed plans are required at time of Building Permit to ensure concerns are addressed adequately

### **Subdivision Approving Officer**

Application must be made to the Approving Officer requesting a report regarding the proposed petition to cancel part of a plan (i.e., Winn Road closure).

A full subdivision application will need to be made for the proposed lot consolidation and elimination of the required access to water (s75(1)(c) LTA).

Bylaw 1175 requires full frontage works to be completed for the lot consolidation.

The proposed closure of Winn Road likely conflicts with Land Title Act S.75(1)(c) that requires a 20m wide water access at least every 200m.

### **Engineering Department**

#### **1. Development Permit**

##### *A. Roads*

- i. Show where and how the proposed charter bus will be able to turn around for return trips to the ferry.
- ii. Widen internal roadway to accommodate a Medium Single Unit (MSU) as per Traffic and Parking study recommendation.

##### *B. Other*

- i. Proposed foundation and dredging design to be reviewed by a hydrogeologist and retained by the Town of Gibsons at the developer's cost.

#### **2. Development Variance Permit**

##### *A. Roads*

- i. Variance required - number and spacing of driveways do not meet Bylaw 1175 requirements.
- ii. Construction of driveways, loading bays and charter bus bay will eliminate five off-site parking stalls. Replacement stalls will need to be created elsewhere in Lower Gibsons. Possibilities include recommendations from iTrans Parking Study (2007).

#### **3. Zoning**

##### *A. Roads*

- i. The Traffic Study recommends improvements to the Gower Point/Marine Drive/Gower Point intersection include changing 3-way to 4-way stop. This will cause a ripple effect for traffic, including backing up ferry traffic and likely

cut through via Beach Drive and Seaview. Alternatives to 4-way must be explored.

- ii. Although traffic study does not contemplate a right turn lane for south bound traffic, emphasis is required to delineate Gower Point as the through route. Recommend creating right turn as per Town of Gibsons Gower Point Road design.
- iii. Recommendations from traffic study are to be completed by the developer at the developer's cost.

#### *B. Sanitary*

- i. Existing 350mm AC sanitary main, circa 1971, along waterfront to be replaced under proposed boardwalk prior to construction.
- ii. Existing Prowse Road lift station at capacity. Upgrade/rebuild required to accommodate flows from proposed development.
- iii. Construction costs for Prowse Road lift station DCC creditable (25%).
- iv. Construction costs of Prowse Road lift station eligible for latecomers from benefitting properties. Developer's engineer to propose benefitting areas.

### **4. Zoning Amenities**

#### *A. Roads*

- i. Construction and/or contributions to transit shelters.

#### *B. Hydro/Telecommunications*

- i. Extend the relocation of the overhead distribution wiring to underground up to and including the Prowse Road intersection.

#### *C. Other*

- i. Consider enhancements to harbour to improve natural flushing (e.g. culvert or channel at east end of breakwater).
- ii. Complete improvements to seawalk north of proposed development; and
- iii. Complete Gower Point Road, water, sanitary, road, street light and drainage improvements up to and including the Prowse Road intersection.

### **5. Subdivision**

#### *A. Roads*

- i. Approximately 12 off-site parking stalls will be lost with the closing of Winn Road. Replacement stalls will need to be created elsewhere in Lower Gibsons. Possibilities include recommendations from iTrans Parking Study (2007).

#### *B. Drainage*

- i. Existing drainage system located within Winn Road dedication to be relocated.
- ii. New drainage system must incorporate well head overflow.

- iii. investigate preferred open swale along north property line for means of conveying existing stormwater flows.

## **6. Building Permit/Subdivision**

### *A. Water*

- i. Existing 150 water main on Gower Point Road, south of Winn Road will need to be upgraded to 250mm PVC according to the conceptual ToG design drawings within the area of road frontage improvements required by BP/SD.
- ii. Existing 250mm PVC water main on Gower Point Road is up to current standards unless fire flow requirements for the proposed building dictate otherwise (developer's engineer to confirm).
- iii. Hydrant required along seawalk between Prowse and proposed development according to specifications of Bylaw 1175 and MMCD Design Guideline Manual.
- iv. Water service to be metered and supplied with appropriate backflow prevention device according to Town standards.
- v. Existing water services to be decommissioned at point of connection to applicable water main. Work to be conducted by Town of Gibsons at developer's cost.
- vi. Any existing water meters and boxes are the property of the Town of Gibsons and are to be returned prior to construction commencing.

### *B. Roads/Access*

- i. Gower Point Road at Winn Road intersection and to the south to be rebuilt according to existing ToG design drawings. Design cross section to be revised to meet Bylaw 1175 standards. The road will need to be rebuilt as far south as necessary to meet vertical alignment of existing road according to ToG conceptual design.
- ii. Construction costs for Gower Point Road improvements are DCC creditable (57%).
- iii. Construction costs of Gower Point Road frontage improvements required by BP/SD south of development eligible for latecomers from abutting properties.
- iv. Waterfront walkway to the south to be upgraded to allow for emergency vehicle access 4m width, including a staging area (8m x 6m - see Bylaw 1175 s7.6).
- v. Sidewalks on Gower Point Road required south of Winn Road within area of frontage required by BP/SD according to ToG conceptual design drawings and Bylaw 1175 requirements.
- vi. Existing sidewalk width as per Bylaw 1175 Standard Drawings to be increased in width by 25% fronting proposed development to accommodate additional pedestrian traffic (see s.8.2.2.6, Bylaw 1175).
- vii. Ornamental street lights required to be installed/upgraded within area of Gower Point Road frontage improvements required by BP/SD according to Bylaw 1175 standards. Note LED requirements.

### *C. Sanitary*

- i. Service preferred not to be connected to trunk sewer if alternative exists.

*D. Drainage*

- i. Existing open drainage on 377 Gower Point lot will need to be rerouted.
- ii. Post development storm flow must not exceed pre development flows;
- iii. Storm drainage on Gower Point Road within area of road improvements required by BP/SD to be constructed according to ToG design within the area of road reconstruction.

*E. Hydro/Telecommunications*

- i. All hydro and telecommunication distribution lines fronting property to be relocated underground.
- ii. All hydro and telecommunication service wiring to be located underground.

*F. Other*

- i. Referenced Town of Gibsons' design for Gower Point Road for information. Developers engineer to provide own design for proposed development that meets the objectives of the prepared ToG design and the standards in Bylaw 1175.