

Property Location: Lot A and C Gibsons Way
Application Number(s): ZA-2023-07 / OCP-2023-04
Date of Referral: 26-Jan-24

| Referrals sent | Comments Received |
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| <i>S k w x wú7mesh Úxwumix (Squamish Nation)</i> | <i>No comments received as of May 28, 2024</i> |
| Gibsons and District Volunteer Fire Department (GDVFD) | <i>No comments received as of May 28, 2024</i> |
| Vancouver Coastal Health | <i>Feb 7, 2024 letter received. Attached.</i> |
| Ministry of Transportation and Infrastructure (MOTI) | <p><i>*Require confirmation Mahan Rd will be extended to the south prior to full build-out in 2027, which is fundamental to their analysis and assumptions in this TIA.</i></p> <p><i>*Only a 5 year horizon was used. We would want at least 10</i></p> <p><i>*Table 1 Summary of Site Generated Traffic – How was the existing weekday morning peak hour site generated vehicle trips of 2 inbound and 3 outbound determined? Using ITE trip generation?</i></p> <p><i>*Section 3.1 – The report speaks to how there are less than 100 veh/hr generated during the peak hr. “Therefore the proposed development does not meet the Provincial threshold for warranting a traffic impact study.” This is not entirely accurate. See screenshot from Section 1.2.2 of Planning and Designing Access to Developments. 20% increase in traffic is another criteria which may trigger a TIA. Please revise statement in the report. “The key criterion is an increase of more than 20% (or 100 vehicles per hour, whichever is greater) in the peak hour to and from the site (two-way volume). Such an increase may result from rezoning or a change-of-use within the existing zone. The Ministry uses ITE trip generation data exclusively for determining trip generation. Other site-specific conditions may require a detailed design even though the traffic generated is less than 100 vehicles per hour.</i></p> <p><i>*Figure 9 Friday Afternoon Existing Site Traffic Volumes – Please confirm if all traffic entering and exiting the access (between Seamount Way and Mahan Rd) was destined for the subject site and not the adjacent property?</i></p> <p><i>*General – For the intersection analysis, please provide the LOS of each movement in addition to the intersection as a whole.</i></p> |

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| <p>Infrastructure Services Department</p> | <p><i>*Requires water and sanitary sewer modeling to ensure that Town system can meet requirements of the development.</i></p> <p><i>*Stormwater management plan required</i></p> <p><i>*Development Cost Charges apply</i></p> <p><i>*SCRD Bulk Water Facilities Charge applies</i></p> <p><i>*SD2008-18 Latecomer fee applies</i></p> <p><i>*Frontage Improvements required, as per "Subdivision and Development Servicing and Stormwater Management Bylaw No. 1175."</i></p> <p><i>*4.5 meter Statutory Right of Way requested for active transportation route to connect from Mahan Road to Pratt Road (just south of Highway 101).</i></p> <p><i>Impact Assessment may be required, as per Bylaw 1175.</i></p> <p style="text-align: right;"><i>*Traffic</i></p> |
| <p>Building Department</p> | <p><i>No comments received as of May 28, 2024</i></p> |
| <p>Public Works Department</p> | <p><i>The Public Works Department has no issue with the change in zoning or height but would like to have some input with regards to the Infrastructure services locations.</i></p> |
| <p>Sunshine Coast Regional District</p> | <p><i>No concerns</i></p> |