

TRAFFIC IMPACT AND LOCAL ROADS

TRAFFIC IMPACT FINDINGS

The findings and conclusions of the Traffic Impact Study of the proposed development are as follows:

- Despite the increased volumes, the existing single travel lane in each direction on Sechelt Inlet Road should be able to accommodate the additional traffic from the proposed Jackson Point Development at the current level of the trip generation.
- Safety and geometrical upgrades will be required for Sechelt Inlet Road in the vicinity of the site by means of slightly wider travel lanes, paved shoulders as well as delineators/centre line markers. A review of possibilities to flatten the existing tight curves in the vicinity of the site would be desirable.
- Assuming traffic signals will be installed at the intersection of Wharf Road/East Porpoise Bay Road in conjunction with the proposed Silverback development, no further improvements will be necessary.
- The proposed access location will be acceptable although there may be slight deficiency in terms of sight distance/visibility due to the tight curves and roadside obstructions, e.g. vegetation/trees.
- Only one access point will be sufficient from the capacity point of view, however, a secondary access would be desirable for emergency access purposes.

A separate northbound left turn lane on Sechelt Inlet Road will be required at the proposed site access. Only one lane in each direction (inbound and outbound) will be adequate at the proposed site access. Stop controlled operation for the site access will be adequate.

It is understood that arrangements will be made in the detailed site plan to accommodate pedestrian and cyclists in the surrounding roads, which include both Sechelt Inlet Road and the internal/new roads.

ROADS

The site is serviced with four interior roads: A, B, C and D. The interior roads follow the form of the natural site topography and land geomorphology. An emergency exit road is provided out to Sechelt Inlet Road along the north boundary.

As this will likely be a strata development, a number of environmentally-friendly road sections may be explored. Two possible typical sections are shown (Figs. 17 and 18). They are included to show the "green" concept only, not road width. Road width is to be determined later.

SERVICING AND UTILITIES

A summary of the preliminary servicing concept is as follows:

DRAINAGE (Fig. 19)

Storm Sewer Stem 1 runs east to west along Road A outfalling into Sechelt Inlet, draining the area south of Road A. This storm sewer should be appropriately sized to also pick up the potential development east of Sechelt Inlet Road.

Storm Sewer Stem 2 conveys drainage from the area north of Road A and west of Sechelt Inlet Road. It will drain into the community pond before outfalling into Sechelt Inlet through Road D.

Both outfalls from Storm Systems 1 and 2 will require DFO approval.

SANITARY (Fig. 20)

A series of sanitary sewers along Road A, Road C, and rear yards will collect sewage by gravity to a pump station at the southwest corner of the site. It will then be pumped through a forcemain along Road A to the sewage treatment plant which will be located across Sechelt Inlet Road in the south west corner of the site located directly to the east. The sewage treatment plant will discharge to the inlet, which will require DFO approval and permitting. Also, sanitary from the marina and the floating units will require pumping to the gravity system.

WATER (Fig. 21)

Watermains will be extended from two locations on Sechelt Inlet Road. Loops will be formed with extensions on various interior roads to provide both domestic water and fire protection to all units including the marina and the floating units.

EXISTING UTILITIES

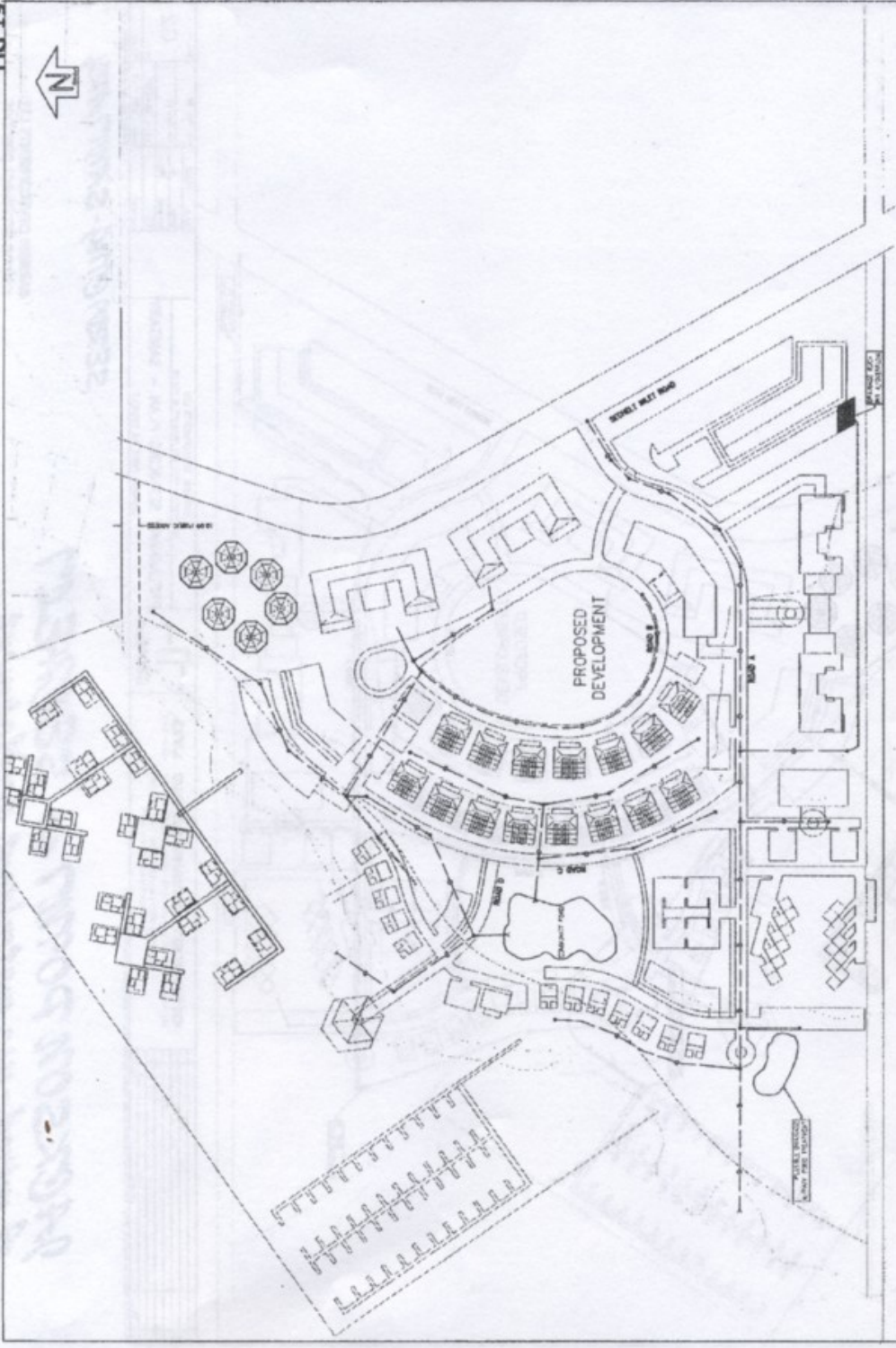
The following utilities run along Sechelt Inlet Road:

- 2000 watermain
- hydro and telephone on a pole line
- open ditches.

HYDRO/TEL

Electrical and telecommunications should be serviced underground. Ducting will need to be extended from the pole line on Sechelt Inlet Road.

FIG. 19



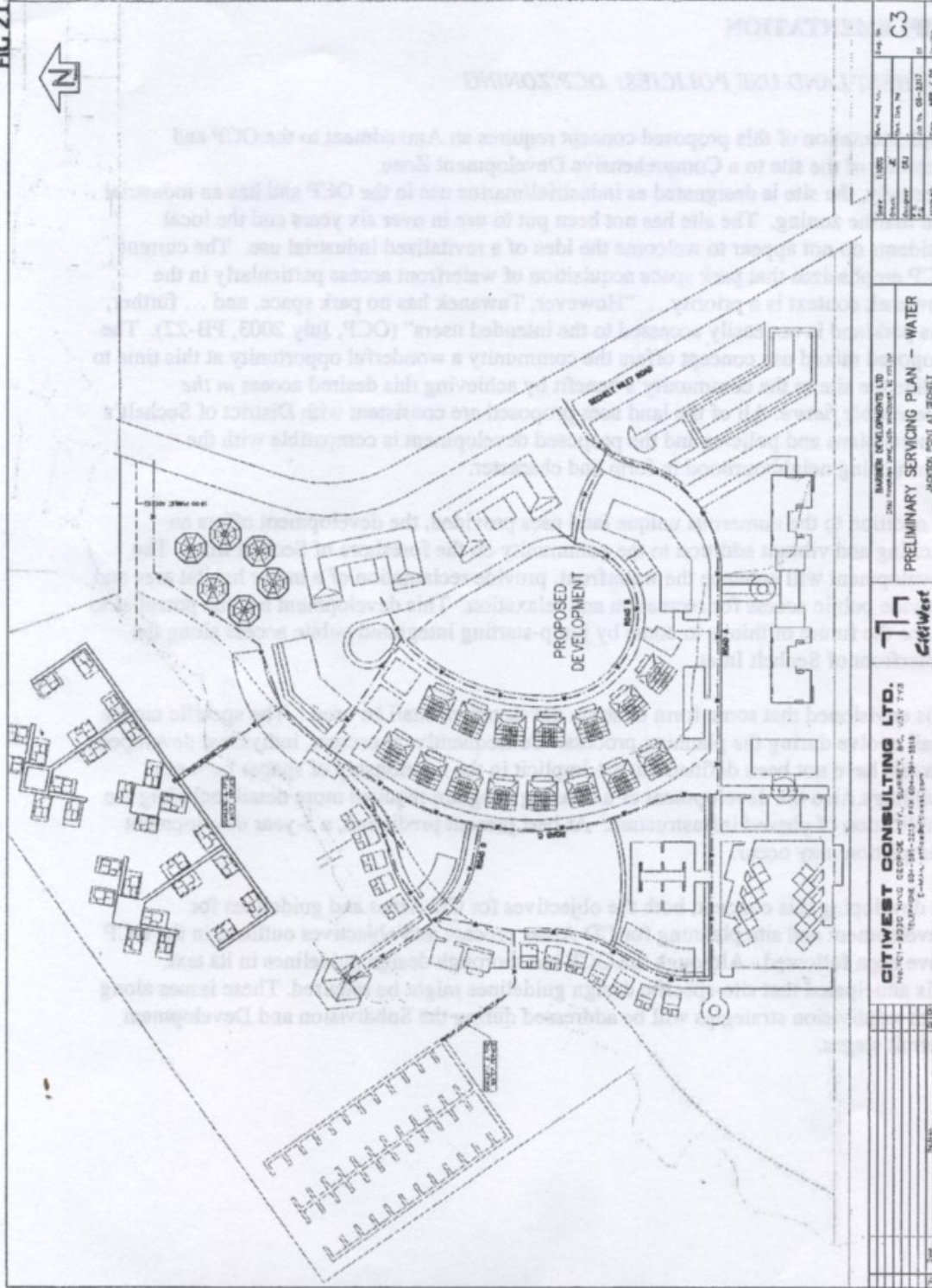
<p>CITIWEST CONSULTING LTD. 110-121-8022 KING STREET WEST, TORONTO, ONT. M5V 1Y9 TEL: (416) 604-8811 FAX: (416) 604-8812 E-mail: info@ciwest.com</p>		<p>BARBER DEVELOPMENTS LTD. 100-1000 SHEPPARD AVENUE EAST, TORONTO, ONT. M2P 1L7 TEL: (416) 491-1111 FAX: (416) 491-1112 E-mail: info@barber.com</p>	<p>Scale: 1:1000 Date: 08-28-07 Drawn: [Name] Checked: [Name]</p>	<p>FIG No: C1 Date: 08-28-07</p>
<p>PRELIMINARY SERVICING PLAN - DRAINAGE JACKSON POINT AT SECHEVAL</p>		<p>DATE: 08/28/07</p>		

SERVICING-DRAINAGE

JACKSON POINT at SECHEVAL
A mixed-use waterfront development

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FIG 21



CITIWEST CONSULTING LTD. 100-1100 100th Ave. S.W., Surrey, B.C. V3V 7V3 TEL: 604-881-1111 FAX: 604-881-1118 E-mail: citiwest@telus.net		BARBIERI DEVELOPMENTS LTD. 200-1000 100th Ave. S.W., Surrey, B.C. V3V 7V3	PRELIMINARY SERVICING PLAN - WATER PROJECT #201 AT 201ST	No. 1000 Date: 2003 Drawn: JZ Checked: JZ Project: 031 Job No.: 03-0315 Date: 03/03/03	Fig. No. C3
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SERVICING-WATER

JACKSON POINT at SECHART
A mixed-use waterfront development

BARBIERI DEVELOPMENTS LTD
 caims architect planner

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IMPLEMENTATION

SECHELT LAND USE POLICIES: OCP/ZONING

Implementation of this proposed concept requires an Amendment to the OCP and rezoning of the site to a Comprehensive Development Zone. Presently, the site is designated as industrial/marine use in the OCP and has an industrial and marine zoning. The site has not been put to use in over six years and the local residents do not appear to welcome the idea of a revitalized industrial use. The current OCP emphasizes that park space acquisition of waterfront access particularly in the Tuwanek context is a priority... "However, Tuwanek has no park space, and ... further, this parkland is not easily accessed to the intended users" (OCP, July 2003, PB-22). The proposed mixed use concept offers the community a wonderful opportunity at this time to utilize the site to the community's benefit by achieving this desired access *in the foreseeable future*. All of the land uses proposed are consistent with District of Sechelt's general plans and policies and the proposed development is compatible with the surrounding neighbourhood in form and character.

In addition to the numerous unique land uses provided, the development offers an exciting and vibrant addition to the community on the foreshore of Sechelt Inlet. The development will enhance the waterfront, provide reclamation of a major habitat area and provide public access for recreation and relaxation. This development has the potential to shape the future of things to come by jump-starting integrated public access along the waterfront of Sechelt Inlet.

It is envisioned that some form of strata development shall be used. The specific model shall evolve during the planning process. Consequently, at present, individual developed parcels have not been defined but are implicit in the relationship of spaces between buildings. Also the development of a Phasing Program requires more detail including the implication of phased infrastructure. At best present prediction, a 5-year development completion may occur.

In developing this concept, both the objectives for CD Areas and guidelines for development and site planning for CD Areas process and objectives outlined in the OCP have been followed. Although the OCP has thorough design guidelines in its text, it is anticipated that site-specific design guidelines might be required. These issues along with subdivision strategies will be addressed during the Subdivision and Development Permit stages.

DISTRICT OF SECHELT
 COMMUNITY DEVELOPMENT DEPARTMENT
 2005-06-20

STUDIES/REPORTS/POLICIES

1. Traffic impact assessment for proposed Jackson Point Development, Sechelt, B.C.
Ward Consulting Group, Dec/07
2. Environmental Issues Identification Report, Jackson Point, Sechelt, B.C.
Pottinger Gahery Environmental Consultants, Dec./07
3. Preliminary Servicing Concept for Jackson Point Development, Sechelt, B.C.
CitiWest Consulting Ltd., Dec./07
4. Preliminary geotechnical investigation Report – Proposed Development, Sechelt
Inlet Road, South Upland Road, Sechelt, B.C.
GeoPacific Consultants Ltd. Nov/06.
5. District of Sechelt OCP, Bylaw 435
6. District of Sechelt OCP – East Porpoise Bay Neighbourhood Plan Schedule 5 to
Bylaw 435, 2003
7. District of Sechelt Zoning Bylaw #27, 1987
8. Vision Plan for Sechelt, 2007
9. At A Watershed: Ecological Governance and Sustainable
Water Management in Canada, 2005
Urban Water Demand Management

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THE CONSULTING TEAM

Prime Consultant:

Cairns Architect Planner
3666 Edinburgh Street, Vancouver, B.C. V5K 1B7
Contact: Joseph Cairns MPIBC, MAIBC. Phone: 604-684-1531

Environmental Consultant:

Pottinger Gaherty Environmental Consultants
1200 – 1185 W. Georgia Street, Vancouver, B.C. V6E 4E6
Contact: Bruce H. Nidle, B.Sc., R.P.Bio Phone: 604-895-7609

Geotechnical Consultant:

GeoPacific Consultants Ltd.
410 – 1200 W. 73rd Avenue, Vancouver, B.C.
Contact: Matt Kokan, P.Eng. Phone: 604-439-0922

Civil Engineering Consultants:

CitiWest Consulting Ltd.
#101 – 9030 King George Hwy., Surrey, B.C. V3V 7Y3
Contact: R. Hung, P.Eng.

Environmental Remediation Consultants:

Pottinger Gaherty Group
Contact: Ned Pottinger, P. Eng. Phone: 604-682-3707

Hemmera Envirochem Inc.
Suite 350, 1190 Hornby Street, Vancouver, B.C. V6Z 2K5
Contact: Brenda Wong, P.Eng. Phone: 604-669-0430

Transportation Traffic Consultants

Ward Consulting Group
Oceanic Plaza, 9th floor
1066 West Hastings Street, Vancouver, B.C. V6E 3X2
Contacts: Moudud Hasan, M.A.Sc., P.Eng. Phone: 604-685-0017, Ext. 334