

ITEM	14
MANAGER'S REPORT NO.	3
COUNCIL MEETING	1980 01 14

RE: COMMUNITY PLAN SEVEN - SITE 13  
 PROPERTY AT HALIFAX STREET/PHILLIPS AVENUE  
 (ITEM 33, SUPPLEMENTARY REPORT NO. 51, 1979 JULY 30)  
 (ITEM 14, REPORT NO. 75, 1979 NOVEMBER 05)

The following report from the Director of Planning contains further information on property which is to be developed as a commercial site. A report from the Municipal Engineer on this matter is attached, and is summarized in the Planning report.

Background information on the proposal call has been sent to the two new members of Council.

RECOMMENDATION:

1. THAT the report of the Director of Planning be received for information purposes.

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TO:	MUNICIPAL MANAGER	PLANNING DEPARTMENT 1980 JANUARY 09
FROM:	DIRECTOR OF PLANNING	Our File: 02.264
SUBJECT:	REZONING REFERENCE #41/79 COMMUNITY PLAN SEVEN - SITE 13 - COMMERCIAL SITE	

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

1.0 BACKGROUND

On 1979 November 05 Council adopted the following recommendations contained in Manager's Report No. 75, Item 14:

- "1. THAT Council select Proposal Three (Golden Arrow Investments, Urban Design Group Architects) as the successful proposal and bid;
2. THAT the Municipal Solicitor be authorized to discuss the details of the land purchase with the successful proponents on the understanding that a further report will be submitted to Council;
3. THAT the Director of Planning be authorized to work with the applicant towards a rezoning submission to Council as outlined in Section 4.2 of this report;
4. THAT all parties which submitted a proposal be sent copies of this report with a letter thanking them for their submissions."

Council, when adopting these recommendations, also directed that information be provided on servicing with respect to final cost estimates, timing of construction and the portion of the total servicing costs which can be attributable to the development of Site 13.

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In response to Recommendation 3, a report on the rezoning was forwarded to Council on 1979 December 17 and the rezoning will be advanced to a Public Hearing on 1980 January 15. All parties which submitted a proposal have been sent copies of the report referred to above with a letter thanking them for their submissions.

This report deals with the details of the land purchase and the aspects of site servicing noted above.

## 2.0 DETAILS OF LAND PURCHASE

- 2.1 Total purchase price for the land will be \$1,517,987.00 as previously indicated and agreed upon.
- 2.2 A deposit of \$25,000.00 has been received.
- 2.3 A Letter of Credit in the amount of \$480,993.66 will be submitted by the purchaser at the time the Agreement to Purchase is executed. This Letter of Credit together with the \$25,000.00 deposit represents one-third of the total purchase price.
- 2.4 The Letter of Credit is to be held until rezoning of the land is finally adopted and site servicing is completed or construction commences on the site. At that time the Letter of Credit will be replaced with a cash payment and the balance will be due and payable either as cash or as an Agreement for Sale at the current bank interest rate for first mortgages, which is our normal practice.
- 2.5 The Municipal Solicitor has advised that these terms are acceptable to both his Department and the purchaser.

## 3.0 REQUESTED INFORMATION ON SERVICES

- 3.1 The Municipal Engineer has advised that for engineering reasons related to soils conditions and services contained within the Greystone road allowance (a large diameter G.V.R.D. water main, three oil lines, a jet fuel line and a sanitary sewer) he is planning to construct an 8.5 m (27.9 ft.) pavement with no curbs and gutters. He also advises that even with the adverse sub soil conditions his cost estimate of \$692,000.00 is adequate to provide for this work.
- 3.2 The Municipal Engineer has advised that it is intended to commence construction as soon as the weather permits and to complete construction during the 1980 construction season.
- 3.3 As Site 13 abuts 0.286 of the total length of Greystone Drive to be constructed,  $0.286 \times \$692,000.00 = \$197,912.00$  could be directly attributable to the site. However, as the timing of the construction of Greystone Drive is directly related to the timing of the development of Site 13, in the shorter term the total costs could be considered attributable to this site. In the longer term, as residential development in the area proceeds including the development of Municipally-owned residential lands north of Greystone, the road will serve general circulation needs in the area. Under the circumstances, the total servicing costs should be attributed to this development.

## 4.0 CONCLUSION

All of the foregoing substantiates our earlier recommendations with respect to the suitability of the proposal, sale of land and rezoning. It is appropriate, therefore, to proceed.

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TO: MUNICIPAL MANAGER 80 01 02  
FROM: MUNICIPAL ENGINEER  
SUBJECT: COMMUNITY PLAN SEVEN - SITE 13 - COMMERCIAL SITE  
GREYSTONE AT PHILLIPS

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RECOMMENDATION:

1. THAT Municipal Council receive this report for information.

REPORT

As an attachment to the Director of Planning's report to Council, 79 11 05, we had produced a preliminary estimate of cost of constructing the utilities and upgrading Greystone Drive in connection with the servicing requirements for the above named site. We advised that the preliminary estimate at that time was not completely realistic because of the possibility of soils problems and dependent upon final engineering design information.

We have now received the further engineering information, which discloses that seriously adverse sub-soil conditions will be encountered on Greystone Drive. The soils situation, coupled with the fact that the road allowance is presently being used by a large diameter G.V.R.D. water main not on pile supports, the jet-fuel line, a sanitary sewer on pile supports, and three oil lines belonging to Shell Oil, Chevron, and Trans Mountain, has led us to plan on constructing, at this time, an interim standard 8.5 m pavement with culverts and open water channels as an extension of the watercourse on the property to be developed by Golden Arrow Investments. Further, the construction of an interim standard pavement far better preserves options with respect to future possible needed development of Greystone Drive.

The offsetting effects on costs of sub-soil conditions being worse than were anticipated and constructing the interim standard roadway allows us to confirm the earlier servicing estimate of \$692,000 as being adequate for the development of Greystone Drive to the standard proposed in this report.

  
MUNICIPAL ENGINEER

VK:EEO:sp

cc: ( ) Director of Planning  
( ) Municipal Treasurer  
( ) Municipal Solicitor

