

Collette Beggs

Subject: RE: July 21, 2020 Smith Creek Public Hearing regarding the Comprehensive Development Plan (SCCDC)

From: [REDACTED]
Sent: July-14-20 11:54 AM
To: info west kelowna <info@westkelownacity.ca>
Cc: MayorAndCouncil <mayorandcouncil@westkelownacity.ca>; Chris Oliver <Chris.Oliver@westkelownacity.ca>
Subject: Re: July 21, 2020 Smith Creek Public Hearing regarding the Comprehensive Development Plan (SCCDC)

From: [REDACTED]
Sent: Wednesday, July 01, 2020 4:42 PM
To: info@westkelownacity.ca
Cc: mayorandcouncil@westkelownacity.ca
Subject: July 21, 2020 Smith Creek Public Hearing regarding the Comprehensive Development Plan (SCCDC)

Good Morning,

In keeping with the new information received in your letter yesterday, we have slightly adjusted our submission. We kindly request that the original submission be removed, and replaced with this attachment, our Rev 2.

Special thanks to Lynn and Chris Oliver for their patience and effort as we navigate the zoning systems that are foreign to us.

We look forward to meeting you all on July 21, 2020

Thank you.

Rick and Hillary Jeffery
[REDACTED]

July 14, 2020

2746 Sugosa Place,
West Kelowna, B.C.
Canada, V4T2X3
[REDACTED]

City of West Kelowna
Email - info@westkelownacity.ca
2760 Cameron Road
West Kelowna B.C.
V1Z 2T6
ATTN Gordon Milsom Mayor

RE: July 21, 2020 Smith Creek Public Hearing regarding the Comprehensive Development Plan (SCCDC)

Thank you for the opportunity to provide input for the (SCCDC) meeting. In this strange time in the world we appreciate the extra efforts to provide inclusive interaction. We hope that you and all your West Kelowna (WK) staff are healthy and safe. We are also grateful for the informal dialogues we have had with WK staff on urgent matters, as the approved portion of the current Smith Creek development progresses.

We will outline a few future concerns we have, and leave the decision to WK staff as to whether or not we need to attend.

ROADWAY TRAFFIC VOLUMES AND SAFETY:

We have received various maps and opinions about how traffic will be managed into and out of the new development area. We have never been able to obtain a Traffic Accommodation Plan Proposal or Map. The Traffic Accommodation Plan should have an identified intended route from all major arteries, Hwy 97, and Shannon Lake Road. Currently the loading onto the secondary roads, Elliott, Smith Creek Road, Ironridge, Wild Horse, Asquith etcetera are at or near their Ministry of Highways category allowances for volume. Recognize there is also additional traffic currently being added on the Elliott artery with multiple unit developments. Pedestrian traffic north of Butt road is particularly hazardous. It is prudent that the plan start from the major arteries, Hwy 97 and Shannon Lake Road, rather than being drawn from the start of the localized points. Bicycle and foot traffic should be managed into the plan before the traffic increases. Sidewalks will need enhancement.

ELLIOTT ROAD IMMINENT HAZARD

The Elliott road section from Butt to Smith Creek Road is barely adequate now, and degrades continually at the graveyard corner. Daily traffic management solutions should be implemented in advance of construction. There should be a route designated to accommodate east bound day trips into town that motivates traffic away from Smith Creek road leaving it available for southbound traffic.

EMERGENCY RESPONSE PLAN FOR EVACUATION:

Evacuation from the Smith Creek area in 2014 Wildfires was extremely dangerous. There was considerable luck assisting in the zero incident event. Had there been any road closures due to an MVA there would have been many trapped citizens in the area. This scenario plays through each winter when snowfall results in the closure of Smith Creek Road, and/or Asquith. Egress or entry of Emergency Vehicles is impossible. Fortunately there is less panic than occurred in the fire.

ENVIRONMENTAL CLASSIFICATION FOR WILDLIFE HABITAT / PUBLIC PATHWAY Safe Passage:

Taking nothing from the extensive work completed by engaged environmental professionals, we noticed that there is a missed opportunity that should be part of the pre-zoning greenspace inclusions. Wildlife, residents, and horse riders have been regular users of the path system between the greenspace on Smith Creek road, and the Doucette area. It is difficult to geographically identify the area of interest by longitudes and latitudes, so we have included a marked up map for clarity.

We have resided in the Smith Creek area for 16 years bordering the area of interest. Our local experience and extensive observations differ with the Environmental Assessment classification of "limited value ESA3." Respectfully there are seasonal wildlife impacts, pedestrian travel, horse travel that should not be overlooked. The proposed high elevation management of wildlife does not adequately reflect wildlife travel or pedestrian movements in the existing Sugosa interface area.

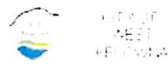
We have observed the following wildlife movement:

- ✓ *Mule Deer groups moving daily in herds between 5 and 15.*
- ✓ *Individual and paired feeding and resting of moose.*
- ✓ *Coyote packs up to 7 feeding resting and communicating*
- ✓ *Less frequent seasonal individual bear travel*

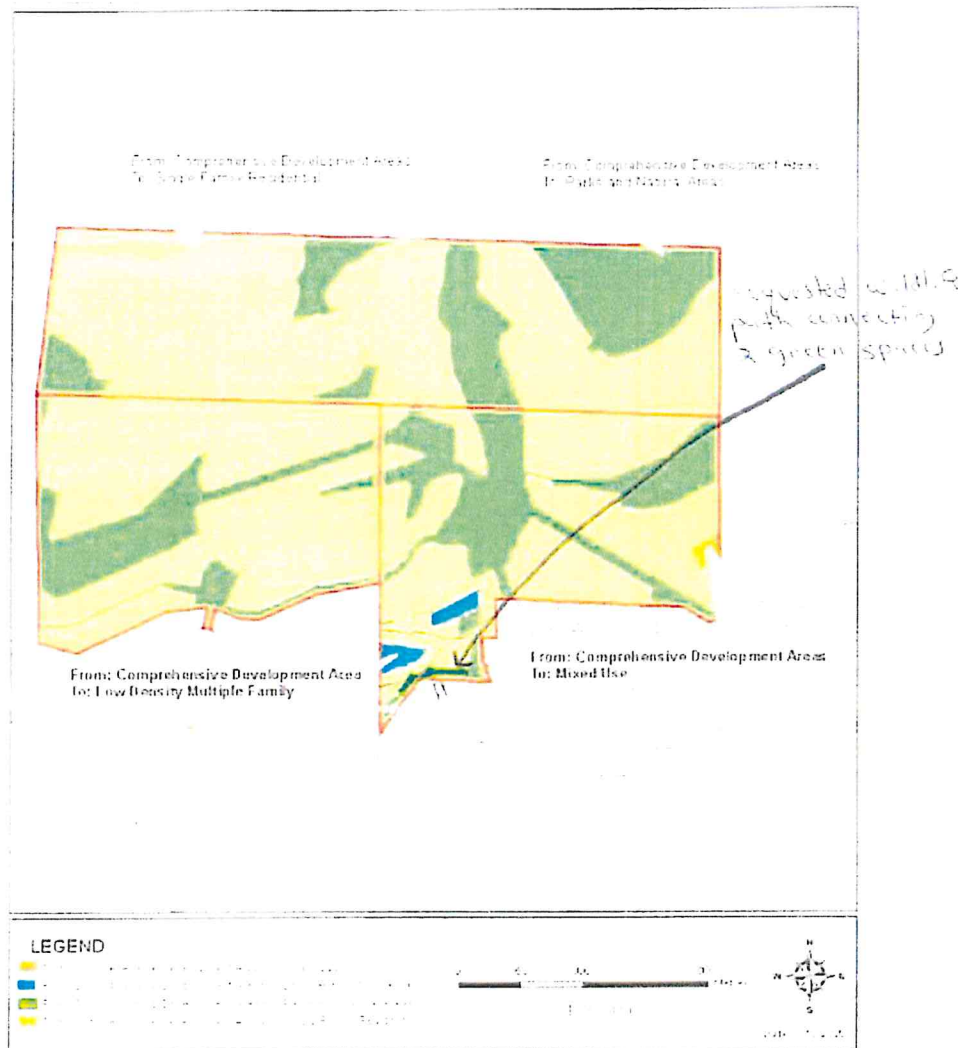
There is a well-used wildlife path from Smith Creek Road to the Doucette area. Previous zoning has ensured that horse travel from the Salish road area has been maintained through a designated equestrian path which serves as well for wildlife. The current proposal misses the opportunity to connect wildlife, horses, and pedestrians through the interface area without exposing them to the traffic risks of the major planned artery at Copper Ridge.

Prior to any further zoning or approval of the CDP14-01 plan or Bylaw 0100.57 we request that the identified greenspaces be connected with a buffer of at least 10 feet 3(m) to allow for safe movement of wildlife, horse and pedestrian traffic from the Salish area through the Sugosa area to the planned crossing at Smith Creek Road. (See attached updated Schedule "A" Bylaw 0100.57 bylaw map). This continuation of the existing passage will reduce traffic risk, and provide support for people and animals that must navigate the interface between new and old developments.

Thank you again for the opportunity to provide input.



SCHEDULE 'A' of BYLAW NO. 0100.57



Rick and Hillary Jeffery

CC: Gord Milsom
email

Collette Beggs

Subject: RE: Attn:City Clerk, File Number (CDP 14-01 and OCP 20-01)

From: L c [REDACTED]
Sent: July-14-20 1:25 PM
To: info west kelowna <info@westkelownacity.ca>
Subject: Attn:City Clerk, File Number (CDP 14-01 and OCP 20-01)

Regarding the Development Plan for
Smith Creek Neighbourhood

My concerns:

With the lack of trees and ground cover that have and will be taken out and the disturbance of the hillsides caused by clearing and construction, that there will be flooding downhill. We need to know that there will be no flooding of homes or properties downhill and if there is, that someone specific will be held responsible and will fix any problems that happen. And we will be given the name and contact of such person.

There have been many sites where this has been a problem !

Also what will be the road access to this development?

Sincerely,
Linda Caston
2913 Telcor Place
West Kelowna V4T 1M4
July 14, 2020

#3

Collette Beggs

Subject:

RE: Glencoe Road - Smith Creek Development - 1

From: Geoffrey Oliver <[REDACTED]>

Sent: July-14-20 9:26 PM

To: Carla Eaton <Carla.Eaton@westkelownacity.ca>

Subject: Glencoe Road - Smith Creek Development - 1

Hi Carla,

I've attached a letter indicating some comments I have around improvements to Glencoe Road in light of the increased development at Smith Creek. I've attached letters of support which constitute residents of a large portion of the road. I have not had anyone turn down supporting the letter, and am happy to continue soliciting support if you believe it would be helpful as an information package. I believe everyone that lives on this road would be of the same opinion.

I'll send three emails. One with the letter and appendices. Second with large attachment. And third with letters of support.

Should you have any questions or wish to discuss, please don't hesitate to reach out.

Sincerely,

Geoffrey Oliver
2670 Taneda Road
[REDACTED]

July 9, 2020

To Councillors of the City of West Kelowna,

I am writing to bring to your attention a stretch of Glencoe Road, from its intersection with Lower Glenrosa Road to the south end of the flat where the road intersects with Elliot Road (appendix A).

I am bringing this to your attention as a result of the increased traffic which will be expected from the large subdivision currently in progress in Smith Creek and my concern over the condition of this road.

I would like to make clear that I am in favour of development, and the development of additional housing at Smith Creek.

My sister has recently had a child and begun walking on this stretch of road. This is not an uncommon occurrence for people on this street as there is a generational swap of original land and farm owners, to a new generation who are working and having children. I have noted that she has to walk on the road to push her stroller as there is a lack of paved shoulder. I note that cyclists have to ride on the road with no room to pull aside. As a result of this, I was curious to what additional road improvements were scheduled alongside the construction of the large residential development at Smith Creek.

I have requested traffic plans from the City for the residential development and note that they do not consider any upgrades to Glencoe Road nor do they contemplate traffic flow from the subdivision along Glencoe Road (pages 9 and 10 of Appendix F – Council Report). As an aside, the plan requires nominal upgrades to Elliot Road, which I was surprised of and think should be contemplated.

I am requesting that the City review the Traffic Impact Assessment, and this section of road on Glencoe noted, and consider paving a shoulder along Glencoe Road between the intersection of Glencoe Road and Lower Glenrosa Road, discontinuing at the south flat of Glencoe. I feel that it would be an advantage to have the whole of Glencoe road paved to Elliott, however, there is sufficient room on the top flat to remove oneself from harms way. The Development Costs Charges associated with the project could be directed towards this area to support surrounding infrastructure.

The reasons why paving this section of road should be considered:

- the traffic study put forth for the Smith Creek development does not contemplate Glencoe Road traffic (Appendix D).
- the road study concluded that 0% of traffic would flow through Glencoe Road (Appendix D). Per a review of google maps, and my own usage of this road, it is unlikely that this would be the case (Appendix B and C). This would be especially true for new residents unfamiliar with roads who would put addresses into their phones using Google Maps.
- Appendix D shows 5% of traffic heading west at intersection of Smith Creek Road and Copper Ridge Drive. There are no exits out of the area besides those noted and Glencoe Road and therefore, the drawing suggests some traffic would exit on Glencoe Road.
- the road is part of the DWK Collector Cycling Route, DWK Transit Collector, and DWK Collector Road, and DWK Transportation Master Plan (Appendix E).
- the road is in significant disrepair, narrow, without paved shoulder, and has a significant vertical drop to Powers Canyon on the west side of the road (Appendix G).
- verbal conversations with residents of Smith Creek who utilize Glencoe Road for their daily activities.

-significant residential development at Smith Creek, translating to people and cars, which will reside in the area upstream of this road and require a corridor to food, school and entertainment.

-my personal experience that Glencoe road traffic has increased significantly on this road over the last 38 years, including more families and children with generational turnover.

-traffic calming will not resolve the issue of walking / cycling due to road width.

-the road is the source of at least three farm loop trail stops, and is promoted as local tourism locations.

-the road is a corridor for students walking to George Pringle Elementary who do not qualify for bussing due to proximity

-the road is a corridor for students driving to Glenrosa Middle School

-the road is a corridor to the Smith Creek Trail System, and is promoted as outdoor recreation area, including for cyclists.

-there have been several significant accidents at the corner of Glencoe Road and Lower Glenrosa Road.

-the road is currently unsafe to anyone travelling the road with anticipated increase in volume of traffic by foot, cycle, and motor vehicle.

I thank you for your consideration of this request and invite you to attend with me, and other residents, on this road, whether for coffee, a stroll, or bicycle ride should you wish to review in person. Thank you.

Geoffrey Oliver



See attached pages for individuals supporting this letter.

Name: Geoffrey Oliver

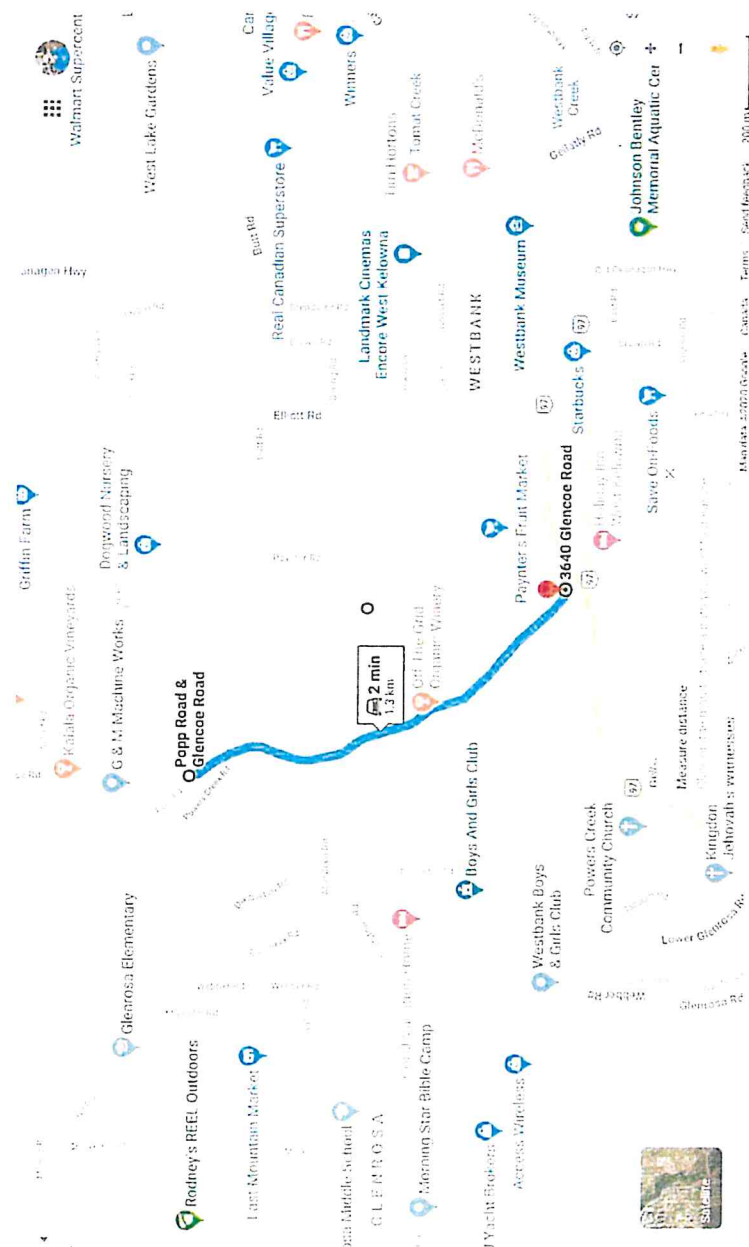
Address: 2670 Taneda Road





Area: Westbank Centre

Length of time lived in the area: 38 years

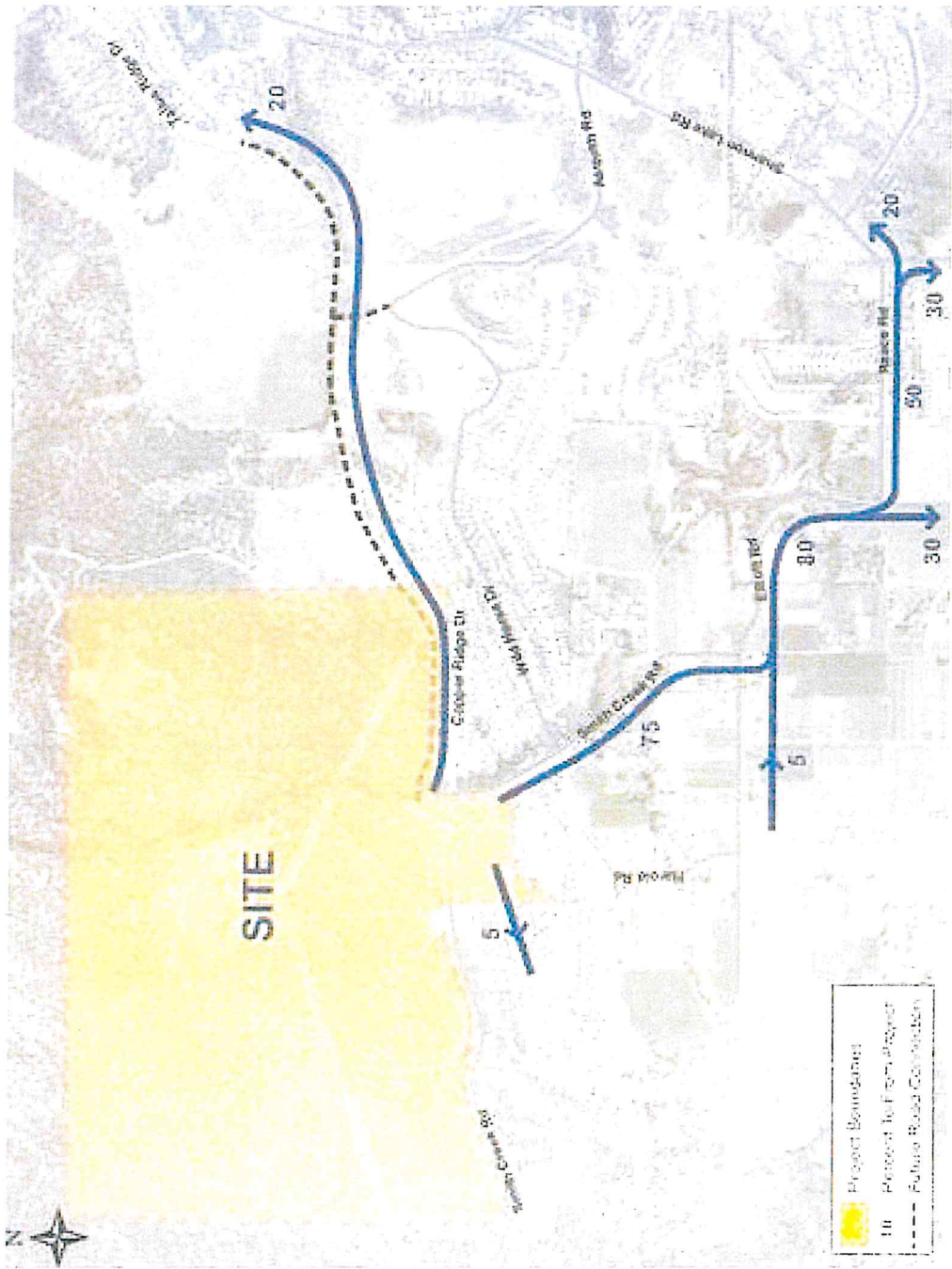
Contact: [REDACTED]

Signature



	 via Elbert Rd 4 min	 via Elbert Rd and Paynter Rd 4 min
	 via Glencoe Rd 4 min	

Explore Paynter Rd









A key point of discussion in the public consultation for the CDP has been improvements to Smith Creek Road (North-South) to the subject area. This existing portion of Smith Creek Road from Elliot Road to the subject property (as well as Elliot Road south to Westbank Centre) has been identified as a project in the City of West Kelowna Roads DCC Study as a project in the 10-20 year horizon. Currently, no improvements to this section of Smith Creek Road are proposed as part of the CDP. Council may choose as part of future Council priorities to allocate funds collected as part of DCCs towards improvements to Smith Creek Road (when warranted) or may choose to provide direction regarding other opportunities for road improvement as part of the CDP process.

Internal collector roads (shown in red in Figure 8) and local roads have also been identified through the CDP plan process. As noted above the proposed layout is preliminary and further refinement will occur through subsequent phases of development if approved. Key areas of the proposed collector road layout include the northerly crossing of Smith Creek (identified as being required following Phase 6) and the necessity of a connection through the site directly to the east of the CDP area.

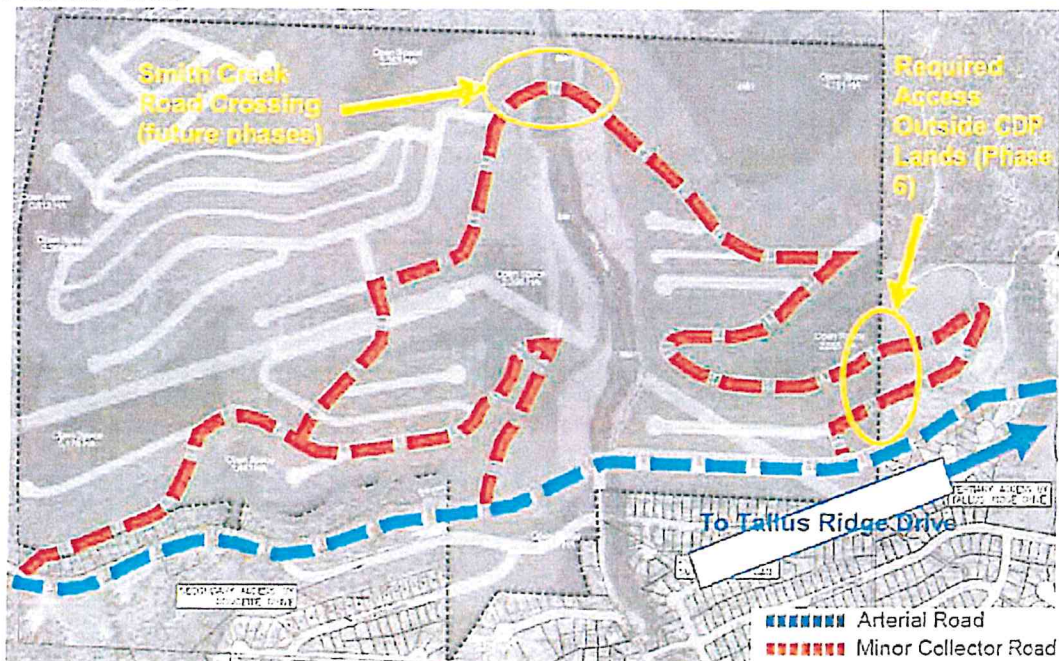


Figure 8. Proposed Road Network

Traffic Impact Assessment

A Traffic Impact Assessment was undertaken to identify the potential impacts the proposed development will have on off-site roadways, as well as identification of necessary mitigation measures required to support the development and to address any of the City's transportation related needs. The study area included the following intersections:

- Smith Creek Road (NS) at Wildhorse Drive (EW)
- Smith Creek Road (NS) at Elliot Road (EW)
- Elliot Road (NS) at Reece Road (EW)
- Shannon Lake Road (NS) at Asquith Road (EW)
- Tallus Ridge Drive (NS) at Asquith Road (EW)

Only one required improvement in the study area has been identified to achieve acceptable traffic operations. The improvement would include the construction of a westbound turn lane for Smith Creek Road (NS) at Elliot Road (EW). The TIA identifies there is no improvement required for up to 600 units but at full build-out of approximately 900 units, the improvement would be required. The CDP identifies that additional traffic review will be required through future rezoning applications.

The CDP identifies that additional traffic review will be completed at time of rezoning which will include, but not be limited to intersection design, turn warrants, etc. Specific consideration will be made for the Old Okanagan Highway and Reece Road intersection in addition to what areas and intersections have already been studied.

In accordance with NFPA, the TIA also concluded that the development area should have a third access point prior to the development reaching 600 units³. It is important to note that the study concludes that the construction of the Tallus Ridge Drive extension will serve as an excellent parallel route which will assist in alleviating the projected eastbound capacity deficiencies along Asquith Road. The TIA further concluded that there are no other major requirements for this development from a traffic perspective.

Visual Impact Considerations

The CDP identifies that the topography of the development lands makes the site visually sensitive from several vantages in the City (Figure 9). A visual impact analysis completed as part of the project notes that some level of visual impact is inevitable, however, design guidelines have been included in the CDP that will function to minimize this impact. Guidelines include, but are not limited to:

- Natural vegetation and large stands of trees maintained in all areas outside of proposed development;
- Maintain a close proximity of native trees to the proposed development to help screen new homes; and
- Trees are to be planted where possible on exposed areas and within the pocket parks.

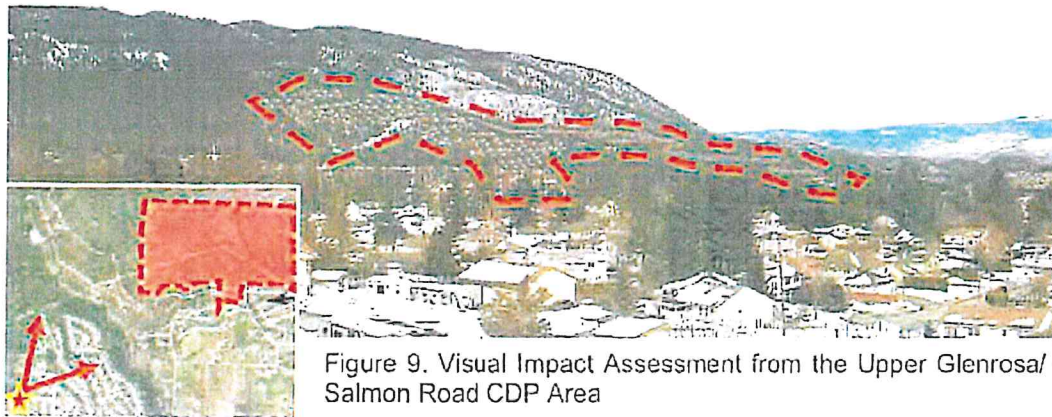




Figure 9. Visual Impact Assessment from the Upper Glenrosa/Salmon Road CDP Area

Water System

³ Access route design should follow NFPA 1141 standards for Means of Access: NFPA development standards require two access points for a neighbourhood in excess of 100 units and three access points for a neighbourhood in excess of 600 units.

Name: Anthony Evans
Address: 3580 Glencoe & 132 McPherson Cres
Area: West Kelowna and Penticton
Length of time lived in the area: 30 years
Contact: 



Signature

I support the letter to the City of West Kelowna dated July 9, 2020, in regards to the upgrades to Glencoe Road.

Name: ALISEN PAYNTER

Address: 3705 GLENCOE RD

Area: WESTBANK

Length of time lived in the area: 66 YEARS

Contact: [REDACTED]

[REDACTED]
Signature

I support the letter to the City of West Kelowna dated July 9, 2020, in regards to the upgrades to Glencoe Road.

Name: SHEILA T PAYNTER

Address: 3678 PAYNTER RD

Area: WESTBANK

Length of time lived in the area: 100 YEARS

Contact: [REDACTED]

[REDACTED]
Signature

I support the letter to the City of West Kelowna dated July 9, 2020, in regards to the upgrades to Glencoe Road.

Name: Borge Toxvaad Christensen

Address: 3587 Glencoe rd.

Area: Westbank

Length of time lived in the area: 18 years

Contact: [REDACTED]

[REDACTED]
Signature

I support the letter to the City of West Kelowna dated July 9, 2020, in regards to the upgrades to Glencoe Road.

Name: Lisa Paynter

Address: 3651 Glencoe Road

Area: Lower Glencoe

Length of time lived in the area: 38 years

Contact: [REDACTED]

A black rectangular box redacting the signature of Lisa Paynter.

Signature

Name: Philip Akins

Address: 3651 Glencoe Road

Area: lower Glencoe

Length of time lived in the area: 11 years


Contact: [REDACTED]

A black rectangular box redacting the signature of Philip Akins.

Signature


I support the letter to the City of West Kelowna dated July 9, 2020, in regards to the upgrades to Glencoe Road.

Name: Laurie Paynter
Address: 3661 Glencoe Rd
Area: Westbank
Length of time lived in the area: 42 years
Contact: [REDACTED]
[REDACTED]

Signature 

I support the letter to the City of West Kelowna dated July 9, 2020, in regards to the upgrades to Glencoe Road.

Name: David Paynter
Address: 3661 Glencoe Rd
Area: Westbank
Length of time lived in the area: 67 years
Contact: [REDACTED]
[REDACTED]

Signature 

I support the letter to the City of West Kelowna dated July 9, 2020, in regards to the upgrades to Glencoe Road.

Name: Geoffrey Oliver

Address: 2670 Taneda Road

Area: Westbank

Length of time lived in the area: 38 years

Contact: [REDACTED]



Signature

I support the letter to the City of West Kelowna dated July 9, 2020, in regards to the upgrades to Glencoe Road.

Name: JENNA OLIVER

Address: 2654 TANEOR RD.

Area: WESTBANK

Length of time lived in the area: 26

Contact: [REDACTED]

[REDACTED]

Signature

I support the letter to the City of West Kelowna dated July 9, 2020, in regards to the upgrades to Glencoe Road.

Name: Marc & Karlynn Schoene

Address: 3320 Glencoe Road

Area: Smith Creek

Length of time lived in the area: 8 Years

Contact: [REDACTED]



[REDACTED]

Signature

#4

Collette Beggs

Subject: RE: attn: city clerk, file # CDP 14-01 and OCP 20-01

From: Irene Mul [REDACTED]
Sent: July 18, 2020 7:34 PM
To: info west kelowna <info@westkelownacity.ca>
Subject: attn: city clerk, file # CDP 14-01 and OCP 20-01

To city clerk

File number CDP 14-01 and OCP 20-01

I received the smith creek development plan.

I moved here last year specifically for the large amount of nature and trails pretty much in my back yard. with great sadness I have been watching the recent development in smith creek.

I would like to object against the proposed development plan.

I think nature and trails are very important in this neighborhood. traffic would increase significantly and there is already not enough spaces in the catchment school.

The proposed area is enormous and would take away a significant amount of nature, hiking and biking trails.

Thank you for your consideration.

Irene Mul
3030 whispering Hills drive
West-kelowna

Collette Beggs

Subject: RE: Public Hearing comments CDP 14-01 & OCP 20-01

From: Reno Barillari [REDACTED]
Sent: July 19, 2020 6:36 PM
To: MayorAndCouncil <mayorandcouncil@westkelownacity.ca>
Subject: Public Hearing comments CDP 14-01 & OCP 20-01

Attached please find my comments for the hearing scheduled for July 21, 2020.

Reno Barillari
2849 Summerview Place

CDP 14-01 and OCP 20-01 Comments
Smith Creek Comprehensive Development Plan
Comments Date: July 19, 2020
By: R. Barillari

1. Preface

The comments provided to the plan are focused on the interface of the development and developer with the current residents.

2. Communication

- City did not provide notification of the meeting to which I had signed up to. Upon discussing with a neighbor who did get a notification, it was only provided on July 16th with little time for proper review and comment. I was advised in writing due to the project being within 300 meters of my dwelling.
- None of the documents provide a communication plan when there are concerns or issues during construction. Based on previous experience, one is required to find and discuss the issue with the subcontractor. This is unacceptable and the developer must provide single point contact voice and electronic information. The City should overview this but not provide that service on their behalf at taxpayer expense. Ultimately the developer is responsible for all their subcontractors.
- I attended the second meeting at the Lions meeting and saw no attempt by the developer personnel to take notes or provide copies of information in a legible format.

3. Documentation

- Many of the drawings provided are reduced and provided in pdf format which makes them illegible. Connections and interfaces are not obvious. Connection of Doucette Road was only found on the large size drawing brought to the meeting but not provided when requested.
- Information provided seems to be a combination of various documents some of which are provided individually and included as part of other documents. This is confusing and does not follow any normal document control system. Some documents are dated in the future.
- Appendixes are referenced in documents but were not provided.

4. Road Traffic

- This concern has been expressed by other residents for other locations. Doucette has been designated as a connector to the subdivision. The intersections of Doucette, Summerview, Salish and Shelter are already unsafe due to poor line of sight. The concern over the use of Doucette was dismissed by the developer since they anticipated most people would take the longer route to get to Westbank Centre. Statically data on trips based on development population should be use not unsubstantiated comments.
- Use of Elliott and related roads by construction vehicles and contractors needs to be addressed. Current development on Elliott has construction personnel parking

on the street and running around without watching traffic. Similar poor behaviour should be anticipated.

- Elliott currently has pedestrians and cyclists and the roads are too narrow as it is compounded by the various blind curves.

5. Fire Safety

- Fire safety has been highlighted by everybody as a concern yet there is no definition of what is required. NFPA standards are mentioned as a catch all however most of them do not apply to this type of work and the specific ones which do apply should be mandated.
- Protech report references NFPA 1131 which I do not believe exists. NFPA 1141 does exist and should be mandated.
- CDP references BC Wildfire regulations however the developer and their contractor should be required to show compliance to these regulations. The use of forestry grade equipment should be required since it addresses items shown in the Wildfire regulations such as spark arresters which could not be confirmed as being used on the current work being done in the first phase development.
- Developer should be required to do a fire risk and mitigation assessment following requirements of NFPA and B.C. fire code. This plan should be reviewed by the CWK fire department. The plan should include agreed to level of support provided by the CWK fire department, scope of equipment on site as well as maintenance as required by the referenced codes.
- An emergency response plan should be developed and communicated to the residents.

6. Resident Interface

- Developer has a preliminary strategy document on resident interface which was briefly shown at the last information session at the Lions Hall. This document addressed items such as noise, dust and blasting. A document such as this however more detailed should be required and provided to the city.
- City blasting guidelines need to be reviewed to at least meet best practices. Currently the developer/blaster follow their own issued recommendations and the CWK mandated 300-meter notification zone. Guidelines are designed to minimize damage and no consideration to quality of life of the nearby residents. To date notifications have been haphazard with leaflets left under vehicle wipers at best and little other information.
- Duration of activities such as noise, blasting dust etc. provided to the residents should be based on realistic time to get the job done. Current blasting was scheduled for a couple of weeks and has continued for months since it was solely based on length of validity of the blaster's insurance policy at the time.

7. Taxpayer Costs

- CDP indicates that current taxpayers should not be required for infrastructure to support the new development however it is not clear whether there is a change planned.

- A footnote in a copy of one of the duplicate copies shows that the taxpayers may share in the cost of replacing the existing water pump boosting station if there is a benefit. No information has been provided to show what benefit there would be. One would expect that if the current booster station is not satisfactory that a plan would have been in place to upgrade or replace it.
- There is also a question as to whether the current fire stations can support the new development. Since construction, operation and maintenance of fire stations is one of the highest costs in a municipality, this item needs to be address soon and not put off to sometime in the future.

8. Miscellaneous

- The various documents refer to hillside management. Based on previous construction in West Kelowna this was not always adequately addressed and roads are used for the parking of vehicles and trailers year round. This impacts traffic and snowplows.

Collette Beggs

Subject: RE: SMITH CREEK

From: Kathryn Wine <[REDACTED]>
Sent: July 20, 2020 7:32 AM
To: MayorAndCouncil <mayorandcouncil@westkelownacity.ca>
Subject:

July 20, 2020

Kathryn Wine
2557 Copper Ridge Drive
West Kelowna, B.C.
V4T 2X6

City of West Kelowna
2760 Cameron Road
West Kelowna, B.C.
V1Z 2T6

To Mayor Gordon Milsom and Council Members

In reference to the Smith Creek Comprehensive Development Plan Public Hearing on July 21, 2020.

I have been a resident of Smith Creek since 2012 and enjoy living here. The neighbours are friendly and caring. Wildlife are at our doorstep and the views of the mountains and lake are fantastic. Smith Creek is a desired community and every year builders construct more homes yet few road improvements have been made. I am concerned that the only access to the new subdivision is from Smith Creek Road accessed from either Wildhorse Drive or Elliott Road. Smith Creek Road and Elliot Road are country residential roads with little to no shoulders. Elliott Road is a winding road with several blind turns. In places the pavement on the side of the road have been worn or broken away. Pedestrians and vehicles must always be on there guard to ensure that they don't run into head on traffic. Drivers often travel too fast and often enter the oncoming lane when entering the sharp left- hand curves. Few drivers stop at stop signs and enter onto the main roads without properly checking to see if there is oncoming traffic. Poor sightlines due to trees and bushes at the intersections are an additional hazard. Driving these roads in winter can be even worse especially when the roads are icy. Sometimes the local bus has a hard time getting up the hill when the roads are slippery.

The Copper Ridge Drive extension which is currently under construction connects Smith Creek Road with the new 33 lot subdivision overlooking Doucette Drive. If the plan is to link the Copper Ridge Drive extension to Doucette Drive it would create another access route. Once again, Doucette Drive is another country residential road that would not be equipped to handle the traffic from this large subdivision.

Another concern is the construction traffic. In the past few months heavy vehicles have been moving heavy equipment and materials in and out of the Copper Ridge extension construction site using Wildhorse Drive to Asquith Road; and Smith Creek Road to Elliot Road. Someone must have complained of the speed of these trucks as they seem to be traveling a little slower these days. The heavy truck loads are and will continue to damage these roads once the new subdivision is approved.

At the last two open houses, I voiced my concerns about Smith Creek and Elliott Road. I recommended to the City that they build a road linking Smith Creek Road to Asquith Road so that there would be another access to the new subdivision and a road that the heavy trucks could use during the construction phase. On both occasions the reply was the same, that it was not a consideration nor was it in the 10-year road improvement plan. I still believe that another access route from Smith Creek Road to Asquith Road is necessary. That road could be a temporary road for now and could be used to divert the construction traffic away from the most hazardous sections of Smith Creek and Elliott Road. It could also be used for emergency vehicles and as an emergency exit route as well. Elliott Road, Wildhorse Drive and Ironridge Road could be void of construction traffic, minimize the wear and tear of those roads plus any additional road repair costs.

The building of the road linking Asquith to the new subdivision could be done by way of an 'Endeavour to Assist'. This agreement, as a condition of approval, compels the developer and/or the City to front-end the construction. The level of the City commitment and the standard of development are subject to negotiation. The standard could be anything from a gravel track to accommodate construction traffic to single lift asphalt. Completing the road would follow after the substantial completion of all the developments requiring this road. Then, over time, as future developer(s) utilize the road the City would make it a condition of approval of the future development(s) that a *proportionate* share be paid to the original developer and/or the City. This ensures that present and future developers pay a fair and proportionate share of the cost.

Thank you for this opportunity to make my concerns and suggestions known regarding this new subdivision. I sincerely hope that the issues I mention can be addressed before this new development gets approved and shovels are in the ground.

Kathryn Wine

Collette Beggs

Subject: RE: Smith Creek, West Kelowna - File No. CDP 14-01 and OCP 20-01 (Official Community Plan Amendment ByLaw No. 0100.57)

-----Original Message-----

From: Joanne Rempel <[REDACTED]>

Sent: July 20, 2020 7:55 AM

To: info west kelowna <info@westkelownacity.ca>

Subject: Smith Creek, West Kelowna - File No. CDP 14-01 and OCP 20-01 (Official Community Plan Amendment ByLaw No. 0100.57)

Attention: City Clerk,
File No. CDP 14-01 and OCP 20-01

I am writing to provide my concerns regarding the proposed amendment. My concern and objection is that I do not think Doucette Drive should be further extended to facilitate the proposed low density multi family development. If the low density multi family development is approved access should be provided from above through the Smith Creek Development and not from Doucette Drive. There are a number of young families who live on the upper part of Doucette Drive with lots of children and through traffic would compromise the integrity and safety of the neighbourhood.

Thank you for listening to my concern.

Sincerely,

Joanne Rempel
2820 Doucette Drive
West Kelowna BC V2T 4S6
[REDACTED]

Collette Beggs

Subject: RE: Smith Creek Development, File No. CDP 14-01 and OCP 20-01 (Official Community Plan Amendment Bylaw No. 0100.57)

-----Original Message-----

From: Robin van de Water <[REDACTED]>

Sent: July 20, 2020 7:58 AM

To: info west kelowna <info@westkelownacity.ca>

Subject: Smith Creek Development, File No. CDP 14-01 and OCP 20-01 (Official Community Plan Amendment Bylaw No. 0100.57)

Attention: City Clerk,
File No. CDP 14-01 and OCP 20-01

I am writing to provide my concerns regarding the proposed amendment. My concern and objection is that I do not think Doucette Drive should be further extended to facilitate the proposed low density multi family development. If the low density multi family development is approved access should be provided from above through the Smith Creek Development and not from Doucette Drive. There are a number of young families who live on the upper part of Doucette Drive with lots of children and through traffic would compromise the integrity and safety of the neighbourhood.

Thank you for listening to my concern.

Sincerely,

Robin van de Water
2820 Doucette Drive
West Kelowna BC V2T 4S6
[REDACTED]

Collette Beggs

From: dev services
Subject: RE: Attn: City Clerk, File Number (CDP 14-01 and OCP 20-01) - Smith Creek, West Kelowna

From: Donna Obrien <[REDACTED]>
Sent: July 20, 2020 1:18 PM
To: info west kelowna <info@westkelownacity.ca>
Subject: Attn: City Clerk, File Number (CDP 14-01 and OCP 20-01) - Smith Creek, West Kelowna

To Whom It May Concern:

I have outlined concerns, for this proposed subdivision, below.

Low Density Multiple Family - at end of Doucette Drive: This is too close to existing homes and families that have been living in this area for many years on Doucette Drive (I have been here for 10 years). We purchased our homes for the peace and serenity this area provided. Quickly introduced one year ago was the current construction site directly behind my home - I live at the end of Doucette Drive, at the cul de sac. My family has endured over 10 months of noise pollution, air pollution, damage to homes due to blasting, daily vulgar language from workers, work/noise beginning before 7 am, and damage to our home fencing and yard support walls. We now have to endure an extended construction timeline of this current construction because of a lack of foresight and proper planning into the type of ground that was being prepped. The intended project that you are proposing will only extend years of this same type of poor quality of life for myself, my family and my neighbours.

This is a "single family home" neighbourhood and it is not conducive to multiple family homes. As well, these types of dwellings will be purchased by investors who will turn around and rent them. No permanance of family will live there. In good faith for our community, please consider removing your low density, multiple family concept and moving it to another area of your vast project. As well, please consider allowing this area at the end of Doucette Drive to remain a natural area or provide a park. Not the sloped postage stamp park, currently proposed for this area, that no one will be able to use.

Drainage, Mitigation, Etc: What plan is in place to ensure that our homes and properties will not be affected by the construction of over 600 homes and the removal of nature's vegetation, trees, shrubs and grasses that play such an important role in containing water and runoff?

Doucette Drive: What is the plan for this road? Currently it ends as a cul de sac. This road was not built to support the amount of traffic that your proposed project would create if it were to become a "through" road. You already have two entry/exit points, one on Smith Creek Road and one at Copper Ridge Road, due to the current construction. Please leave our road as a cul de sac.

My wish would be not to have your subdivision come to fruition or at best to have it scaled back. There are too many homes proposed for this entire area. This is such a natural area for people to get out into nature, fresh air, ride horses, support good mental health and excellent exercise. You are stripping our community and the community of the Okanagan of this opportunity. Put yourself in our shoes and think about how you are affecting people and their lives. How would you want your family to live?

Donna O'Brien
2804 Doucette Drive
West Kelowna, BC V4T 2S6



#10

Collette Beggs

From: dev services
Subject: RE: Attn: City Clerk, File Number (CDP 14-01 and OCP 20- 01)

From: [REDACTED]
Sent: July 20, 2020 1:36 PM
To: info west kelowna <info@westkelownacity.ca>
Subject: Attn: City Clerk, File Number (CDP 14-01 and OCP 20- 01)

Good afternoon,
Please see attached correspondence for the Tuesday, July 21, 2020 public hearing.

Thank you!
Cheers
M Douglas

July 20, 2020

Dear Mayor Milsom and Council,

Re: CDP 14-01 and OCP 20-01 public hearing

Please accept this letter outlining our concerns for the proposed development on the currently undeveloped lands located north of the existing Smith Creek neighborhood.

We accept that this large development is moving forward; however, we ask that you please give real consideration to a number of issues, including traffic management, water runoff, wildlife corridors, steep hillsides, parks/trails, future schools and being mindful of supporting urban sprawl/greenfield development.

We'll also add that the 33-lot subdivision currently under construction above Doucette (recognizing this is not part of this public hearing) has given us a glimpse into what our neighbourhood will endure over the next 10 years —particularly, removal of tree canopy, prolonged blasting and excessive truck traffic on Smith Creek Road, Elliot Road and Wildhorse Drive.

The City of West Kelowna is just beginning its process of community visioning and drafting a new Official Community Plan. This vision sets the directions West Kelowna will take over the next 20 years and, as stated on your website, "a strong community vision is the foundation for all plans and policies, and provides direction for where we want to go and how we will get there."

As you also note on your website, "the choices we make today will have a huge impact on future generations." Since the last OCP was adopted, new issues have emerged that require a new approach to address — escalating housing prices, increased road congestion and climate change impacts.

In neighbouring Kelowna, as part of their *Imagine Kelowna* visioning process, residents indicated that they preferred a more progressive shift, with more growth focused in the urban core, less suburban development, more housing choice such as "missing middle" housing, and more transportation options, such as mass transit, cycling and walking — a shift towards a more compact, complete community rather than continually supporting urban sprawl and greenfield development. Could we hope for the same in West Kelowna?

Most disappointing was Coun. Rick DeJong's comments at the Feb. 11 regular Council meeting when Council debated this project, when he light-heartedly commented that he "supports urban sprawl." In the current climate, who possibly says they "support urban sprawl"?? And jokes about it??

At that same meeting, I was impressed and encouraged by Coun. Carol Zanon who asked questions around traffic and road upgrades and suggested there are many questions and concerns that need addressing around this "island in the sky" development. As she pointed out, Smith Creek Road is "narrow and sinuous, a very very dangerous road." She also commented that "the traditional way we're doing things doesn't suit the topography and timing as it's shown right now in the layout...and I want to make sure it's done properly."

We couldn't agree more.

Traffic

- How will you address the amount of construction traffic up and down Smith Creek Road? The road is steep with no shoulders, built to a rural standard. On many occasions during the current construction, the trucks use their engine brakes through the neighbourhood, which should be prohibited. You cannot expect the neighbourhood to endure that for another five to 10 years!!
- How will you address the increased traffic overall from the new development? Again, Smith Creek Road and Elliott were not built to handle an additional 2,000 residents. In the event of a forest fire evacuation, the existing roads could not handle the traffic. There's been no analysis of the Copper Ridge Drive/Smith Creek Drive intersection.

Stormwater runoff

- Our property borders Smith Creek and in 2017, the spring freshet was the highest we have ever seen the creek run. We had many sandbags. It was an extraordinary year for flooding in the community but could well be the norm going forward with climate change. When the trees and vegetation are removed from the hillside and replaced with pavement, where will the water go? NO stormwater should be permitted to be discharged into Smith Creek.

Steep hillsides

- According to the Consultant's report, nearly 32 hectares of the development area is considered to be steep slopes (over 30%). Will that be preserved or will it be blasted to develop flat lots? Will there be significant cut and fill? The steep slopes should be preserved as steep slopes and left undeveloped.

Access to Crown land for recreational use

- The mountain bike trails that have been developed on the Crown land and in Glen Canyon Park are well-known across BC and are a true gem in West Kelowna. The existing trails for hiking and walking will disappear with this development and more needs to be done to preserve greenspace. Not pocket parks but actual greenspace, trees and vegetation. Please maintain all access to these trails and encourage the preservation of these trails for the enjoyment of outdoor enthusiasts.

Schools/Medical Centre

- Where will the children living in these 900 new homes go to school? All schools (elementary, middle and secondary) in West Kelowna are full beyond capacity. There's been no plan by School District 23 to build on an identified elementary school site on Wildhorse Drive.
- Where are the plans for an urgent health care centre in West Kelowna? If this development alone is bringing at least 2,000 new residents, where will they access medical care?

View analysis

- We disagree with the Consultant's opinion that the visual quality of construction and the development will be minimal. Drive into West Kelowna and glance left to the hillside — the development will be very visible and particularly when the tree canopy is removed.
- Can the City not ask the developer to do a better job preserving the tree canopy? Rather than clearcutting the mountainside and blasting the landscape for flat lots, give some thought to preserving trees and vegetation and be creative in developing lots.

Thank you for the opportunity to provide comment.

Regards,
C and M Douglas
3081 Smith Creek Road
West Kelowna, BC V4T 1M8