

From: Bev Wice
Sent: October-26-20 7:20 AM
To: Caylee Simmons
Subject: Proposed Amendment to Zoning Bylaw No. 2303

Attention: Salmon Arm Mayor and Council
Date: October 23, 2020

Understanding that a Public Hearing has been scheduled and as property/home owners at 1781-36th St. NE that backs onto the proposed property development, it was important to express our questions, concerns, and suggested solutions.

QUESTIONS/CLARIFICATION

1. Clarification of the term "detached suite".
2. What are the lot sizes of lots that are zoned for possible detached suites?
3. Where on these lots can the detached suites be built (offsets from property line)?
4. Are there any height/size/number of inhabitants allowed restrictions that will be applied to the detached suites?
5. Will there be driveways to the detached suites?
6. How will the increase in the number of vehicles be accommodated?
7. What is the width of the green spaces trail that runs along the eastern edge on the northern half of the property?
8. One of the sketches appears to place a proposed park in the middle of a road. Clarification please.
9. Does the proposed park(s) allow for a future all ages playground?

CONCERNS

1. Concern Traffic

The existing danger when exiting 36th St. NE and turning left onto 20th Ave. NE, especially in the winter, will be heightened by increased neighbourhood density. This danger is due to the hill/rise of land on 20th Ave. NE preventing motorists travelling east from seeing the 36th Street NE intersection until they are almost upon it.

Solution

- *Install signage/flashing lights warning of intersection ahead.
- *Lower the speed limit in the area

2. Concern Densification of the neighbourhood

There are already a large number of suites in the existing neighbourhoods to the east and west of the proposed development. 36th St. NE has been a quiet one-way/access only street for more than 30 years bordered by extensive greenspace. With the proposed development both of these values will be lost.

Solution

- *Reduce the number of properties that allow suites and detached suites and increase the greenspace.

Thank you for answering our questions and considering our requests.

Bev and Jarvis Wice

Late Submission
Item 23.3/24.3

ELLEN UNDERHILL

1891 36 STREET N.E.

SALMON ARM, BC

OCTOBER 25th 2020

- ATTENTION MELINDA SMYRL

City of Salmon Arm Planner

Re: Rezoning and Development of

3510 20th Avenue NE Salmon Arm

Hi Melinda,

I will be unable to attend the public hearing on Monday as my husband has surgery in Vancouver.

We have been neighbors to the Lambs property for the past 26 years. Our home backs directly onto the proposed subdivision. The design and stated phases of the development (appendix 3) is well done. I support the rezoning set forward.

I do, however, have some questions and concerns. My biggest concerns are pedestrian /vehicle safety and greenspace/parks in this neighborhood.

The access to the new subdivision off 20th Ave NE is located on a blind hill which is already an existing problem. Adding more traffic will increase the risk of accidents. Traffic does speed along this section of road. A power pole has been sheared in a head on collision and one car ended up in the yard of the neighboring house. At the end of this summer a crash occurred at the intersection of 36th Street NE. The car travelling over that blind hill couldn't see or stop and likewise the car exiting 36th could not see the car coming over the hill. There is no line of vision. Signage would not be adequate. The blind hill could be resolved by removing a relatively small amount of road material insuring good visibility. The two homes on that section of road have driveways that drop down from the current road grade.

As a pedestrian, without a sidewalk from 36th St. to in front of Country Hills it is exceptionally dangerous. I have had to jump out of the way on numerous occasions. I anticipate that along with the widening of 20th Ave NE the new developer will be responsible for including sidewalks. I feel that it is imperative that the sidewalk continue to 36th St NE.

Additionally I believe that a traffic study needs to be done for the intersection of 20th Ave NE and 30th St NE. Slowing and controlling the traffic with at least a 4 way stop is long past due and, with an increase in traffic, is necessary.

Green space and parks within the proposed development is very important to us. I am pleased to see that the panhandle, where the city storm line runs, will be reserved as a pathway. That makes sense for the developers as it is unusable for building. I am unsure why the map shows the greenspace that was required for the Country Hills development. That existing city property is a steep lot that collects water. Perhaps it shows an opportunity for the city to acquire the adjoining lots 14 and 15 and develop a useable park.

The city greenways plan to retain pathways is a good idea as it reserves paths that connect the subdivisions. The proposed pathway on the south end of the property seems redundant. Access will already be connected by the trail north from the panhandle to join the east west sidewalks on 16th Ave NE. The path (north/ south) should remain on the west side as the crossing of 20th Ave NE is much safer and will have less congestion. This path connects to the existing trails on the north side of 20th Ave NE.

I must add that we don't have any City parks of notable size in this whole quadrant. Little Mountain and Coyote Parks are our closest parks. We need a dedicated City park in this area. ALR and private property should not be considered greenspace or park in this area of Salmon Arm.

I have no problem with the new development in our neighborhood. I would ask that the City of Salmon Arm take responsibility and insure the safety and availability of accessible parks for the tax payers in this area of Salmon Arm. Melinda, I would appreciate having a short meeting with you when I get back from Vancouver. I can be reached at _____, cell or _____ home.
Sincerely Ellen Underhill

Oct 26, 2020

City of Salmon Arm
500 2nd Ave NE
Salmon Arm, BC

To Whom it May Concern,

I am writing regarding the Public Hearing that is planned for Oct 26, 2020 regarding the property at 3510 20th St NE. I do feel that my interest is effected and I would like to take the opportunity to share some insights with the Mayor and Council as they both consider the proposed rezoning application as well as the overall development moving forward. I live at 1820 36th St NE, in the neighborhood east of the proposed development.

Greenways – Significant effort went into Salmon Arms Greenways Strategy (2011). The strategy set out a longterm vision for greenways/trails throughout the community, albeit with operational flexibility at the time of development. Although the proposed development allows for the formal designation of an unsanctioned trail between 30th St NE and the property (good first step), the connectivity of this greenway going north, a linkage that is clearly outlined in the Greenways Strategy, is not being maintained and is a regrettable omission as we look to invest in a more livable community in the longterm. The current trail on a portion of the western edge of the property supports this between 16th Ave and 18th Ave, and this needs to be extended north to 20th Ave. to maintain this greenway for the future and not see this opportunity permanently lost. This greenway change would not be a significant area addition and is an important one in this area of town.

“Thru Streets” vs “No Thru Streets – Three “No Thru” streets abut the property in question. Although there seems to be a general push in city planning to minimize “No-thru” streets for a variety of operational and evacuation related reasons, there is an excellent opportunity to fully develop the property without loosing the “No Thru” roads. It would not likely alter the number of lots and would maintain more livable desirable neighborhoods. Despite there being a range of operational reasons (snow, utilities, egress), the City should not underestimate the positive benefit that “No Thru” roads have on general feel of the neighborhoods and overall livability. The City should be looking for innovative ways to maintain these as an asset, and not facilitate their removal.

Access and Safety – As the proposed development will connect three different “No Thru” roads, an increase in traffic will occur. Most of this concern is for the route along 16th Ave NE and its connection to 36th St NE. This route provides access from 30th St and the high school, out to 20th St NE and ultimately Highway 1. This route will see significant non-neighborhood through traffic, which is a large concern. The effected neighborhoods are not set up for this type of traffic (road widths, no curbs or sidewalks, current non-traffic road use) and there are concerns with safety. If options around “No Thru” roads can’t be implemented, then traffic calming strategies would need to be implemented. An example of such a strategy could include a road/curb narrowing that can be linked to a raised pedestrian crossing at 16th Ave NE, along the western edge of the property, where the current trail connectivity is being maintained.

Increased Densities - I am in support of higher density developments within our city. This helps us see growth while also reducing the footprint that we have on the land. We need to continue to protect environmentally sensitive areas and agricultural land and therefore strategies for growth must include

options such as increased density and development on non-agricultural land. It is important, however, that increased density respect the current neighborhoods within which they are being developed. In this case, a new property is being developed (compared to redevelopment of lots within existing neighborhoods) and so greater flexibility exists in designing higher density housing. I am supportive of the proposed bylaw amendment that would allow secondary suites, as long as 1) requirements for parking are enforced and 2) that more significant setbacks and reduced building sizes are established along the rear of the new lot boundaries, where they back up against adjacent neighborhoods. This will help to reduce the impact on adjacent residents in existing neighborhoods. Increased density is good as long as it is intentionally designed within the context of existing neighborhoods.

Thanks for considering these concerns. I am more than willing to speak further with the City or the developer, regarding the proposed development and operational ideas on how these concerns can be addressed.

Respectfully,

Randy Spyksma
1820 36th St NE
Salmon Arm, BC V1E 2Z1

Caylee Simmons

From: Fern Fennell
Sent: October-23-20 3:16 PM
To: Caylee Simmons
Cc: Alan Harrison; Sylvia Lindgren
Subject: Rezoning ZON-1188/Bylaw No. 4414

Dear City Council,

We are writing this to express our grave concern over the re-zoning of the property in North Broadview bordered by 20 Ave NE, 36 St NE, 33 St. NE and 16 Ave NE. We live a mere 3 houses away from the property line of the proposed rezoning development. For some reason we did not receive a letter or notification but feel that this rezoning would greatly and negatively impact us and our neighbours.

Changing the zoning from R-1 to R-8 would be not in the best interest of the surrounding neighbourhoods or for the development itself. Parking is a major concern as R-8 zoning could potentially add an extra 2 or more cars per house lot. Also of concern is the traffic safety of the entire area as we have many young families and some seniors in our neighbourhood and the adjacent neighbourhood. Further to our concern is that there is no drawings or plans as to how many lots would have lane houses or basement suites? How can we adequately judge the parking, traffic and liveability if we don't have access to the complete plans? Streets in modern development seem to be very narrow so of concern is will the parking spill over into adjacent streets? We find this possibility unacceptable.

We also have many concerns about the road expansion and construction to link 16 Ave NE on both side of the proposed development. We have been told by your Engineering Department that the linking of 16 Ave NE "was always in the plans". So now that the plan is to change the zoning from R-1 to R-8, with the potential of suites and lane houses, why is there not a re-evaluation of the street and traffic patterns? We want to ensure that our neighbourhood remains "live-able" with calm and local traffic. Many aspects of city liveability and traffic calming have changed over the decades since this area was first approved for development. Traffic calming is now a major consideration for most cities and neighbourhoods and we would assume that Salmon Arm would also want to be in line with current city planning. We implore the city to re-evaluate the surrounding street patterns and reasoning behind linking both ends of 16 Ave NE. Note: three of the surrounding neighbourhoods have had only one access in and out for many years and without difficulties. In addition garbage, recycle and emergency vehicles access and service our neighbourhoods successfully.

We do not want our newly paved street of 16 Ave NE to become a construction traffic way while the development is being built and trust that this is being considered.

In conclusion we feel that the proposed re-zoning requires more information and details to be communicated with all the land owners of the surrounding neighbourhoods. We are very concerned about where all the cars for the proposed lane houses and suites would park. We also are very against the addition of traffic and street pattern changes that will negatively impact the liveability of the surrounding neighbourhoods.

Sincerely,

Fern Fennell and Barry Cotter
3591 16 Avenue NE,
Salmon Arm, B.C.

Dear Mayor & Council:

I am writing in opposition to the zoning change proposed for the 3510 20 Ave NE development from R1 to R8. One of the assets of the Country Hills subdivision is the friendly interaction of the neighbours, young and old alike. These community building interactions are in large part due to the insular nature of the subdivision and the safety of the streets which not only allows but encourages people to be out walking and socializing. A significant increase in vehicular traffic will have a devastating impact on these behaviours as the streets will be much busier and less safe.

I am opposed to the inclusion of an R8 subdivision being shoehorned between two existing R1 subdivisions potentially changing the very character that attracted us to the neighbourhood. I find it shocking that Council would consider allowing 75% of single family homes to include secondary suites and wonder how many of you would like to see an increased density of that type suddenly happen on your street or in your neighbourhood. I would recommend 25% to 30% more realistic and manageable.

Given that most average households have a minimum of two vehicles, often more if there are older children still living at home, and one can assume that same logic would apply to families renting the secondary suites, the potential exists for the proposed subdivision to have 240 vehicles. This does not take into consideration people driving work vehicles to and from home or family and friends coming to visit. The impact of this increased traffic on the surrounding subdivisions will be significant.

It is my understanding that the original Community Plan included the development of a park in this area (see Appendix 6) something that is sorely lacking as the only playground space currently is at Bastion Elementary. I fail to see where the existing pathway between the Hanna and Hanna orchard and the houses on the south side of 16th Ave being put forward as green space in this proposal constitutes a park . I would like to suggest that lots 14 and 15 in the current proposal be allocated as park space and include the current greenbelt pathway between 18th and 16th Ave's as well as the undeveloped parcel at the eastern end of 18th Ave. This would give the children of the area a safe place to play but would maintain the small "wild space" which currently houses raccoon's, owls, pheasant and other wildlife.

We have known for some time that Mr Lamb's property would ultimately be developed and look forward to meeting and getting to know our new neighbours. However given that there are no sidewalks in the surrounding subdivisions I would like to suggest that the City undertake a traffic study to determine best placement of traffic calming speed deterrents and additional stop signs. We already have occasional issues with people speeding through the neighbourhood and the increased traffic of this new proposal, hopefully to be zoned R1, will only compound the problem.

Thank you for your careful consideration of my concerns. We have a very unique and valuable community in the Country Hills area and I'd hate to see the strong sense of "neighbourhood" that exists here negatively impacted by the inclusion of too much density in this new subdivision.

Sincerely,
Marnie Cuthill
3190 18 Avenue NE
Salmon Arm V1E 1P5

Marnie Cuthill

OCP Parks and Greenways Map

