



## DISCLAIMER NOTICE

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Please visit <http://www.summerland.ca/planning-building/banks-crescent> to view District of Summerland Reports, Legislation, Policy, Assessments, Studies, and Drawings on the proposed development.

A handwritten signature in black ink that reads 'Jeremy Denegar'.

Jeremy Denegar  
Corporate Officer

RECEIVED  
NOV 10 2017  
District of Summerland

## Re Banks Crescent Development

I trust council is considering this development very carefully regarding the environmental impact and safety concerns, which have been well expressed by many Summerland residents.

I have lived in Summerland for more than fifty years and well remember picking beautiful peaches in a productive orchard on this land. I was surprised to learn it is not in the land reserve.

Despite the possible short term benefit's a development such as this could bring, we must consider the long term potential problems.

We have been entrusted to protect our farm land and waterways. To quote a Cree Proverb, " Only when the last tree has died and the last river has been polluted and the last fish has been caught will we realize that we can't eat money."

Respectively, Joyce Husch

**Action**  
File: 3030-20 Banks  
Acknowledged: \_\_\_\_\_  
Copy to:  
☒ Mayor  
☒ Council  
☐ CAO  
☐ Council Correspondence  
☐ Reading File:  
☐ Agenda Item: \_\_\_\_\_  
Referred to \_\_\_\_\_  
\_\_\_\_\_  
Completed by: JH

**Karen Jones**

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**From:** [REDACTED]  
**Sent:** November 12, 2017 7:47 AM  
**To:** Doug Holmes; Erin Carlson; Erin Trainer; Janet Peake; Peter Waterman; Richard Barkwill; Toni Boot  
**Subject:** Master transportation plan  
**Attachments:** banks cres clarification'.odt

## Action

File: 3030-20 BANKS

Acknowledged: 11/14

Copy to:

☒ Mayor

☒ Council

☐ CAO

☐ Council Correspondence

☐ Reading File:

☐ Agenda Item: \_\_\_\_\_

Referred to \_\_\_\_\_

Completed by: 8

To Mayor and Councillors

I need some clarification.

**First** – I thought the most recent proposal from Lark before council was 424 units with town houses on the Crawford property. At the COW meeting the Developmental officer was discussing the costs to the developer for the **ORIGINAL** 380 unit proposal. Am I missing something?

**Second** – If the current proposal with town houses is being considered then the road configuration would have to change yet again would it not? AND entrance and exit to the Banks Cres property would be where??

**Third** – It was stated that Latimer would only have to be widened by 1 – 1.2 metres. Is that not the width of a sidewalk roughly? So what about widening the ROAD for the increased traffic – especially trucks? Then there would have to be expropriation of land would there not? And who is paying for that? Yet at the COW it was stated that no expropriation was needed.

**Fourth**- Gillespie Road and its connection to MacDonald St would have to be addressed in either case. As Councillor Holmes pointed out those that go to Penticton tend to go DOWN hill and those heading north or to town will head up Solly. Why is Gillespie Road not considered? And better yet who will be paying for that? The Wyatt report states that Latimer north would need to be realigned as well. Hmm?

**Fifth**- I would beg to differ with the Developmental officer over the “collector road” not being completely defined. It is quite clear in the **Transportation Master Plan(TMP)** which, although completed in 2008, was ADOPTED by council along with the OCP in 2015 and discusses the number of vehicles/day on each of the designated types of roads and even provides cross sections of the types of roads with measurements. Therefore council must have felt that the Transportation Master Plan must be relevant even 10 years later.

**Sixth- Currently** Latimer road is a local road based on that classification and by definition there is less than 1000 vehicles/day on this type of road. What was presented at the COW meeting was a traffic increase of more than 2000 vehicles /day. So this would have to change the classification of Latimer to a rural collector road – with all probability that would change the configuration and width allowance as presented in Fig 8,9, 11, & 12 of the **TMP**. Solly Road is another issue – it would have to be reclassified but staff only recommended a partial upgrade? Why? The road connects all the way to Lakeshore.

**Seventh**- Page 25 - Truck Route Bylaw – specifies gross weight restrictions for specific routes “ 5.1 “Truck routes require stronger road bases, thicker asphalt and wider lanes. Sidewalks or wide paved shoulder are **REQUIRED** along truck routes to provide separation between vehicles and pedestrians(VULNERABLE users). 5.2 designates the truck routes in the district and I do NOT see Solly Road on that list.( figure 14) AGAIN – should you change this designation who is going to pay for these upgrades which will be GREATER than the proposed \$1 million dollars that was presented by the staff?

**Eighth**- Lets talk about 'connectivity'. Transport Support Policies (8.4.1)states that rule of thumb is transit users are willing to walk 400 m to access transit. If the proposed development was to proceed can you please tell me where that would be? If it is to remain a 'seniors' development have you considered the increase use of motorized scooters and carts?

How does the staff propose to CONNECT the sidewalk at the crest of Solly Road to the portion closer to the highway. Currently there is only a 'crosswalk' delineation which, to access is along a VERY narrow strip. Who will pay for this upgrade? This is a challenging area with huge limitations because of the steep topography and narrow roads. These issues need to be addressed and costs factored for **all** stakeholders.

\*\*\*I would also like to remind council that in July/August of 2016 there was a sink hole on the MacDonald PL.right of way that required more than 3 dump truck loads to fill. No one knows where that silt went to as it did NOT show up on Latimer AND to date it is still spongy to walk over.



## Karen Jones

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**From:** Doug Wahl [REDACTED]  
**Sent:** November 15, 2017 6:41 PM  
**To:** Erin Trainer; Erin Carlson; Richard Barkwill; Peter Waterman; Janet Peake; Doug Holmes; Toni Boot  
**Cc:** Linda Tynan; kyle.girgan@gofishbc.com; tim.yesaki@gofishbc.com  
**Subject:** Third-party review

Hello Mayor and Council – please consider the following points as the third-party review gets underway:

- The District has not yet finalized the terms of reference or the costs for the third-party review. These should be made public as soon as possible.
- As of last night's Council meeting, Mr. Strachan was uncertain whether the engineers and other staff with Golder Associates, that will be assigned to the third-party review, have experience dealing with a similar scope development, with similar soil types, on top of a near-surface artesian aquifer?
- It is unclear whether the Freshwater Fisheries Society and the relevant government ministries will be offered the opportunity to comment on the third-party review and whether those comments will be provided to Council and the public prior to the public hearing?
- Instead of providing an alternate water source, Lark is proposing to monitor turbidity in the aquifer/spring. However, Lark has yet to undertake a comprehensive risk assessment of the development on the aquifer/spring and they have not identified solutions to stop a turbidity event, including damage to the aquifer, once it has started.
- Lark's current approach, as stated in their July 27<sup>th</sup> "Enhanced Protection Plan", is to stop work once a turbidity event is detected (see #4 and 5 below). However, once the water quality is affected, the supply of water to the hatchery cannot be mitigated. How are the fish in the hatchery supposed to survive in the meantime?
- The inclusion of #5 (see below), is the first time Lark acknowledges there is a potential for 'vibration induced turbidity'.

Sincerely,

Doug Wahl, RPBio, CPESC  
Registered Professional Biologist  
Certified Professional in Erosion and Sediment Control

## Action

File: 3030-20 B.N.I.L.S  
Acknowledged: 11/16  
Copy to:  
\_\_\_ Mayor  
\_\_\_ Council  
\_\_\_ CAO  
✓ Council Correspondence  
\_\_\_ Reading File:  
\_\_\_ Agenda Item: \_\_\_\_\_  
Referred to \_\_\_\_\_  
Completed by: JS



July 27, 2017

iCasa Resort Living, Summerland BC  
at Shaughnessy Green (the "Project")

ATT: Dean Strachan, Director of Development Services, Summerland BC  
RE: Alternative to Contingency Water Supply

Dear Mr. Strachan,

Subsequent to hearing from the Freshwater Fisheries Society of BC (FFSBC) at the July 24<sup>th</sup>, 2017 Council Meeting we would like to present an alternative option for addressing the concerns of the FFSBC. We understand the FFSBC is concerned about construction induced turbidity of the local aquifer that is used by the Hatchery and portions of which may run below the Project site.

As background information, the previously proposed contingency water supply option would have been provided to the District who in turn would have supplied water to the FFSBC for the Hatchery's use. The revised plan presented below provides enhanced protective measures of the aquifer during construction and does not include the provision of a water supply to the District.

The basis of the enhanced protection plan we are working includes the following:

1. Install permanent water monitoring wells on site
2. Begin baseline water quality testing as soon as practicably possible
3. Prior to commencing construction publish the pre-construction turbidity levels and the publically available high-risk turbidity levels that impact fish production
4. During construction provide ongoing water quality monitoring for turbidity with stop-work notifications being issued should the turbidity levels exceed the published high-risk threshold
5. Once work is stopped, and turbidity levels have reduced to acceptable levels, proceed with an approved alternative work method confirmed to reduce vibration-induced turbidity
6. Continue with alternative method until works in the affected area are complete
7. Leave the monitoring wells in place for future hydrology research and data collection

In addition to the above alternative protection measures, all sedimentation and erosion control measures as previously outlined in our erosion and sedimentation control plan will be in place.

Sincerely,

Lark Enterprises Ltd.  
Malek Tawashy,  
Development Project Manager

No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 2016.0.7924 / Virus Database: 4782/15125 - Release Date: 11/15/17

NOV 10 2017

CITY OF ONTARIO

To Mayor and Councillors

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**First** – I thought the most recent proposal from Lark before council was 424 units with town houses on the Crawford property. At the COW meeting the Developmental officer was discussing the costs to the developer for the **ORIGINAL** 380 unit proposal. Am I missing something?

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Regards  
Mary Anne MacDonald

## Karen Jones

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**From:** Doug Wahl <[REDACTED]>  
**Sent:** November 1, 2017 10:07 PM  
**To:** dcullen@ctqconsultants.ca  
**Cc:** Kris Johnson; Erin Trainer; Toni Boot; Erin Carlson; Peter Waterman; Doug Holmes; Janet Peake; Richard Barkwill  
**Subject:** Traffic assessment report  
**Attachments:** traffic-study-summerland-2016-09-26.pdf; "Certification"

Hello David – I understand that CTQ completed a traffic assessment report for the Lark Group on Sept. 28, 2016. In the report, you state that CTQ ...“completed a physical one day traffic count on July 11, 2016” at the intersection of Solly Rd and Latimer Ave. It is clear that the increased volume of traffic as a result of the proposed Banks Crescent development is a major concern. In light of that, it would be useful to know what time you started and finished surveying traffic on that day? I would like to get a better sense of how much your analysis and interpretation in the report is based on real-time data versus extrapolation.

Thanks for your help!

Doug Wahl

## Action

File: 303020 Banks  
Acknowledged: \_\_\_\_\_  
Copy to:  
\_\_\_\_ Mayor  
\_\_\_\_ Council  
\_\_\_\_ CAO  
☒ Council Correspondence  
\_\_\_\_ Reading File:  
\_\_\_\_ Agenda Item: PM  
Referred to \_\_\_\_\_  
\_\_\_\_\_  
Completed by: [Signature]





Project No.: 16028  
File No.: 5-L-007

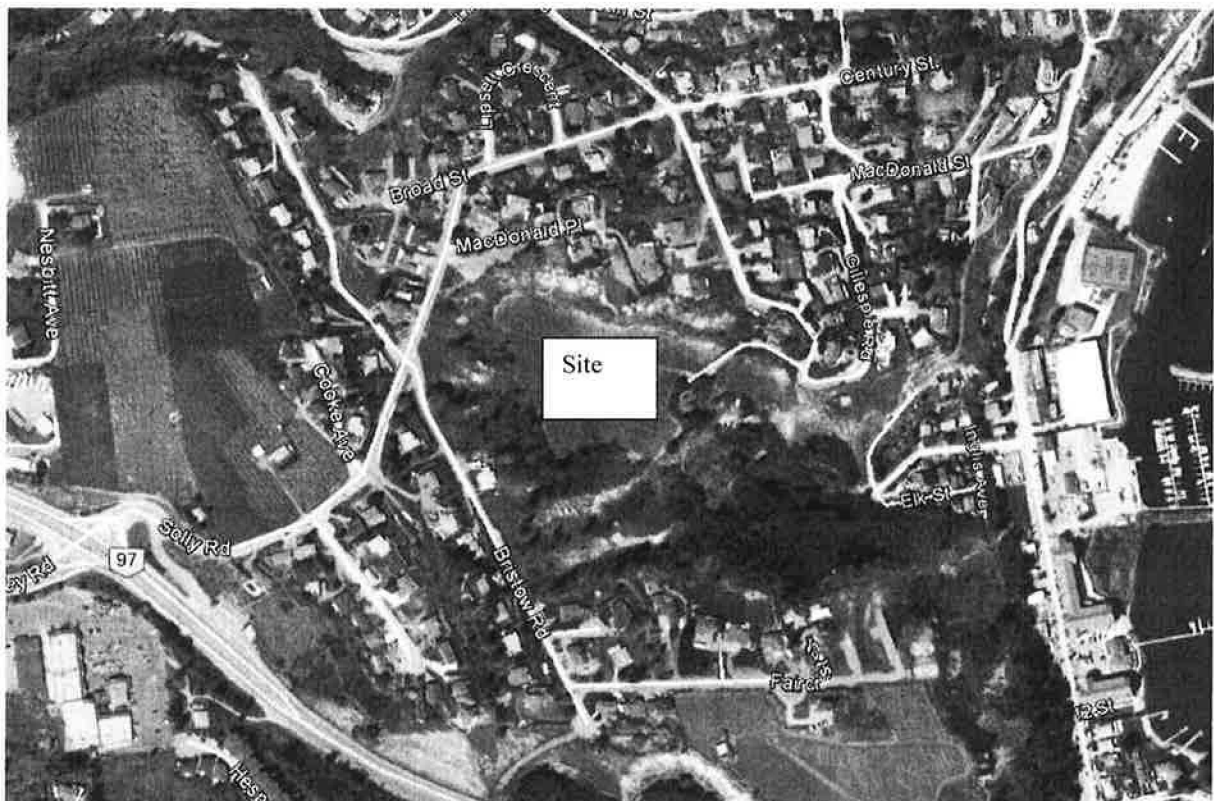
September 28, 2016

Lark Group  
Suite 1500, 13737 96 Avenue  
Surrey, BC V3V 0C6  
Attention: **Mr. Malek Tawashy**

Dear Sir:

**Re: Okanagan Vistas Independent & Assisted Living, Summerland BC  
Traffic Review**

We are pleased to provide the following review of the anticipated traffic generated by the proposed 346 unit mixed use, market Housing and Seniors Residential Development with access off of Banks Crescent. The site location is shown on the **Figure 1** air photo below.



**Figure 1 - Site Location**

**Reference: Okanagan Vistas Independent & Assisted Living, Summerland BC  
Traffic Review**

The development is planned to have:

- 211 units of 1 and 2 bedroom Condominium Units (Market Housing);
- 99 Independent Living Rental Units for Seniors (with independent kitchens); and
- 36 Assisted Living and Memory Care Units for Seniors (with shared kitchen facilities).

In support of the anticipated traffic generation from the project, we have reviewed the existing traffic on Latimer Avenue and Solly Road. Latimer Avenue connects with Solly Road to the north, and via Gillespie Road, back to Solly Road to the east. Solly Road intersects with Highway 97 to the west and Lakeshore Drive S to the east. We completed a physical one day traffic count on July 11, 2016 at the intersection of Solly Road and Latimer Avenue. The observed traffic volumes of 1,500 vehicles per day on Solly Road (to the west of Larimer Avenue) are currently well below the collector road threshold of 8,000 trips per day.

#### **A) TRIP GENERATION AND DISTRIBUTION**

Reviews of similar types of independent and assisted living developments indicate that the major traffic generation is from the arrival and departure of the kitchen and support staff. The staff tends to arrive prior to the AM peak hour and depart after the PM peak hour, and thus have a minimal impact on the local road network. The number of visitors is minimal, with the largest numbers of visits occurring during the weekend.

We anticipate the development will generate traffic of a similar proportion and distribution to the *Institute of Transportation Engineers Trip Generation 9<sup>th</sup> Edition Manual* for the following, and as presented in **Table 1** on the following page:

- Residential Condo / Townhouse (Land Use Code 230);
- Senior Adult Housing – attached (Land Use Code 254); and
- Assisted living (Land Use Code 230).

**Reference: Okanagan Vistas Independent & Assisted Living, Summerland BC  
Traffic Review**

**ITE Trip Generation Rates - 9th Edition**

Description /ITE Code	Units	ITE Vehicle Trip Generation Rates							Expected Units	Total Generated			Total Distribution of Generated			
		Weekday	AM	PM	AM In	AM Out	PM In	PM Out		Daily	AM Hour	PM Hour	AM In	AM Out	PM In	PM Out
Senior Adult Housing- Attached 252	DU	3.44	0.20	0.25	34%	66%	54%	46%	99	341	20	25	7	13	13	11
Assisted Living 254	Beds	2.66	0.14	0.22	65%	35%	44%	56%	36	96	5	8	3	2	3	4
Resd. Condo /Townhouse 230	DU	5.81	0.44	0.52	17%	83%	67%	33%	211	1,226	93	110	16	77	74	36
										1,662	118	142	26	92	90	52

**Table 1 – ITE Trip Generation Rates**

The ITE Trip Generation rates from **Table 1** produce the following average weekday traffic volumes:

- AM Peak Hour - 92 out bound trips, 26 inbound trips;
- PM Peak Hour - 52 outbound trips, 90 inbound trips.

The *Institute of Transportation Engineers Trip Generation 9<sup>th</sup> Edition Manual* is used as an industry standard to provide estimates of vehicle trips for specific developments. The rates are based on information collated from actual traffic studies, and presented for the average weekday Peak Hour volumes the specific land use will generate, during normal operations.

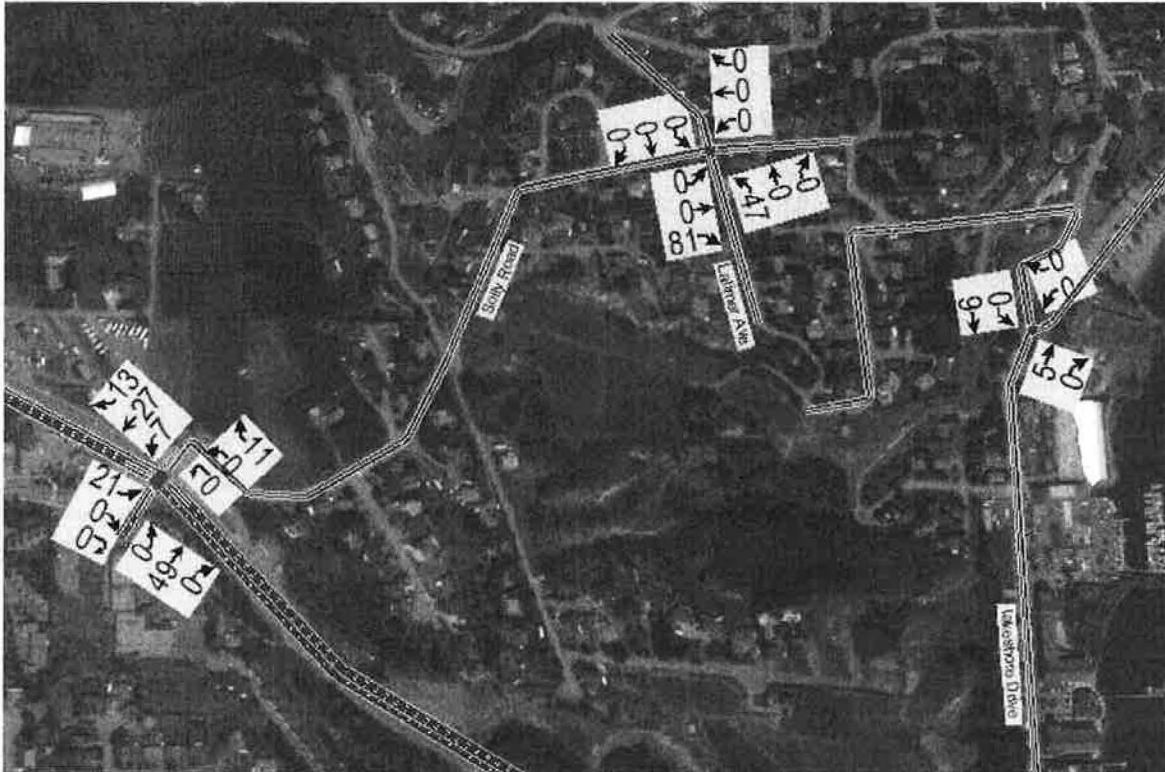
Based on a review of the background traffic volumes and the anticipated areas of employment, and commercial activity for the development residents, we anticipate the following traffic distribution to and from the site:

- 50% of the traffic will to and from the central core of Summerland via Prairie Valley Road on to Solly Road;
- 25% of the traffic will be to and from the north via Highway 97 onto Solly Road; and
- 25% of the traffic will be to and from the south, with an even split between Highway 97 (onto Solly Road), and Lakeshore Drive S (onto Gillespie Road).

The site generated traffic distribution for the PM Peak Hour is presented on **Figure 2** on the following page.



**Reference:** Okanagan Vistas Independent & Assisted Living, Summerland BC  
Traffic Review



**Figure 2 - Site Traffic Distribution**

## **B) BACKGROUND TRAFFIC**

We completed a physical one day traffic count on July 11, 2016 at the intersection of Solly Road and Latimer Avenue. The recorded PM Peak Hour traffic volumes are presented in **Figure 3** below.



**Figure 3 – 2016 Background PM Peak Hour Traffic**

**Reference: Okanagan Vistas Independent & Assisted Living, Summerland BC  
Traffic Review**

### C) TRAFFIC ANALYSIS

The operation of the Solly Road and Latimer Avenue intersection has been analyzed utilizing Highway Capacity Manual Synchro 9 software for unsignalized intersections. An operational level of service is determined for each movement based upon the calculated delay.





















The Levels of Service for unsignalized intersections are as follows:

- Level of Service (LoS) A represents less than 10 seconds of average delay and is considered a good operating condition.
- Level of Service (LoS) B represents greater than 10 seconds and less than 15 seconds of average delay and is considered a good operating condition.
- Level of Service C represents greater than 15 seconds and less than 25 seconds of average delay and is considered a fair operating condition.
- Level of Service D represents greater than 25 seconds and less than 35 seconds of average delay and is considered a fair operating condition.
- Level of Service E represents greater than 35 seconds and less than 50 seconds of average delay and is considered a poor operating condition.
- Level of Service F represents more than 50 seconds of average delay and is considered a failed operating condition.

Generally, and in accordance with the *Ministry of Transportation Site Impact Analysis Requirements Manual*, in urban areas, improvements are considered when the overall intersection performance nears Level of Service E. For arterial streets, though traffic improvements are to be considered when the performance nears Level of Service D.

The Background traffic was analyzed for the Weekday PM Peak Hour traffic for the 2026 year. The 2016 background traffic was increased by an annual growth of 2% per year to establish the 2016 background traffic volumes. The Synchro 9 analysis results are provided in **Figure 4** on the following page.

**Reference: Okanagan Vistas Independent & Assisted Living, Summerland BC  
Traffic Review**





















HCM 2000 SIGNING SETTINGS												
Lanes and Sharing (#RL)												
Traffic Volume (vph)	13	78	5	4	38	1	1	2	2	4	0	17
Future Volume (vph)	13	78	5	4	38	1	1	2	2	4	0	17
Sign Control	—	Free	—	—	Free	—	—	Stop	—	—	Stop	—
Median Width (m)	—	0.0	—	—	0.0	—	—	0.0	—	—	0.0	—
TWLT Median	—		—	—		—	—		—	—		—
Right Turn Channelized	—	—	None	—	—	None	—	—	None	—	—	None
Critical Gap, tC (s)	4.1	—	—	4.1	—	—	7.1	6.5	6.2	7.1	—	6.2
Follow Up Time, tF (s)	2.2	—	—	2.2	—	—	3.5	4.0	3.3	3.5	—	3.3
Volume to Capacity Ratio	0.01	0.01	0.01	0.00	0.00	0.00	0.01	0.01	0.01	0.02	—	0.02
Control Delay (s)	0.1	1.0	1.0	0.0	0.7	0.7	9.5	9.5	9.5	8.9	—	8.9
Level of Service	A	A	A	A	A	A	A	A	A	A	—	A
Queue Length 95th (m)	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.5	—	0.5
Approach Delay (s)	—	1.0	—	—	0.7	—	—	9.5	—	—	8.9	—

**Figure 4 – 2026 Background PM Peak Hour Traffic Analysis**

The intersection operation for the 2026 background traffic had the following results:

- Level of Service 'A';
- Maximum volume to capacity ratio of 0.02;
- Intersection delay of 2.2 seconds.

The Background plus full build out of the development traffic was analyzed for the Weekday PM Peak Hour traffic for the 2026 year. The Synchro 9 analysis results are provided in **Figure 5** below.

HCM 2000 SIGNING SETTINGS												
Lanes and Sharing (#RL)												
Traffic Volume (vph)	13	78	85	4	38	1	48	2	2	4	0	17
Future Volume (vph)	13	78	85	4	38	1	48	2	2	4	0	17
Sign Control	—	Free	—	—	Free	—	—	Stop	—	—	Stop	—
Median Width (m)	—	0.0	—	—	0.0	—	—	0.0	—	—	0.0	—
TWLT Median	—		—	—		—	—		—	—		—
Right Turn Channelized	—	—	None	—	—	None	—	—	None	—	—	None
Critical Gap, tC (s)	4.1	—	—	4.1	—	—	7.1	6.5	6.2	7.1	—	6.2
Follow Up Time, tF (s)	2.2	—	—	2.2	—	—	3.5	4.0	3.3	3.5	—	3.3
Volume to Capacity Ratio	0.01	0.01	0.01	0.00	0.00	0.00	0.08	0.08	0.08	0.02	—	0.02
Control Delay (s)	0.1	0.6	0.6	0.0	0.7	0.7	10.7	10.7	10.7	8.9	—	8.9
Level of Service	A	A	A	A	A	A	B	B	B	A	—	A
Queue Length 95th (m)	0.2	0.2	0.2	0.1	0.1	0.1	2.0	2.0	2.0	0.5	—	0.5
Approach Delay (s)	—	0.6	—	—	0.7	—	—	10.7	—	—	8.9	—

**Figure 5 – 2026 Background plus Development PM Peak Hour Traffic Analysis**

**Reference: Okanagan Vistas Independent & Assisted Living, Summerland BC  
Traffic Review**

The intersection operation for the 2026 background plus development traffic had the following results:

- Level of Service 'A';
- Maximum volume to capacity ratio of 0.08;
- Intersection delay of 3 seconds; and
- The north bound traffic had a queue of 2 vehicles.

The combination of the forecast 2026 traffic combined with the development traffic did not result in any system or capacity issues, and there are no infrastructure improvements required to accommodate the additional development traffic.

#### **D) TRUCK ROUTES**

Truck access to the site is recommended via Highway 97 to Solly Road, and then on to Latimer Avenue. Gillespie Road to Lakeshore Drive is not recommended due to the steep, narrow and tight curves along the route.

#### **E) PEDESTRIAN CONNECTIVITY**

The residential area adjacent to the site is made up of rural open shoulder local roadways, and do not include sidewalks or bike lanes. The only sidewalk in the area adjacent to the site is located on the east side of Solly Road for a length of 80m just to the south of the Bristow Road intersection.

Vehicle activity on the adjacent local roadways is light and the development of sidewalks would be problematic given the topography of the area. The limited cross section width available for the roadways, means that without retaining the adjacent embankments there is minimal room available for the addition of sidewalks.

The main desire line for pedestrian access to the site will be from the south west via Solly Road. Given the site is located in a natural depression on average 36m below the level of Solly Road to the west, we recommend the potential for a stairway from the site to Solly Road be investigated. The embankment material is not ideal and a geotechnical review would need to be conducted to determine the suitability of the soils and the constructability of a stairway.

**Reference: Okanagan Vistas Independent & Assisted Living, Summerland BC  
Traffic Review**

## **F) RECOMENDATIONS**

The District of Summerland Rezoning requirements call for the development of the road rights of way abutting the site be brought up to current District urban roadway standards from the property line to the center of the roadway.

Due to the size and nature of the site, there is property frontage on the following roadways:

- Bristow Road - approx 220m of frontage, without curb and gutter or sidewalk;
- Solly Road - approx 100m of frontage, without curb and gutter or sidewalk; and
- Banks Cr. - approx 170m of frontage, without curb and gutter or sidewalk.

Bristow Road, MacDonald Pl., and Banks Cr. Have minimal pedestrian activity and off site works would be better suited to the development of pedestrian links to other areas adjacent to the development. Upon discussion with the District of Summerland, it is recommended that a portion of the adjacent offsite frontage improvement works be replaced with the development of sidewalks in the following locations:

- from the site to the west on Solly Road, tying into the existing sidewalk, approximate length of 230m;
- from Latimer Avenue to the west at MacDonald Place, approximate length of 270m; and
- From Latimer Avenue to the east at MacDonald Street, approximate length of 230m.

Improvements to the Latimer Avenue and Solly Road intersection could also be completed in replacement to adjacent offsite frontage improvements.

We trust the above meets your requirements. Please contact the undersigned if you have any questions on the above or require further information.

Yours very truly,

**CTQ CONSULTANTS LTD.**

Per:



Mr. David D. Cullen, P.Eng.  
Transportation Engineer

DDC: dc

## Karen Jones

---

**From:** Dave Cullen [REDACTED]  
**Sent:** November 2, 2017 8:28 AM  
**To:** Doug Wahl  
**Cc:** Kris Johnson; Erin Trainer; Toni Boot; Erin Carlson; Peter Waterman; Doug Holmes; Janet Peake; Richard Barkwill; Malek Tawashy; Myron Dirks  
**Subject:** RE: Traffic assessment report  
**Attachments:** 2016-07-11 CTQ Traffic Count.pdf

Doug, the traffic count was completed using 15min intervals for each approach movement as per the attached vehicle turning movement survey, starting at 7:30am and ending at 6 pm.

David D. Cullen, P.Eng.



Tel: 250.979.1221 ext.120  
Cel: 250.870-6525



**From:** Doug Wahl [mailto:[REDACTED]]  
**Sent:** Wednesday, November 01, 2017 10:07 PM  
**To:** Dave Cullen <DCullen@ctqconsultants.ca>  
**Cc:** Kris Johnson <kjohnson@summerland.ca>; etrainer@summerland.ca; tboot@summerland.ca; ecarlson@summerland.ca; mayor@summerland.ca; dholmes@summerland.ca; jpeake@summerland.ca; rbarkwill@summerland.ca  
**Subject:** Traffic assessment report

Hello David – I understand that CTQ completed a traffic assessment report for the Lark Group on Sept. 28, 2016. In the report, you state that CTQ ...“completed a physical one day traffic count on July 11, 2016” at the intersection of Solly Rd and Latimer Ave. It is clear that the increased volume of traffic as a result of the proposed Banks Crescent development is a major concern. In light of that, it would be useful to know what time you started and finished surveying traffic on that day? I would like to get a better sense of how much your analysis and interpretation in the report is based on real-time data versus extrapolation.

Thanks for your help!

Doug Wahl

## Action

File: 3030-20 Banks  
Acknowledged: \_\_\_\_\_  
Copy to:  
\_\_\_\_ Mayor  
\_\_\_\_ Council  
\_\_\_\_ CAO  
☒ Council Correspondence  
Reading File: \_\_\_\_\_  
Agenda Item: PA.  
Referred to: \_\_\_\_\_  
Completed by: [Signature]



**Karen Jones**

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**From:** Doug Wahl [REDACTED]  
**Sent:** November 2, 2017 12:52 PM  
**To:** Erin Trainer; Erin Carlson; Janet Peake; Peter Waterman; Toni Boot; Doug Holmes; Richard Barkwill  
**Cc:** [REDACTED]  
**Subject:** Trust, Bias, Opinion and Fact

### Trust, Bias, Opinion and Fact

These are the four words I focused on last week when I had the privilege of talking to grade 11 Summerland Secondary School students in Mr. Stathers' civics class about the proposed Banks Crescent condo development. The students are thinking about the possible benefits and negative effects of the development.

Opinion Vs Fact - I gave the students my Opinion that very few Facts have been presented to date. However there has been a lot of Opinion presented as Fact. One example of presenting an Opinion as Fact is when the developer (the Lark Group) repeatedly says that the 424 unit condo development will not have any impact on the aquifer or the trout hatchery – the developer has yet to show any Facts to back up their claim. There are too many other examples to list here.

Bias – I said to the students that, in my Opinion, I perceive that Bias has crept into the decision making process. You hear it in the tone of the Mayor from day 1 (18 months ago) talking about the benefits of the development without equally talking about the possible significant negative effects. When in Council chambers, senior staff never talk about why Banks Crescent might not be a great location for a supposed seniors condo development and instead the town should be focused on affordable housing rather than adding even more unaffordable housing! What we heard from staff about the development related to planning was a theory using chicken and egg metaphors (which I still don't understand!). I also perceive Bias when senior staff respond to questions from Council and provide responses that are sometimes factually incorrect and seem to always weigh in favour of the developer.

Trust – I told the students that, in my Opinion, Trust in the decision making processes is critically important. I do not Trust the decision making process because I perceive there is Bias and so much Opinion has been stated and seemingly accepted as Fact (it is left up to Council members to decipher what is Fact vs. Opinion). I do not Trust the developer because they have never shown a desire to be part of our community, to address our concerns, understand what makes Summerlander's tick and to propose a development that actually meets OUR needs.

By the way, I was so impressed with how bright those grade 11 students are – they have great futures ahead of them!

Doug Wahl  
Summerland

No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 2016.0.7924 / Virus Database: 4782/15092 - Release Date: 11/01/17

### Action

File: 303020 Banks  
Acknowledged: \_\_\_\_\_  
Copy to:  
\_\_\_\_ Mayor  
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\_\_\_\_ Reading File: PK  
\_\_\_\_ Agenda Item: PK  
Referred to: \_\_\_\_\_



## Karen Jones

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**From:** DIANA SMITH [REDACTED]  
**Sent:** October 29, 2017 10:31 PM  
**To:** Peter Waterman; Richard Barkwill; Toni Boot; Doug Holmes; Erin Trainer; Erin Carlson; Janet Peake  
**Cc:** Linda Tynan; Dean Strachan  
**Subject:** Roads and Traffic Concerns - 13610 Banks Crescent

To Mayor, Council and District Staff:

At the Committee of the Whole (COW) meeting on October 25<sup>th</sup> regarding Infrastructure costs for the 424 condo unit development on Banks Crescent, it was very good to hear the thoughtful questions and discussions by Council to better understand the impact.

District Staff had been asked to present Infrastructure costs for discussion. However ONLY the potential benefits from the Direct Off Site Works and fees from the Development Cost Charges (DCC) were presented, NOT the more important aspect of Infrastructure and ongoing maintenance costs to the Town and residents who will all pay whether or not the development is completed. The estimated \$1.4 million DCC fees for road improvements to upgrade Solly to Latimer and Latimer to Banks Crescent cannot be used by the District to upgrade these 2 roads as they are not on the current Districts Project list. Who will then pay?

With regards to road upgrades and costs, it was interesting to hear that there has been no traffic study done on Latimer where the 2000 additional trips per day will originate from. Staff's comment at the meeting that "there are only a handful of houses", on the street was offense in its dismissive tone, as 2000 car trips/day will have huge impact on the very short local road of 12 houses with steep driveways. Staff also stated that the local hills and corners are a challenge and that not all road issues will be addressed. Why then even consider a development of this density in this location? How could the Developers traffic studies (3 of them) ever have been considered as acceptable when this street of a "Handful of houses", was omitted from the study and will bear the brunt of the additional 2000 car trips/day. How many residents in Summerland would like 2000 car trips/per day passing in front of their home? Would Marie and Richard Gallant who head up the group in favour of this development and who live on Bristow above the Banks Crescent development be so cavalier in their support if 2000 more cars passed their home every day? Probably not...

The traffic studies also did not take into consideration the additional traffic on Latimer north to Peach Orchard that many residents use to go to town, or the traffic coming from Highway 97 along Lakeshore Drive and up Macdonald and Gillespie. Currently there are no infrastructure costs provided by the Developer allocated to upgrade Latimer to Peach Orchard or Solly to Lakeshore. Who will pay for them?

Please Council and all Staff, drive around these steep, narrow, windy roads and try to envision 2000 more car trips per day on them. Imagine truck loads of fill over 5 to 7 years of construction navigating the twists and turns of Solly road, a road that was designated a local road due to its topography and limited ability to accommodate large heavy vehicles. Scary at best...risky and dangerous at worst.

Sincerely

Diana Smith  
Solly Road

## Action

File: \_\_\_\_\_  
Acknowledged: 10/30  
Copy to:  
\_\_\_ Mayor  
\_\_\_ Council  
\_\_\_ CAO  
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\_\_\_ Agenda Item: AN  
Referred to \_\_\_\_\_  
Completed by: [Signature]

October 30, 2017

Mayor and Councillors, Summerland Council

Re: 13610 Banks Crescent Development Proposal

As the "information gathering process" continues for the controversial proposed Banks Crescent development by Lark Group, I would like clarification please concerning the third-party engineering review of the proposed aquifer protection strategy as discussed at the Oct. 23 council meeting. Do I understand correctly:

- (1) The District of Summerland (i.e. taxpayers) is paying for this independent 3<sup>rd</sup> party review, not the developer?
- (2) Is the plan under review based on Lark Group's two letters dated July 27, 2017 and August 14, 2017, which outlined **their** 7-point revised "enhanced aquifer protection plan" to try to address the many concerns raised by our Summerland Trout Hatchery?

Are these two letters that Lark refers to as "the aquifer protection plan" what you are asking an independent third party review to look at? Is this really an "unbiased" review when this 7-point plan that is under review came from the Lark Group in the first place? Lark also defend "their position that vibration-induced turbidity will *not* pose a risk to the underlying aquifer" and then they quote two engineering firms **they** hired? I am happy you are trying to address Summerland Trout Hatchery's very real concerns, but does this sound a little like a fox in the hen house?

Barbara Robson

6708 MacDonald Place, Summerland, BC ( [REDACTED] )

c.c. Kyle Girgan, Manager, Summerland Trout Hatchery, Editor, Summerland Review,  
Editor, Penticton Herald, Susan McIver, Editor, Penticton Western News

## Action

File: \_\_\_\_\_  
Acknowledged: 10/31  
Copy to:  
\_\_\_\_ Mayor  
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\_\_\_\_ CAO  
✓ Council Correspondence  
\_\_\_\_ Reading File:  
\_\_\_\_ Agenda Item: Dames **Att**  
Referred to \_\_\_\_\_  
\_\_\_\_\_  
Completed by: J

# Action

**Karen Jones**

**From:** Linda Tynan  
**Sent:** November 1, 2017 11:04 AM  
**To:** D Smith  
**Cc:** Karen Jones  
**Subject:** RE: COW Oct. 25 2017 DCC questions

File: \_\_\_\_\_  
Acknowledged: HL  
Copy to: \_\_\_\_\_  
\_\_\_\_ Mayor  
\_\_\_\_ Council  
\_\_\_\_ CAO  
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\_\_\_\_ Agenda Item:  
Referred to PA Banks

Hello Kathy,

Completed by: HL

Council has received your letter. Your comments and inquiries will assist them in determining what outstanding questions they would like to request more information on.

Please note that no tipping fees were waived at the landfill for the demolition of the old cannery building. Council was interested in exploring a possible partnership agreement with the property owners if a clear mutual benefit was established however, such benefits were not ultimately recognized and therefore the District did not participate further and no fees were waived. I do not believe that the demolition material was taken to the Summerland landfill.

At this time, there are no specific policies relating to Development and Waste Management agreements in relation to the impact of the development on the landfill. Such discussions would be held on an individual basis where council deems necessary.

Council has designated funds in the financial plan for use towards a landfill review, however, limited staff capacity has caused a delay in this process. It is expected that a review of the landfill will occur in 2018.

Regards,  
Linda.

Linda Tynan  
Chief Administrative Officer

**From:** D Smith [mailto:\_\_\_\_\_  
**Sent:** October 26, 2017 1:50 PM  
**To:** Mayor and Council <council@summerland.ca>  
**Cc:** Linda Tynan <ltynan@summerland.ca>  
**Subject:** COW Oct. 25 2017 DCC questions

Dear Mayor and Councillors,

Thank you for the informative Committee of the Whole meeting Oct. 25, 2017 to present the Staff report on the potential budgeting for the Banks Crescent Proposal at 2nd reading. In the workshop several DCC requirements were considered.

I noted that there was no mention of the **Waste Management component as a DCC category**. Where do the costs to our Landfill capacity, staffing to sort and process, and reclaiming of recycled materials factor into the discussion of this and future development projects in Summerland?

At the April 24, 2017 Council meeting, a motion was passed to have a Partnering Agreement with the Summy Holdings Corporation for the demolition of the old cannery building and redevelopment project to be conducted on Lakeshore

Drive in the next two years. I believe tipping fees up to \$250,000 were waived at our landfill, but cannot source this information on the Summerland.ca site.

Could myself and the public be directed to where we can receive information about the Municipality policies regarding Development and Waste Management agreements? When will the next opportunity be given for Council to address these questions and for the public to be informed?

Thank you for your attention to this matter and your reply.

Regards,

Kathy Smith

10695 Aileen Ave  
Summerland BC V0H 1Z8



# Action

File: \_\_\_\_\_  
Acknowledged: 11/1  
Copy to: \_\_\_\_\_  
\_\_\_\_ Mayor  
\_\_\_\_ Council  
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\_\_\_\_ Reading File:  
\_\_\_\_ Agenda Item: Banks PN  
Referred to \_\_\_\_\_  
Linda Tynan  
Completed by 8

**Karen Jones**

**From:** Linda Tynan  
**Sent:** November 1, 2017 9:59 AM  
**To:** Sandi  
**Cc:** Karen Jones  
**Subject:** RE: OCP Amendment and Rezoning – Banks Crescent Third-Party Review

Sandi,

Thank you for your letter regarding the third party review for the "aquifer protection strategy" related to the Banks Crescent development proposal.

It is common practice for District of Summerland staff to engage professionals to provide opinions on different matters. When it is deemed necessary to engage such a professional, staff looks at the qualifications of the professional, the area of specialty and their experience before determining who to engage. Each professional – whether they are biologists, engineers, lawyers, etc. are governed by their own professional association for ethical conduct which includes being non-biased.

Council has requested this review to assist them in the decision making for this application. It is council that must be satisfied that they have all the relevant information they need to feel comfortable making a decision one way or another in regards to this application.

It is unfortunate that you feel that there is *"distrust from many Summerland residents with regards to this whole process"* because to date the process has been fully open to the public with an attempt to be as transparent as possible in each step of the process. Council has been thorough in gathering information from many sources. Council has not yet indicated whether they will move to go forward to a public hearing and a third reading of the proposed bylaw or whether they will be unable to get enough information to feel comfortable making a decision in either direction. This is a discussion that will continue to occur as council receives more information.

Linda Tynan  
Chief Administrative Officer

**From:** Sandi [mailto:\_\_\_\_\_  
**Sent:** October 29, 2017 8:15 PM  
**To:** Mayor and Council <council@summerland.ca>  
**Cc:** Peter Waterman <pwaterman@summerland.ca>; Erin Trainer <etrainer@summerland.ca>; Richard Barkwill <rbarkwill@summerland.ca>; Toni Boot <tboot@summerland.ca>; Erin Carlson <ecarlson@summerland.ca>; Doug Holmes <dholmes@summerland.ca>; Janet Peake <jpeake@summerland.ca>; dstrachen@summerland.ca; Linda Tynan <ltynan@summerland.ca>; David Svetlichny <dsvetlichny@summerland.ca>; Kris Johnson <kjohnson@summerland.ca>  
**Subject:** OCP Amendment and Rezoning – Banks Crescent Third-Party Review

Good Evening Mayor and Council

Please see the attached correspondence.

I look forward to your response.

Sincerely

October 28, 2017

Dear Mayor and Council

SENT BY EMAIL: [council@summerland.ca](mailto:council@summerland.ca)

**Re: OCP Amendment and Rezoning – Banks Crescent Third-Party Review**

It is my understanding that a third-party engineering firm has been hired by the District of Summerland to review the applicant's (Lark) proposed "aquifer protection strategy" with regards to the proposed Banks Crescent development.

May I ask who selected this third-party engineering firm? Was there any discussion with Summerland Freshwater Fisheries of BC?

It would be prudent (and standard practise I might add), to select a truly **independent third – party** that is agreed to by all parties. Was this done? If not, why not?

As I am sure you can appreciate, there are LOTS of rumours, speculation, assumptions, and quite frankly distrust from many Summerland residents with regards to this whole process. This process should be open and transparent, and clearly it is not.

I (and I am sure many others), would greatly appreciate an explanation and an answer as to how this third-party was selected.

I look forward to your response and would respectfully request that this correspondence be included in the next council meeting November 14, 2017.

Sincerely,

Sandi Paulson

cc: [mayor@summerland.ca](mailto:mayor@summerland.ca)  
[etrainer@summerland.ca](mailto:etrainer@summerland.ca)  
[rbarkwill@summerland.ca](mailto:rbarkwill@summerland.ca)  
[tboot@summerland.ca](mailto:tboot@summerland.ca)  
[ecarlson@summerland.ca](mailto:ecarlson@summerland.ca)  
[dholmes@summerland.ca](mailto:dholmes@summerland.ca)  
[jpeake@summerland.ca](mailto:jpeake@summerland.ca)

## Action

File: \_\_\_\_\_

Acknowledged: \_\_\_\_\_

Copy to: \_\_\_\_\_

☒ Mayor

☒ Council

☒ CAO

☒ Council Correspondence

Reading File: \_\_\_\_\_

Agenda Item: PA. 8

Referred to \_\_\_\_\_

LT responded.

Completed by: lf

## Karen Jones

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**From:** Doug Wahl <[REDACTED]>  
**Sent:** October 31, 2017 9:52 PM  
**To:** Richard Barkwill; Peter Waterman; Janet Peake; Doug Holmes; Erin Carlson; Erin Trainer; Toni Boot  
**Cc:** Linda Tynan  
**Subject:** Uncertainty about Banks Cresc. costs

Dear Mayor and Council,

I want to thank Council for scheduling the Banks Crescent 'Council of the Whole' meeting in the evening when more of the public, including myself, could attend. However, I left the meeting uncertain about the financial implications of the proposed development. By now, I anticipated that the District would have been equipped with a higher level of certainty and clarity regarding the project costs for various services and infrastructure, including the approximate dollar values to be apportioned to the developer vs the District.

Just a few of many additional concerns come to mind:

- It seems staff have not yet entered into formal negotiations with the developer regarding project costs or amenity contributions? Although we have a figure of about 1.2 million towards amenities, Ms. Tynan reported that discussion about the categories or types of amenity contributions with Lark had not occurred since Ian McIntosh was employed by the district.
- The developer has in fact previously advised the District about amenity contributions. Initially, the developer proposed a staircase. However, later on the developer said, in writing, that the staircase was not feasible due to slope stability concerns (I was puzzled that staff mentioned the staircase over 3 times at the COW meeting). Instead, the developer said they would fund up to \$600,000 towards an emergency water source for the hatchery (an offer they later rescinded in favour of doing monitoring??).
- Estimated costs for the upgrading of Solly Rd. were provided. However, it remains unclear about whether the subgrade of Solly Rd. is sufficiently stable to support the increased traffic including commercial and industrial vehicles. Also, in the winter, Solly Rd. is particularly hazardous near the crest adjacent to Cooke Ave (many vehicles have not been able to navigate this section).
- The investment in time and District funded wages for staff, Council members, consultants and others seems to be discounted as a cost. Over the course of 18 months, I speculate that these costs are likely in the order of \$300,000-\$400,000. This is particularly concerning since the developer only paid \$1,000 for the OCP/rezoning application. If I am incorrect, please have staff provide a more accurate figure including supporting documentation.

Sincerely,

Doug Wahl  
13807 Latimer Ave.  
Summerland

**Action**

File: \_\_\_\_\_  
Acknowledged: 11/1  
Copy to:  
\_\_\_\_ Mayor  
\_\_\_\_ Council  
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\_\_\_\_ Reading File:  
\_\_\_\_ Agenda Item: PW Banks  
Referred to \_\_\_\_\_  
Completed by: [Signature]



**Karen Jones**

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**From:** Donna Wahl [REDACTED]  
**Sent:** October 31, 2017 10:31 PM  
**To:** Dean Strachan; Doug Holmes; Erin Carlson; Erin Trainer; Janet Peake; Linda Tynan; Peter Waterman; Richard Barkwill; Toni Boot  
**Subject:** COW Meeting of Banks Cres.

Dear Mayor and Elected Council Officials,

Last Wednesday's Committee of the Whole Meeting was, I understood, for staff to give Mayor and council members the facts and figures about how much the different components of developing Banks Cres were going to cost and what percentage of each were going to be paid by for the developer and what, if anything, should be paid by the town of Summerland, and ultimately us, the residents.

It could have been presented quite simply. Something like:

- Cost of widening Solly Rd to collector status with footpaths = X dollars. Developer to pay X percent.
- Cost of strengthening Solly Rd to collector status to withstand heavy construction vehicles every day for 3-5-7 years = X dollars. Developer to pay X percent.
- Cost of traffic light installation at the corner of Solly Rd & Latimer Ave = X dollars. Developer to pay X percent.
- Cost of moving power poles, altering gas lines, adding sewer lines, installing extra fire hydrants = X dollars. Developer to pay X percent.
- Cost of realigning of Banks Cres. to Gillespie Rd., realigning driveways to widened roads etc. = X dollars. Developer to pay X percent.

The list could go on. Establishing that Solly Road is NOT currently in the masterplan for upgrading tells me one thing – it is fine to service its' current amount of traffic. In light of this, it would seem to me that the developer should be paying 100% of all these costs because without this proposed mega structure and the 2,000 extra vehicle trips, our infrastructure is adequate to service the current population of lower town.

Counselor Homes, who lives in lower town was forthright in saying residents in lower town usually go down to Lakeshore drive if heading to Penticton. And I have said before that even a relatively minor snowfall usually sends most local residents from Bristow Road to Lakeshore Drive over to Peach Orchard Road. Many of them use the northern Latimer to get to Peach Orchard Rd. Yet in this 'equation' the only upgrading mentioned at all was a slight widening of Solly to Latimer. Gillespie, the second exit from this mega complex was not even mentioned. And no-one can go anywhere from Gillespie without using McDonald. Was either given so much as a thought?

There were a couple of big puzzle pieces still completely missing:-

Nobody mentioned the cost of extra police, fire or ambulatory staff, yet we know that a certain ratio of emergency services per population is required.

The fish hatchery and it's water source weren't part of the equation either. Lark says they have offered to build a water treatment facility. Good. But what do we really know about this

plan? Even if they build it to the standard required by the hatchery, who is going to pay to oversee the running of it and who is going to pay to keep it maintained?

A "hiccup" in the water temperature, the turbidity or a micro-organism getting in could kill the 1 million fry the hatchery raises annually within hours. As the hatchery brings \$100 million into this region of the province each year, a very real fact is that the Provincial Government could sue the town of Summerland for lost revenue.

It seems that two of the most influential staff members helping paint this rosy picture of Lark's planned development are the same two that don't even 'live' in this town. In my math, this does not equate.

What we were supposed to get at the COW meeting was a summary of the cost of expenses verses money generated. What we got instead was a 'brush-off'.

*Donna Wahl*

Summerland

## Action

File: \_\_\_\_\_  
Acknowledged: 11/1  
Copy to:  
\_\_\_\_ Mayor  
\_\_\_\_ Council  
\_\_\_\_ CAO  
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\_\_\_\_ Reading File:  
\_\_\_\_ Agenda Item: 11/1 11/1  
Referred to \_\_\_\_\_  
\_\_\_\_\_  
Completed by: Y

## Karen Jones

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**From:** Barbara Robson <[REDACTED]>  
**Sent:** November 1, 2017 3:37 PM  
**To:** Mary-MacDonald; Diane Colman & Jeff Ambery  
**Cc:** Peter Waterman; Doug Holmes; Erin Carlson; Erin Trainer; Janet Peake; Richard Barkwill; Toni Boot; Jeremy Denegar; Dean Strachan; Linda Tynan  
**Subject:** Council email addresses & FOI Susan McIver

Hi,  
Diane, further to your call last night, we have mulled over the phone call you got from Susan McIver about the FOI and next steps. We think (a) we should not cut off our nose to spite our face – (at times we'd like to tho) and not encourage her to do an article embarrassing them as she said – that would only help them sell papers and not help our cause – especially if (b) we want to do a meeting and see what we can get for free instead. I would tell her to go ahead and write an article based on her questioning how they can know to the penny what the cost is for staff to do 1/2hour FOI but they don't know of costs to staff on Banks. Susan mentioned that to me as well. She also said she doesn't know a lot about FOI and that Jo Fries was the expert, he would be back in the office today.

For future letters to Council – here are the emails for them all, plus some staff. Be aware that they all go thru Linda Tynan, 95% of the time your letter will be on the district's web page (should be 100%), so if you want a councillor to get a letter for sure and in private - hand delivery to city hall with your initial across the back of the envelope will say if they got it at all – and in what state – opened or not.

Mayor Peter Waterman - [mayor@summerland.ca](mailto:mayor@summerland.ca)  
Councillor Doug Holmes - [dholmes@summerland.ca](mailto:dholmes@summerland.ca)  
Councillor Erin Carlson - [ecarlson@summerland.ca](mailto:ecarlson@summerland.ca)  
Councillor Erin Trainer - [etrainer@summerland.ca](mailto:etrainer@summerland.ca)  
Councillor Janet Peake - [jpeake@summerland.ca](mailto:jpeake@summerland.ca)  
Councillor Richard Barkwill - [rbarkwill@summerland.ca](mailto:rbarkwill@summerland.ca)  
Councillor Toni Boot - [tboot@summerland.ca](mailto:tboot@summerland.ca)

Jeremy Denegar, D/Corp. Services - [jdenegar@summerland.ca](mailto:jdenegar@summerland.ca)  
Dean Strachan, D/Dev.Services - [dstrachan@summerland.ca](mailto:dstrachan@summerland.ca)  
Linda Tynan, CAO - [ltynan@summerland.ca](mailto:ltynan@summerland.ca)

Next Council is Nov. 14.

## Action

File: \_\_\_\_\_  
Acknowledged: 11/1  
Copy to:  
\_\_\_ Mayor  
\_\_\_ Council  
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\_\_\_ Agenda Item: Jo Banks  
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Completed by: g

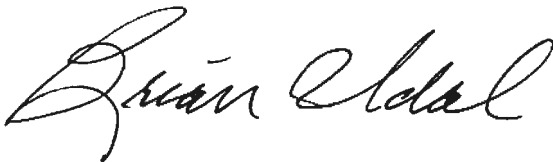
October 27, 2017

RECEIVED  
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District of Summerland

To Mayor Waterman and Councillors:

**Development Left Community Struggling**

As a former White Rock/South Surrey resident I thought I would share some experience with you. We are very new to Summerland. We moved here for the arid climate, beauty, peace and friendliness of your town. Some of my friends tell me that Summerland is like 40 years ago which is not to say it is behind the times but more aptly charming. White Rock was like that too until a certain new neighbour moved in called Bosa Development. All things must and will change so they say but it should be what the people want and not what Big Business wants. It starts out with the promises of more tax base to help the growing community. White Rock was and still is struggling to pay for all their services. Now comes the "How come me too". You let one developer in and now the next one wants in and within a 10 year period you are looking at human filing cabinets in the sky just like White Rock. So much for OCP (Official Community Plan). Much to the chagrin of the community it is rapidly expanding and so are the taxes and aggressive nature. The major point here is that more tax revenue from business development does not mean less taxes for you. Currently White Rock's water has gone from super clean thanks to an underground aquifer, to currently BROWN and the city planners and engineers can't figure it out. It has been going on for months and the well to do who pay the highest taxes in White Rock are miffed. Now White Rock Council and experts are planning a multi level parking lot by the beach. It's a beach, go figure. You play with nature and you play with fire. Ask yourselves what **two** developments are currently being proposed in your peaceful town that are knocking on your door with promises of more development, more jobs and more money.....for the people! If we don't want it then say so LOUDLY. Don't expect someone else will take care of it. We really like this town and already I am hearing voices of discontent from intelligent educated people who know more than I. Let us Listen before it is too late. Less is more many times. We don't really need fancy sidewalks on every street now do we? We read a sign across from the Beanery which states as a town motto "Celebrate Community, Cherish Home". Makes good sense to us. ....



Brian Udal  
10718 Ward Street  
Summerland BC

**Action**

File: 3030-20  
Acknowledged: \_\_\_\_\_  
Copy to:  
\_\_\_\_ Mayor  
\_\_\_\_ Council  
\_\_\_\_ CAO  
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\_\_\_\_ Reading File:  
\_\_\_\_ Agenda Item: Banks. PN.  
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