

PlanningAlias

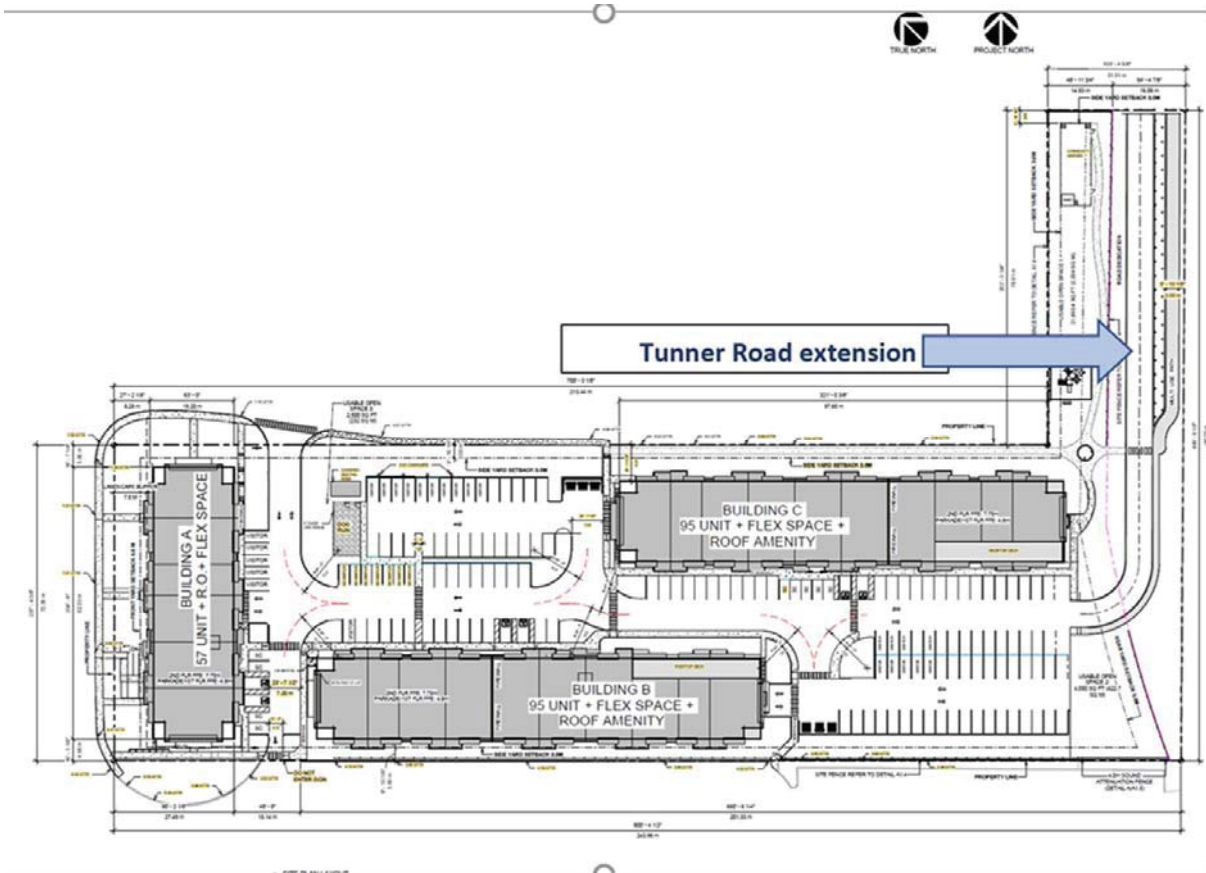
From: Lynette Rudek
Sent: Monday, October 25, 2021 4:39 PM
To: PlanningAlias
Cc:
Subject: Re: Oct. 27/21 Public Hearing - Development at 801 Ryan Road, Courtenay, B.C.

Hi Matthew,

As per our t/c last Tuesday, we would like the opportunity to address/discuss the following items with respect to the proposed Broadstreet development- public hearing on Oct. 27/21.

1. The curb currently at the entrance on Ryan road extends approx. 5 meters onto the common property as noted below. Given that there will be a substantial increase in density and traffic from this entrance, a new and an appropriately narrower curb is warranted with sidewalks forming part of the 801 Ryan Rd site all the way through.
2. It is noted that there will be a road constructed on the south edge of the property referred to as the Tunner Drive extension which can only be accessed exclusively from the new development. When does 100% of Tunner road happen? Future access to the new road from common property should also be provided as we will all benefit from a smoother traffic flow.
3. There's no mention in City report of obtaining access rights from the Strata but expect that the zoning/building approval will be subject to our consent to easement access.
4. FIGURE 2 Arrows shows A multi-use pathway that appears to be on common property there is no sidewalk in that area on common property. All new sidewalk requested for 801 Ryan site – within development property line. What are common property access rights to Tunner Rd extension areas?
5. Landscape plan does not show any works to off site lands. There are trees at either end of the driveway which will likely block views of oncoming traffic and vice versa as the trees mature. Landscaping plan needs to take safety in to consideration.
6. Page 6 of the Staff report dated Sept. 7/21 indicates that “**...the area experiences periodic traffic congestion. The proposal does a good job of mitigating traffic impacts particular as a result of the extension of Tunner Drive which provices an alternative access point from Ryan Road where congestion is most pronounced. ...The analysis concluded that the develoment will have minor impact on traffic volumes in the immediate area....**” We do not agree. Common Property sees no benefit from Turner Rd Extension, when completed. Date still unknown so any mid-term benefits to us unlikely.
7. Page 7, it is noted that “**High volumes of fast moving traffic**” Which contradicts previous “soft” statements on traffic volumes. (Again 3rd Party Report Pg 61 Safety Impacts “**...the proposed development is not anticipated to have substantial safety impacts on the adjacent roadways**” unclear if comments based on current traffic patterns without subject and 1025 Ryan Rd data while 100 801 Ryan Rd site specific trips/peak hour statement earlier seems to contract this statement. If 1025 Ryan Rd. vehicle counts are not considered in reports data fully a near doubling of peak traffic can be expected within a 50 metere stretch of common property roadway).
 - a. We do not agree that traffic impacts are mitigated as there appears to be a choke point at the main entrance egress from Ryan Road and coupled with the 1025 Ryan Rd. traffic impacts on common property, it is unclear all factors are fully considered in the traffic report.
 - b. The development exit (on site) only to mall site. Why can't mall exit be in & out access? The 3rd party traffic report references right in, right out in this location, why the change in the application?
8. Page 9, conceptual bus stop location/right turn lane Fig. #4, plus widening of existing common road by setting back curbs and sidewalks.

- a. Not mentioned or considered in the drawings. The Bus & Right lane cut off and all other road/service works should be at Developer's cost
 - b. Traffic congestion mentioned yet again
9. Page 10 – Covenant condition & Asset management
- a. Developer to pay for all costs on common property in connection with the development.
 - b. Additional offsite works should be confirmed and designed or outlined now, especially of common property services, utilities. Are all site services for the development from common property existing works?
Will need clarification of extent of service improvements.
10. During construction: Traffic control to be implemented - No stopping along full length of common area site, via signs and by-law infraction. Further no parking for trades and deliveries relating to the development is permitted on the "Limited common property" designated for the commercial strata Lots 1 and 2.



Regards,
Lynette Rudek