

East Fraserlands Projected Population

Source	Year	Population
EFL policy statement	2004	10,000
EFL ODP	2006	12,800
Wesgroup (estimated at build out with current ODP density)	2021	15,250*
Wesgroup (estimated revised density)	2021	18,488**

*Wesgroup estimates 1.75 persons / unit at 8,715 units = 15,250

**Wesgroup estimates 1.75 persons / unit at 10,565 units = 18,488

East Fraserlands Density Comparison

Neighbourhood	Density / square km (2021)
Vancouver	5,844
Downtown	16,790(CV2016)
West End	23,800(CV2016)
Yaletown	26,473 (AV)
EFL (projected at build out as per current ODP)	29,432 (15250 x1.93)
EFL (projected at build out as per revised ODP)	35,681 (18488x1.93)

- EFL is 128 acres (0.518 square km)
- To find the EFL density / square km multiply population x 1.93
- EFL...35% more dense than Yaletown the next most dense neighbourhood
- Sources:Areavibes(AV),City of Vancouver (CV)

EFL Parks (Acres per thousand residents)

Parks Board major project target is 2.75 acres per 1,000 population

EFL ODP (2006)	1.95 acres per thousand people (25.2 /12,800)
EFL CURRENT ODP (2021)	1.65 acres per thousand people (25.2/15,250)
EFL REVISED ODP (2021)	1.47 acres per thousand people (27.2/ 18,488)

EFL CURRENT ODP=25.2 acres ; Revised ODP=27.2 acres

EFL POPULATION =15,250; REVISED POPULATION = 18,488

REVISED POPULATION INCREASE = 3233. SHOULD INCREASE PARK SPACE BY 8.9 ACRES (3200X2.75)

Traffic

The EFL is not a walkable community. The residents in both the West Fraserlands and the EFL will need a car for the foreseeable future. The 50% increase in EFL density since the 2006 ODP and the implications for traffic have not been considered in the report before you

The only reference to parking and walkability that I could find in the report is a cry for help:

Adjustments to EFL parking requirements (2018) – The EFL CD-1 By-laws include area specific parking requirements. The original intent was to reduce auto dependency by setting maximum and low minimum requirements, to encourage residents to use transit, car share or active transportation supported by TDM measures. As residents have moved in, staff have received strong feedback from the community and the developer on the challenges presented by the parking maximum, given limited transit service to the area and challenging topography.

Ever since the ODP report in 2006, traffic considerations have been foremost in the minds of neighbouring communities, how can you properly consider a 50% increase in EFL density without a thorough traffic study?

Climate Emergency Action Plan

The City of Vancouver Climate Emergency Action Plan contemplates

- Reducing carbon pollution created from burning gasoline and diesel in vehicles
- Supporting walkable, complete neighbourhoods.

I think you have to ask the question: what are the implications for the Climate Plan of the proposed increased density? More people ,in the most remote part of the city,forced to drive for basic services (few shops , no churches, maybe a school)