

Date Received	Time Created	Subject	Position	Content	Full Name	Contact Name	Organization	Contact Info	Neighbourhood	Attachment
04/06/2021	19:07	PH2 - East Fraser Lands Official Development Plan and Public Amenity Financial Plan and Strategy: 10-year Review and Update	Oppose	<p>The area south of Marine Dr/Marine way between Knight St. Bridge and Boundary Rd used to be mostly Industrial around 200 acres. Slowly it was rezoned to Residential. This southeast corner of the CoV is the farthest away from Downtown and not near any Rapid Transit Stations. A good analysis of mistakes made by previous City Councils and Staff was published on Feb. 9, 2021 in the Daily Hive https://dailyhive.com/vancouver/river-district-east-fraser-lands-ocp-proposal-2021 The Movie Studio that was proposed at one time is being located east of Boundary Rd in Burnaby Big Bend Industrial Area. Community amenities were not plan properly and the forgotten corner of the CoV is being treated different than False Creek North or other redeveloped areas. Yes we need more Residential like affordable rental apartments but who made the mistake of approving this remote SE corner' I think the overall density will be around 50 units per acre very high for a neighborhood so far from the CBD and rapid transit. The area south of Marine Dr. west of Knight St Bridge to the Oak St. Bridge is much better area to have high density residential it is close to the Canada Line Marine Dr. Station. Transit to the River District is another fault of STAFF who do not know what transit actually mean and who never read the book Human Transit by J. Walker. For 4 years there was no bus service at all. In 2020 one min-bus was given as the MLA was fighting TransLink for 2.5 yrs . Now the No.31 bus takes the residents to Metrowtown Station in Burnaby where the riders have to pay a two zone fare to get back into Vancouver on the SkyTrain. Bus 31 should travel to Joyce-Collingwood Station. City Manager and Engineering staff do not want to bring transit items to City Council Agenda. Most other city councils approve or disapprove bus routes plans but not in CoV. Why do we have to do our own transit planning' I proposed that we return to a plan the Late MP Ian Waddell got BC Transit to implement as a pilot. Extend the No.29 Elliott bus to Marine and Victoria than via Marine Dr., Kerr St., Kent to River District than North to Joyce-Collingwood Station. To provide EXPRESS bus to Metrotown Bus No. 430 could be rerouted from Knight St. to Kerr St. between Marine Dr. and 49th Ave. (This will allow students and residents to access Champlain Sq. shopping Centre, Killarney Secondary School and Community Centre. When False Creek South was opened bus No. 50 started so new residents had a choice this was not done in the River District. I assume NEW Staff at CoV did not know about how the CoV got bus No. 50 by paying for it. Wesgroup as the developer should be made responsible to pay toward bus service in the same way developers in Coquitlam and WV are paying and providing FREE bus service. Another proposal that staff do not want to bring to City Council is moving the City Owned Harrison Trolley Bus Loop to Marine Drive so that residents can easily access bus No.20 Victoria. NathanDavidowicz</p>	Nathan Davidowicz	Mr NATHAN DAVIDOWICZ		[REDACTED]	Shaughnessy	No web attachments.