

4. East Fraser Lands Official Development Plan and Public Amenity Financial Plan and Strategy: 10-year Review and Update

Date Received	Time Created	Subject	Position	Content	Name	Organization	Contact Info	Neighbourhood	Attachment
02/23/2021	10:11	PH2 - 4. East Fraser Lands Official Development Plan and Public Amenity Financial Plan and Strategy: 10-year Review and Update	Oppose	As a resident in River District, we enjoy living in this neighborhood. We all understand this neighborhood is in developing and many construction projects are going on and will last many years. However, as many construction vehicles are coming and going across our neighborhood, they really cause many concerns to us including safety and environmental problems. I am trying to raise this issue and hope WesGroup could listen to our voice and do something to solve the problems caused by the construction trucks to improve our living environment in River District. Too many big concrete mix trucks enter from Kinross Street and pass E Kent Ave North to the construction site. E Kent Ave North is closed to all traffic but those trucks still use this shortcut between Kinross and Jack Uppal St every day. Those concrete mix trucks always raise great amount of dust and dirt when passing, these dust is always brought to buildings on west side of Kinross. Such air pollution caused by construction make us unhappy because we have to clean our furnitures and floors very often if we open windows. In such hot days, it becomes our nightmare if we close windows to block dust. Please kindly arrange some more street vacuum and wash in our neighborhood especially the routes around the Public Storage. Thank you very much for your attention to this matter. We all hope every resident enjoys to living in River District and look forward to greeting its beautiful tomorrow. Please help us to make River District a clean and safe neighborhood. The first step is to reduce the air pollution and improve our air quality. In addition, I would like to know when will the river area sports ground be built? It is designed for community entertainment purposes, not for private use by developers for parking and building material storage purposes.	Phyllis Chan		s.22(1) Personal and Confidential	unknown	No web attachments.
				DUPLICATE					
02/25/2021	15:44	PH2 - 4. East Fraser Lands Official Development Plan and Public Amenity Financial Plan and Strategy: 10-year Review and Update	Oppose	The area cannot withstand more residential. It will be at max with new proposals. If Covid has taught us anything it is that we need to have space to be apart if needed. The wildlife is already being pushed out. They too need land to live and thrive. This is jamming way too many other people into a finite piece of land. British Columbia is a vast province and so much space to build. Why impinge on land that has already seen so much change? Half of the people buying do not even live in our province.	stacey ando			victoria-Fraserview	No web attachments.
02/26/2021	14:37	Fraser Lands Official Development	Oppose	Totally disagree for the increased height will block our views. Recommend to cut down to 12-14 floors instead	Dennis Mak			killarney	Appendix A
03/04/2021	13:53	PH2 - 4. East Fraser Lands Official Development Plan and Public Amenity Financial Plan and Strategy: 10-year Review and Update	Oppose	These comments are meant to be addressed at the March 11th meeting. The EFL/River District area is drastically in need of more public parking as transit is not keeping up with demand and public parking is extremely limited, especially in time allowed per visit. I don't see anything in the plans to address what has been a consistent complaint from the community. How will this be addressed specifically as EFL is further developed? Why is it not possible to include a plot of spaces, spread out over the area, that are longer term paid public parking options? Many spaces currently listed for "customer use" are often empty but patrolled and ticketed/towed if used beyond 2 hours. SO empty spots, whiel people circle and circle. Street parking is next to impossible to secure. The no stopping zones at the corner of Sawmill and River District Crossing are almost always occupied by short term parkers (blocking traffic in many, many cases) and there is very little (virtually none) enforcement of these areas. They're effectively short term "parking" spaces at the moment which is fundamentally wrong, but points towards the bigger problem. It's becoming impossible to have visitors for an afternoon or evening simply due to lack of parking and/or lack of transit options. Child care spaces are important, rental housing is important, but ignoring an obvious glaring issue, is also something that should be important. I see a LOT of extra housing in these extra floors being asked for... and nowhere is the current parking and transit issue addressed. These extra people will simply be adding to the existing problem at a faster rate and without a proper plan, this issue will start to affect livability and property value. I ask that enforcement of no stopping zones be immediately addressed. I ask that additional paid parking (beyond 2 hours) be added to existing areas and to future areas. To that end, I do not support the existing plan as written due to the obvious shortcomings. Simply saying we need less reliance on vehicles is merely lip service when there is no other real options for the area. Not addressing these issues isn't smart city management... it's sticking your heads in the sand and ignoring what is a real problem and a danger to the future of the area. Thank you... Also, could you allow for a clear option for River District Residents to choose as a "neighbourhood" that I live in, when submitting comments... maybe River District or at least EFL? Killarney is as close as I could find but this area is NOT Killarney.	Dale Cameron			killarney	No web attachments.

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[illegible]

Current View to Area 3, River District



Current view from my house to Area 2,
in River District

This Single building
higher than others
in Area 2, in River District



APPENDIX B







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CONSTRUCTION
AREA

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