



**SUPPLEMENTAL INFORMATION
FOR THE COMMITTEE OF THE WHOLE MEETING
MONDAY, AUGUST 28, 2023**

COMMITTEE OF THE WHOLE MEETING

Page 07	Report – Strawberry Meadows Neighbourhood Policies (7.2.51)	Public Input received August 27, 2023 from Jack and Debbie Oviatt regarding the Strawberry Meadows Neighbourhood Policies
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Mayor and Council,

I have reviewed the documents regarding Strawberry Meadows and have the following comments:

Under notice of motion: The motion to replace the culvert is still restrictive to off-road vehicle access.

Policy 1: I would like to clarify that Strawberry Meadows has an abundance of multi-use trails (around 8 km).

Policy 5: Needs to read the District will pursue opportunities to safely accommodate pedestrians and off-road vehicles and all other modes of transportation moving through and within Strawberry Meadows.

Policy 7: Needs to include existing commercial use. We cannot allow policy 7 to embed a bias in the OCP for not supporting existing commercial uses and any new commercial uses in the neighborhood including the exclusion of existing and/or future temporary use permits. Home occupation and home business address requires detailed clarification on what is and is not included in those categories. Is the District of Kitimat trying to eradicate temporary use permits throughout the District or just Strawberry Meadows?

Policy 8: Directly conflicts recommendations in Policy 7 and will not be supported by Strawberry Meadows residence.

Policy 9: There is no land in Strawberry Meadows that is adversely affected by flooding. Daudet Creek is the only area in Strawberry Meadows that requires an environmentally sensitive designation.

Kitimat Official Community Plan 2008 :

4.3.14 Strawberry Meadows required several crosswalks to improve safety.

4.3.25 Preserving areas of natural forest encourages wild fires.

There will be noise from commercial traffic and commercial operations for the foreseeable future - until Strawberry Meadows is completed. Large equipment is needed to build homes, haul material and clear brush.

The neighborhood experiences additional traffic because of the access to Minette Bay West Park at the south end of Loganberry. Vehicles are also accessing Minette Bay West Park via the pipeline road access to lands beyond. Both will require the District to pave in the future.

As you can see from page 23 - not all people who commented at the public forum are against commercial industrial.

Commercial is compatible with the neighborhood character as there is already existing in the area without negative impacts. The commercial is located in an area where traffic does not travel through any residential neighborhood. Make note that Loganberry has been designed to a much higher standard to accommodate commercial traffic.

Yours truly,
Jack and Debbie Oviatt