

## Attachment 6

### *City-led Consultation Summary*

# Survey Responses

29 October 2020 - 26 April 2023

114 and 118 Sprice Street

## Be Heard New West City

Project: 114 and 118 Sprice Street



VISITORS					
43					
CONTRIBUTORS			RESPONSES		
18			19		
5	13	0	6	13	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



**Respondent No:** 1

**Login:** Unverified

**Responded At:** Apr 03, 2023 19:03:39 pm

**Last Seen:** Apr 03, 2023 19:03:39 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?** Do not support

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Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

Less houses, one parking spot per lot is not sufficient, as there are typically 2 cars per household. The tenant of the additional studio above the garage will most likely have a car as well. That makes 30 cars that need to park somewhere. The neighbouring streets are very narrow and are not sufficient to offer that much parking space.

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Q3. **OPTIONAL: What is your connection to the proposed development?** I live in the immediate vicinity (within 1-3 blocks)

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**Q4. OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

Spruce Street is a cull de sac and very narrow street with no sidewalks. How is the city planning to regulate traffic and street accessibility for the construction time? Any larger construction trucks, excavator etc. will block the entire traffic, the narrow street does not have the capacity to provide space for street parking and construction vehicles at the same time. The Queen Elizabeth Elementary School is located at the end of Spruce Street, parents use Spruce Street to park their cars to drop off and pick up kids. During these times approx. 20 cars are parked on the street with no space for additional trucks or additional vehicles. Both sides of Spruce Street include trenches; cars have slipped into the trenches in the past, due to the narrow road condition. Scenario: Multiple Garbage bins are placed directly on the street on both sides, combined with parked cars from parents, general resident parking and traffic, garbage trucks, how are the construction vehicles going to maneuver the existing road conditions, without blocking the access to the school or residents? Are there rehoming plans for the existing wildlife residing in the lot of 114 and 118? There is a group of bats living on the plots, as well as barn owls, swallows and other birds. The current development plans include an entire deforestation of both plots. There are several large trees on the lots that are inhabited by several species. New planted trees and scrubs will not accommodate the existing wildlife. The wildlife habitat will be gone and cannot be reestablished. Similar to the newly built houses on Howe Street, most of the area will be covered with pavement, gravel, and sparse green patches. 50% of the current homeowners on Howe Street (adjacent to the backend of Spruce Street properties) have covered their property in artificial grass. Given the fact that the proposed lot is below sea level, rainwater needs to be directed, deforestation and sealing the ground with artificial grass is unfavorable for the ecosystem and adjacent backyards. Is there a drainage plan included in the development plans? The neighboring properties are below sea level, and will act as a sponge, receiving double the amount of rainwater. The existing neighboring houses are ground level, pooling will most likely occur on the properties and increased flood risk with heavy rainfall. The flex space indicated in the development plans, will most likely turned into a suite with one tenant including one car, that makes 2 cars per household + 1 car for the flex space tenant. The existing development plans show garage space for 10 cars. Where are the remaining cars going to park? The parking capacity of Howe Street is already maxed out, and Spruce Street is too narrow to accommodate more street parking. In regard to the construction period and noise interference, ground stability for the neighbors of lot 114 and 118 Spruce Street. Due to the nature of the ground (wet area) in close proximity to the Fraser River, lot 114 and 118 will be compacted and piles added, including tree and ground removal. How will the process be for the neighbors adjacent to the lots? How will be ensured the gardens and fences stay intact. How will the proposed ground or elevation be situated, as the Howe street elevation is currently 1.5 meter higher compared to the ground level of Spruce Street? Will the new development include an elevation slope with a sharp drop off to the neighbors? Is there a plan for rainwater drainage, as the lots 114 and 118 will most likely slope towards the adjacent lots, and direct the rainwater towards these lots? The proposed development is too dense and will most likely cause a daily traffic backlog, parking issues for the residents and a crowded feeling, resulting in tension and frustration. A less dense development of these two lots is more favorable for the eco system and neighborhood. A development of only 4 detached homes might include the possibility to keep the existing large trees and keep the existing wildlife.

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**Q5. What is your postal code?**

New Westminster, BC, V3M5L4

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**Respondent No:** 2

**Login:** Unverified

**Responded At:** Apr 05, 2023 19:53:57 pm

**Last Seen:** Apr 05, 2023 19:53:57 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

NONE

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in the immediate vicinity (within 1-3 blocks)

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

Too high density, does not fit in with the surrounding homes (single family homes with large yards), infrastructure not in place, already too much traffic congestion at times, parked cars will definitely be an issue, etc., etc, etc. I'd like to see an artist's rendition including the existing/neighboring homes.

Q5. **What is your postal code?**

New Westminster, BC, V3M5A6



**Respondent No:** 3

**Login:** Registered

**Responded At:** Apr 07, 2023 10:41:57 am

**Last Seen:** Apr 07, 2023 17:41:57 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

not answered

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in a different neighbourhood, but am interested in the project

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

not answered

Q5. **What is your postal code?**

New Westminster, BC, V3L1P7



**Respondent No:** 4

**Login:** Registered

**Responded At:** Apr 07, 2023 13:23:00 pm

**Last Seen:** Apr 07, 2023 20:23:01 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?** Do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

PLEASE Stop building residential homes in mass quantity here. We do not have the proper roads/transportation infrastructure to support anymore residential development. It is impossible to travel in and out of Queensborough right now as it is!

Q3. **OPTIONAL: What is your connection to the proposed development?** I live in the area but further than 3 blocks away

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

It is SO incredibly irresponsible to continue to build high density residential structures in an area that is unable to support the auto traffic that it already has.

Q5. **What is your postal code?** New Westminster, BC, V3M0E6



**Respondent No:** 5

**Login:** Registered

**Responded At:** Apr 07, 2023 13:23:31 pm

**Last Seen:** Apr 07, 2023 20:23:01 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

not answered

Q3. **OPTIONAL: What is your connection to the proposed development?**

not answered

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

not answered

Q5. **What is your postal code?**

not answered





**Respondent No:** 6

**Login:** Registered

**Responded At:** Apr 07, 2023 13:40:28 pm

**Last Seen:** Mar 28, 2023 22:42:28 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Somewhat do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

Improve traffic issues before more homes are built. Queensborough is a total traffic mess trying to get in or out of the area.

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in the area but further than 3 blocks away

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

Schools and recreation facilities are also lacking. Homes of this size will be for families with children

Q5. **What is your postal code?**

New Westminster, BC, V3M0J9



**Respondent No:** 7

**Login:** Unverified

**Responded At:** Apr 07, 2023 16:32:16 pm

**Last Seen:** Apr 07, 2023 16:32:16 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

Nothing really.

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in a different neighbourhood, but am interested in the project

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

I support any means to make more homes more available to people. This projects gives a perfect mix of single family home with yard while still maximizing the available land. We need to be looking at solutions just like this with a combination of towers near sky train stations and decrease height as we near single family neighbours. This project fits perfectly within my vision of how we should be looking at new developments.

Q5. **What is your postal code?**

New Westminster, BC, V3L0H2



**Respondent No:** 8

**Login:** Unverified

**Responded At:** Apr 07, 2023 16:37:47 pm

**Last Seen:** Apr 07, 2023 16:37:47 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

While I would be better support of townhomes or duplexes, this proposal can help multi generational living together.

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in the immediate vicinity (within 1-3 blocks)

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

Please allow smaller food print of housing, and flexible future expansion

Q5. **What is your postal code?**

New Westminster, BC, V3M0K6



**Respondent No:** 9

**Login:** Unverified

**Responded At:** Apr 07, 2023 18:18:23 pm

**Last Seen:** Apr 07, 2023 18:18:23 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

Queensborough is already too crowded. Traffic leaving and entering Queensborough during rush hours is already ridiculous.

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in the immediate vicinity (within 1-3 blocks)

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

not answered

Q5. **What is your postal code?**

New Westminster, BC, V3M6L1



**Respondent No:** 10

**Login:** Unverified

**Responded At:** Apr 07, 2023 19:31:23 pm

**Last Seen:** Apr 07, 2023 19:31:23 pm

**Q1. What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Somewhat support

**Q2. The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

Traffic to the Queensbough Bridge and Hwy 91 needs to be resolved before I support more development in the Queensbough area.

**Q3. OPTIONAL: What is your connection to the proposed development?**

I live in the immediate vicinity (within 1-3 blocks)

**Q4. OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

The intersection of Eawn and Howes absolutely needs to be improved before any further development in Queensbough. I've lived here for 16 years and I've never seen it so bad no matter what time of day. Forget transit because it's stuck in the traffic as well.

**Q5. What is your postal code?**

New Westminster, BC, V3M5K5



**Respondent No:** 11

**Login:** Unverified

**Responded At:** Apr 07, 2023 19:37:20 pm

**Last Seen:** Apr 07, 2023 19:37:20 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Somewhat do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

Port Royal was the first experiment in "high density" and it's a "fail". Poor public transportation, lack of parking, school capacity etc

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in the area but further than 3 blocks away

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

It's a promising idea, but the city in the past has not taken into consideration the effect on nearby residents. Public transportation is outside the city's control, so the never gets dealt with to the resident's satisfaction.

Q5. **What is your postal code?**

New Westminster, BC, V3M6X6



**Respondent No:** 12

**Login:** Unverified

**Responded At:** Apr 08, 2023 08:57:15 am

**Last Seen:** Apr 08, 2023 08:57:15 am

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?** Do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

The infrastructure cannot support the current number of residents in the Boro. The congestion to get in/out is restricted by the 4 lanes merging into 1 to get north. Going south is the already over capacity Alex Fraser, west to Richmond isn't any better. The schools are already using portables. Queensboro needs more services for the current residents before adding more people into the mix. Allowing this development will open the door for these types of projects to add more people and vehicles into an already overcrowded community.

Q3. **OPTIONAL: What is your connection to the proposed development?** I live in the area but further than 3 blocks away

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

It is not part of the community plan and an exemption should not be allowed. The OCP for the Boro has had too many exemptions even though the community has spoken against them

Q5. **What is your postal code?** New Westminster, BC, V3M5H4



**Respondent No:** 13

**Login:** Unverified

**Responded At:** Apr 08, 2023 10:45:34 am

**Last Seen:** Apr 08, 2023 10:45:34 am

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

not answered

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in the immediate vicinity (within 1-3 blocks)

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

I have grown up in this community and now am raising my children in this community. The amount of congestion in this area over the years is ridiculous. You are willing to provide housing but no solution to our on going traffic issue, where just in this past year many of us faced issues getting out of Queensborough due to traffic and over population. It's the same way in and out for the past 30 years but population has increased significantly. People cannot find parking and neighbour's are now disputing amongst each other. A neighborhood that was once so happy, has become a battle ground over parking

Q5. **What is your postal code?**

New Westminster, BC, V3M0L8





**Respondent No:** 14

**Login:** Unverified

**Responded At:** Apr 08, 2023 11:46:38 am

**Last Seen:** Apr 08, 2023 11:46:38 am

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

I have lived in Queensborough for 8 years now and have seen how bad things have gotten due to densification. I believe that's it's very unthoughtful to density area even further that has limited resources. It's not unusual now for traffic to back up on Howe st and Ewen ave. Because of that people have to use side streets to get to one side to another. Parking is already an issue where every household has 3 cars and most of them end up on street. Spruce st. is so narrow and will not be able to handle the traffic and same with Howe st on the other side. Also if this project gets passed that means all the future development in the area would be same and there will be 40-50 home in that small area. I don't think this project is in the best interest of Queensborough and it's residents.

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in the immediate vicinity (within 1-3 blocks)

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

not answered

Q5. **What is your postal code?**

New Westminster, BC, V3M0L8



**Respondent No:** 15

**Login:** Registered

**Responded At:** Apr 08, 2023 15:19:12 pm

**Last Seen:** Apr 08, 2023 22:19:12 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

not answered

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in the area but further than 3 blocks away

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

It's a nice clean looking development.

Q5. **What is your postal code?**

New Westminster, BC, V3M6Z5



**Respondent No:** 16

**Login:** Registered

**Responded At:** Apr 10, 2023 20:17:59 pm

**Last Seen:** Apr 11, 2023 03:09:57 am

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

not answered

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in a different neighbourhood, but am interested in the project

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

not answered

Q5. **What is your postal code?**

New Westminster, BC, V3M0L9



**Respondent No:** 17

**Login:** Unverified

**Responded At:** Apr 10, 2023 20:27:53 pm

**Last Seen:** Apr 10, 2023 20:27:53 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

Sidewalks must be constructed on street side on city land but otherwise I support the idea of this density type housing especially so close to 2 schools.

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in the area but further than 3 blocks away

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

This is a great development proposal for this location.

Q5. **What is your postal code?**

New Westminster, BC, V3M0B7



**Respondent No:** 18

**Login:** Unverified

**Responded At:** Apr 12, 2023 19:53:06 pm

**Last Seen:** Apr 12, 2023 19:53:06 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?**

Somewhat do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

Reduced number of units

Q3. **OPTIONAL: What is your connection to the proposed development?**

I live in the immediate vicinity (within 1-3 blocks)

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

Concerns about traffic flow in/out of this area if additional density is introduced. Ewen / salter have high congestion now and the location is close to elementary school which will further impact current residents unless additional traffic flow supports are introduced to Queensborough.

Q5. **What is your postal code?**

New Westminster, BC, V3M0K8



**Respondent No:** 19

**Login:** Unverified

**Responded At:** Apr 26, 2023 16:17:56 pm

**Last Seen:** Apr 26, 2023 16:17:56 pm

Q1. **What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?** Do not support

Q2. **The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

I will not support this project. It ruins the ambience and Beauty of our quiet neighborhood. The population will become too dense and encourage urban sprawl. This will also bring too much traffic and noise. There is no consideration for protecting/restoring the existing eco systems like open ditches and natural greenery, where ducks/blue heron etc. hunt for food and nest. It will also ruin our skyline.

Q3. **OPTIONAL: What is your connection to the proposed development?** I live in the immediate vicinity (within 1-3 blocks)

Q4. **OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

Very concerned about construction -pile driving/fill causing damage to the foundation of our home. This can be very disruptive and costly. Our home is perfectly flat and no heaves or bumps .

Q5. **What is your postal code?** not answered



**Q2 The purpose of this survey is to better understand the community's impressions about the proposed project, before it is formally considered by Council. Are there any elements of the proposal that could change to increase your level of support for this project?**

**(14 responses)**

- **Roads / transportation infrastructure is not sufficient to support increased densification of this scale in Queensborough (5)**
- **Traffic conditions need to be improved in Queensborough (4)**
- **Decrease the number of units (3)**
- **Limited resources / services in the area (2)**
- **Queensborough is already too crowded (2)**

I have lived in Queensborough for 8 years now and have seen how bad things have gotten due to densification.

I believe that's it's very unthoughtful to density area even further that has limited resources. It's not unusual now for traffic to back up on Howe st and Ewen ave. Because of that people have to use side streets to get to one side to another.

Parking is already an issue where every household has 3 cars and most of them end up on street. Spruce st. is so narrow and will not be able to handle the traffic and same with Howe st on the other side. Also if this project gets passed that means all the future development in the area would be same and there will be 40-50 home in that small area.

I don't think this project is in the best interest of Queensborough and it's residents.

I will not support this project. It ruins the ambience and Beauty of our quiet neighborhood. The population will become too dense and encourage urban sprawl. This will also bring too much traffic and noise. There is no consideration for protecting/ restoring the existing eco systems like open ditches and natural greenery, where ducks/blue heron etc. hunt for food and nest. It will also ruin our skyline.

Improve traffic issues before more homes are built. Queensborough is a total traffic mess trying to get in or out of the area.

Less houses, one parking spot per lot is not sufficient, as there are typically 2 cars per household. The tenant of the additional studio above the garage will most likely have a car as well. That makes 30 cars that need to park somewhere. The neighbouring streets are very narrow and are not sufficient to offer that much parking space.

NONE

Nothing really.



PLEASE Stop building residential homes in mass quantity here. We do not have the proper roads/transportation infrastructure to support anymore residential development. It is impossible to travel in and out of Queensborough right now as it is!
Port Royal was the first experiment in "high density" and it's a "fail". Poor public transportation, lack of parking, school capacity etc
Queensborough is already too crowded. Traffic leaving and entering Queensborough during rush hours is already ridiculous.
Reduced number of units
Sidewalks must be constructed on street side on city land but otherwise I support the idea of this density type housing especially so close to 2 schools.
<p>The infrastructure cannot support the current number of residents in the Boro. The congestion to get in/out is restricted by the 4 lanes merging into 1 to get north. Going south is the already over capacity Alex Fraser, west to Richmond isn't any better. The schools are already using portables.</p> <p>Queensboro needs more services for the current residents before adding more people into the mix.</p> <p>Allowing this development will open the door for these types of projects to add more people and vehicles into an already overcrowded community.</p>
Traffic to the Queensbough Bridge and Hwy 91 needs to be resolved before I support more development in the Queensbough area.
While I would be better support of townhomes or duplexes, this proposal can help multi generational living together.

**Q4 OPTIONAL: Please share with the City any other comments you may have about the proposed development.**

- **Concerns around traffic flow and congestion (5)**
- **Work needs to be done to address traffic in Queensborough prior to increasing densification (5)**
- **Support for the project (4)**
- **This area / street is parking deficient (3)**
- **Concerns around construction noise and disruption (3)**

**(14 comments)**

Concerns about traffic flow in/out of this area if additional density is introduced. Ewen / salter have high congestion now and the location is close to elementary school which will further impact current residents unless additional traffic flow supports are introduced to Queensborough.

I have grown up in this community and now am raising my children in this community. The amount of congestion in this area over the years is ridiculous. You are willing to provide housing but no solution to our on going traffic issue, where just in this past year many of us faced issues getting out of Queensborough due to traffic and over population. It's the same way in and out for the past 30 years but population has increased significantly.

People cannot find parking and neighbour's are now disputing amongst each other. A neighborhood that was once so happy, has become a battle ground over parking

I support any means to make more homes more available to people. This projects gives a perfect mix of single family home with yard while still maximizing the available land. We need to be looking at solutions just like this with a combination of towers near sky train stations and decrease height as we near single family neighbours. This project fits perfectly within my vision of how we should be looking at new developments.

It is not part of the community plan and an exemption should not be allowed. The OCP for the Boro has had too many exemptions even though the community has spoken against them

It is SO incredibly irresponsible to continue to build high density residential structures in an area that is unable to support the auto traffic that it already has.

It's a nice clean looking development.

It's a promising idea, but the city in the past has not taken into consideration the effect on nearby residents. Public transportation is outside the city's control, so the never gets dealt with to the resident's satisfaction.

Please allow smaller food print of housing, and flexible future expansion

Schools and recreation facilities are also lacking. Homes of this size will be for families with children

Spruce Street is a cull de sac and very narrow street with no sidewalks. How is the city planning to regulate traffic and street accessibility for the construction time? Any larger construction trucks, excavator etc. will block the entire traffic, the narrow street does not have the capacity to provide space for street parking and construction vehicles at the same time. The Queen Elizabeth Elementary School is located at the end of Spruce Street, parents use Spruce Street to park their cars to drop off and pick up kids. During these times approx. 20 cars are parked on the street with no space for additional trucks or additional vehicles. Both sides of Spruce Street include trenches; cars have slipped into the trenches in the past, due to the narrow road condition. Scenario: Multiple Garbage bins are placed directly on the street on both sides, combined with parked cars from parents, general resident parking and traffic, garbage trucks, how are the construction vehicles going to maneuver the existing road conditions, without blocking the access to the school or residents?

Are there rehoming plans for the existing wildlife residing in the lot of 114 and 118? There is a group of bats living on the plots, as well as barn owls, swallows and other birds. The current development plans include an entire deforestation of both plots. There are several large trees on the lots that are inhabited by several species. New planted trees and scrubs will not accommodate the existing wildlife. The wildlife habitat will be gone and cannot be reestablished. Similar to the newly built houses on Howe Street, most of the area will be covered with pavement, gravel, and sparse green patches. 50% of the current homeowners on Howe Street (adjacent to the backend of Spruce Street properties) have covered their property in artificial grass. Given the fact that the proposed lot is below sea level, rainwater needs to be directed, deforestation and sealing the ground with artificial grass is unfavorable for the ecosystem and adjacent backyards. Is there a drainage plan included in the development plans? The neighboring properties are below sea level, and will act as a sponge, receiving double the amount of rainwater. The existing neighboring houses are ground level, pooling will most likely occur on the properties and increased flood risk with heavy rainfall.

The flex space indicated in the development plans, will most likely turned into a suite with one tenant including one car, that makes 2 cars per household + 1 car for the flex space tenant. The existing development plans show garage space for 10 cars. Where are the remaining cars going to park? The parking capacity of Howe Street is already maxed out, and Spruce Street is too narrow to accommodate more street parking.

In regard to the construction period and noise interference, ground stability for the neighbors of lot 114 and 118 Spruce Street. Due to the nature of the ground (wet area) in close proximity to the Fraser River, lot 114 and 118 will be compacted and piles added, including tree and ground removal. How will the process be for the neighbors adjacent to the lots? How will be ensured the gardens and fences stay intact. How will the proposed ground or elevation be situated, as the

Howe street elevation is currently 1.5 meter higher compared to the ground level of Spruce Street? Will the new development include an elevation slope with a sharp drop off to the neighbors? Is there a plan for rainwater drainage, as the lots 114 and 118 will most likely slope towards the adjacent lots, and direct the rainwater towards these lots?

The proposed development is too dense and will most likely cause a daily traffic backlog, parking issues for the residents and a crowded feeling, resulting in tension and frustration. A less dense development of these two lots is more favorable for the eco system and neighborhood. A development of only 4 detached homes might include the possibility to keep the existing large trees and keep the existing wildlife.

The intersection of Ewwn and Howes absolutely needs to be improved before any further development in Queensbough. I've lived here of 16 years and I've never seen it so bad no matter what time of day. Forget transit cause it's stuck in the traffic as well.

This is a great development proposal for this location.

Too high density, does not fit in with the surrounding homes (single family homes with large yards), infrastructure not in place, already too much traffic congestion at times, parked cars will definitely be an issue, etc., etc, etc.

I'd like to see an artist's rendition including the existing/neighborhood homes.

Very concerned about construction -pile driving/fill causing damage to the foundation of our home. This can be very disruptive and costly. Our home is perfectly flat and no heaves or bumps .

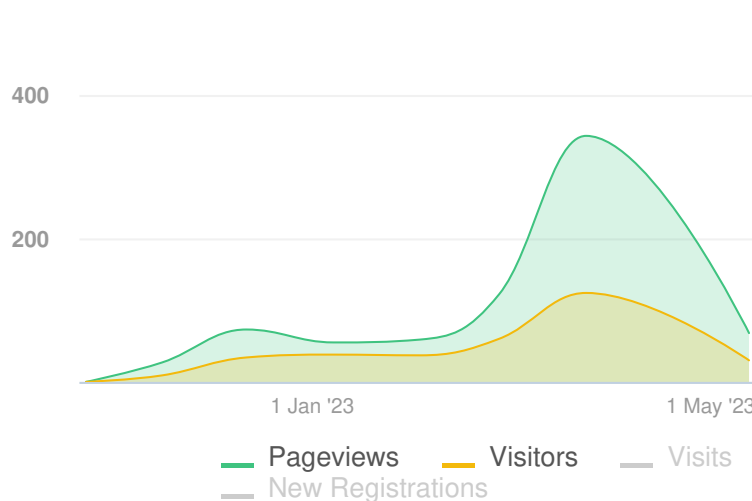
# Project Report

29 October 2020 - 29 May 2023

## Be Heard New West City 114 and 118 Sprice Street



### Visitors Summary

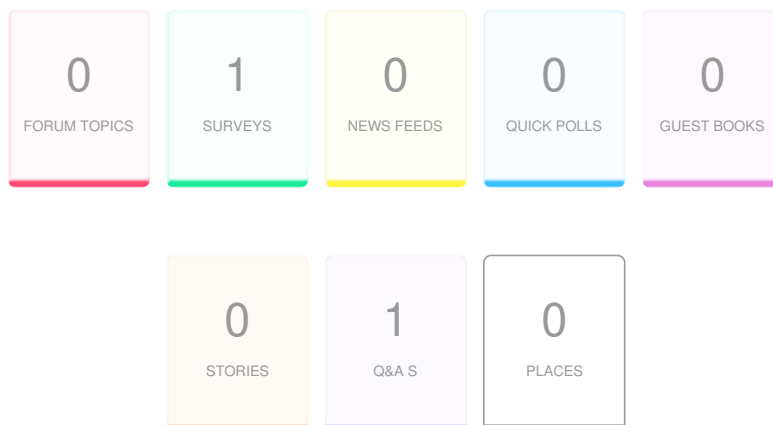


### Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
368	26	
NEW REGISTRATIONS		
1		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
22	99	253

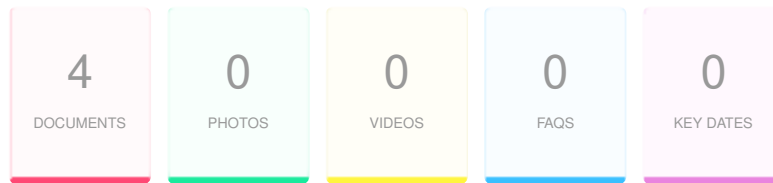
Aware Participants	253	Engaged Participants	22		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	253	Contributed on Forums	0	0	0
Informed Participants	99	Participated in Surveys	5	13	0
Informed Actions Performed	Participants	Contributed to Newsfeeds	0	0	0
Viewed a video	0	Participated in Quick Polls	0	0	0
Viewed a photo	0	Posted on Guestbooks	0	0	0
Downloaded a document	65	Contributed to Stories	0	0	0
Visited the Key Dates page	0	Asked Questions	1	3	0
Visited an FAQ list Page	0	Placed Pins on Places	0	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	73				
Contributed to a tool (engaged)	22				

## ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Qanda	Ask a Question about 114 and 118 Sprice Street	Published	8	1	3	0
Survey Tool	114 and 118 Sprice Street	Archived	45	5	13	0

## INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Drawing Set - September 2022	32	40
Document	114-118 Spruce Street - Updated Architectural Drawings	25	27
Document	114-118 Spruce Street - Updated Landscape Drawings	22	22
Document	Preliminary Report to Council - September 26, 2022	16	26

**QANDA**

## Ask a Question about 114 and 118 Spruce Street

Visitors <b>8</b>	Contributors <b>4</b>	CONTRIBUTIONS <b>6</b>
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**Q****Greg**

27 January 23

Hello, has there been an environmental assessment completed for the site associated with this development application? No mention of environmental or ecological values are provided in staff's preliminary report to council. Can you explain why not? Is this common for such developments?

**A****Publicly Answered**

Thank you for your questions regarding this project. Environmental Assessments are a Provincial requirement to assess properties that have been used for industrial or other uses that may have resulted in contamination and, given the site's continued use as a residential property, there is no provincial requirement for such an assessment. The site is designated for Residential - Compact Lot Development and the proposed rezoning would result in a slight increase in the number of dwellings than is permitted under the site's existing RQ-1 Zoning. This development is subject to the Compact Lot Design Guidelines, which requires each development to retain existing healthy, mature trees where possible. When retention of existing trees is not possible, the City requires replacement trees to be planted to maximize canopy replacement and long-term viability on the landscape for the benefits of the entire community. While not explicitly mentioned in the staff report, given the ongoing regional housing crisis, providing new housing units across the housing spectrum is a key City objective and we have a number of other policies in place to ensure that sustainability is at the forefront of our recommendations for housing developments. All development applications must also conform to the requirements in the City's Tree Protection and Regulation Bylaw which regulates replacement requirements, as well as protection and maintenance of trees. Currently 36 trees are proposed on private property, which exceeds the replacement provisions in the bylaw. The applicant is also proposing 12 street trees which will be planted on City property and will help to redevelop the community's urban forest. All proposed on-site and street trees require approval from the City's arborists. Staff will continue to work with the applicant to ensure diversity of plantings are provided to promote resiliency and location of the trees is appropriate to support their term growth and vitality.



## QANDA

### Ask a Question about 114 and 118 Spruce Street

Q

Julia

13 March 23

Hi, Spruce Street is a cull de sac and a very narrow street with no sidewalks. How is the city planning to regulate traffic and street accessibility during the time of construction? Any larger construction trucks, excavator etc. will block the entire local traffic, the narrow street does not have the capacity to provide space for street parking and construction vehicles at the same time. The Queen Elizabeth Elementary School is located at the end of Spruce Street, parents use Spruce Street to park their cars to drop off and pick up their children on school days. During these times approx. 20 cars are parked on the street with no space for additional trucks or additional vehicles. Both sides of Spruce Street have trenches; cars have slipped into the trenches in the past, due to the narrow road condition. Scenario: Multiple Garbage bins are placed directly on the street on both sides, combined with parked cars from parents, general resident parking and traffic, garbage trucks, how are the construction vehicles going to maneuver the existing road conditions, without blocking access to the school or for residents? Emergency vehicles have no means of access either.

A

Publicly Answered

Thank you for taking the time to send us your feedback on the 114 and 118 Spruce Street application. Any street usage associated with the construction of this project that will impact the movement of vehicles, pedestrians, or cyclists would require a Traffic Management Plan (TMP). A Street Occupancy Permit allowing usage of any street right of way during construction would not be issued until the Transportation Management Plan has been approved by the City's Engineering Department.

## QANDA

### Ask a Question about 114 and 118 Sprice Street

Q

Julia

13 March 23

Hi, Are there any rehoming plans for the existing wildlife residing in the lot of 114 and 118? There is a group of bats living on these plots, as well as barn owls, swallows and other birds. The current development plans include an entire deforestation of both plots. There are several large trees on them that are inhabited by several species. Newly planted trees and scrubs will not be able to accommodate the existing wildlife. The wildlife habitat will be gone and cannot be reestablished. Similar to the newly built houses on Howe Street, most of the area will be covered with pavement, gravel, and sparse green patches. 50% of the current homeowners on Howe Street (adjacent to the back-end of Sprice Street properties) have covered their property in artificial grass (turf). Given the fact that the proposed lot is below sea level, rainwater needs to be redirected, deforestation and sealing the ground with artificial grass is unfavorable for the ecosystem and adjacent backyards. Meaning, is there a drainage plan included in the development plans? The neighbouring properties are below sea level, and will act as a sponge, receiving double the amount of rainwater if it flows down and away from the elevated new lot. The existing neighbouring houses are ground level, pooling will most likely occur on the properties resulting in increased flood risk with heavy rainfall.

A

Publicly Answered

Hello, thank you for taking the time to send us your feedback on the 114 and 118 Sprice Street application. As outlined in the City's Biodiversity and Natural Areas Strategy, as part of an effort to support barn owls that have been living in the Queensborough community, the City has installed owl houses for them along the Stanley Greenway. The City has also eliminated the use of anticoagulants and rodenticides to further protect the owls, which rely on a diet of small mammals. This development is subject to the Compact Lot Design Guidelines, which requires each development to retain existing healthy, mature trees where possible. When retention of existing trees is not possible, the city requires replacement trees to be planted and must be given adequate quality soil and soil volume plus room to grow to maturity in order to maximize canopy replacement and long-term viability on the landscape for the benefits of the entire community. This project must also conform to the requirements in the City's Tree Protection and Regulation Bylaw which regulates replacement requirements, as well as the protection and maintenance of trees. The trees proposed for removal and replacement on the properties have been evaluated by the City's Arborist who has concluded that they are not high-value in terms of ecosystem benefits and are not ideal candidates for long-term retention due to their age, species traits and existing condition (mature, declining fruit trees for the most part). All proposed replacement trees are subject to approval from the City Arborist; staff will continue to work with the applicant to ensure the proposed species and location can support the long term growth and vitality. If it is not possible to plant all required replacement trees on site, the City will take cash in lieu which is used to support the planting of city trees in the Queensborough community. The soil conditions and high water table in Queensborough dictate special permit requirements, including drainage plans, site drainage plans, fill requirements, pile foundations, geotechnical reports, and details dealing with soil gases (methane gas) etc. A drainage plan would be required as part of the Building Permit process; this plan would provide pre and post development conditions as well as provide plans for reducing the volume of stormwater going into city pipes or strategies for storing water on site until it can be released later. The site's grading will also be reviewed at this stage. The drainage plan must be approved by the City's Engineering Department before construction can commence. In addition, the integration of absorbent landscapes and pervious paving is recommended for all developments to reduce runoff volume and improve water quality by infiltrating and treating stormwater. The applicant is proposing to integrate soft landscaping around the site to support the City's stormwater management objectives; a sod lawn is currently proposed in the front yard and backyard.

## QANDA

### Ask a Question about 114 and 118 Sprice Street

Q

Nghia

13 March 23

The flex spaces indicated in the development plans will most likely be turned into suites with one tenant including one car. That makes 2 cars per household + 1 car for the flex space tenant. The existing development plans show only garage space for 10 cars. Where are the remaining cars going to be parked? The parking capacity of Howe Street is already maxed out, and Sprice Street is too narrow to accommodate more street parking.

A

Publicly Answered

Thank you for taking the time to send us your feedback on the 114 and 118 Sprice Street application. The RT-2D zoning district permits space above a garage but does not permit a separate dwelling unit. A no-suite covenant will be registered on title prior to Council to adoption of the project to prevent secondary suites on all lots in this project.

Q

Nghia

13 March 23

In regard to the construction period and noise interference, ground stability for the neighbors of lot 114 and 118 Sprice Street: Due to the nature of the ground (wet area) in close proximity to the Fraser River, lot 114 and 118 will be compacted and piles will be added, including tree and ground removal. How will the process be for the neighbors adjacent to the lots? How is it ensured that current gardens, green spaces and fences stay intact? How will the proposed ground or elevation be situated, as the Howe Street elevation is currently 1.5 meters higher compared to the ground level of Sprice Street? Will the new development include an elevation slope with a sharp drop off to the neighbors? Is there a plan for rainwater drainage, as the lots 114 and 118 will most likely slope towards the adjacent lots, and direct the rain water towards these lots?

A

Publicly Answered

Thank you for taking the time to send us your feedback on the 114 and 118 Sprice Street application. A fill permit will be required prior to any soil being deposited on the property. A report submitted by a geotechnical engineering is required as part of this permit application which would confirm that the fill placement can be carried out safely without causing damage to adjoining buildings or structures, infrastructure or undue settlement of lands, as well as that there will be no damage to adjacent structures from pile driving. No fill placement, excavation, shoring, erection, alteration, enlargement, repair, removal, move or demolition of any building or structure, part thereof, shall be commenced or undertaken without a permit being first obtained from the City. A drainage plan would be required as part of the Building Permit process; this plan would provide pre and post development conditions as well as provide plans for reducing the volume of stormwater going into city pipes or strategies for storing water on site until it can be released later. The site's grading will also be reviewed at this stage. The drainage plan must be approved by the City's Engineering Department before construction can commence.

## QANDA

### Ask a Question about 114 and 118 Spruce Street

Q

#### Citizen with disabilities

30 March 23

Has accessibility due to ageing or acquired (from accidents) been considered for the current occupants as well as future ones? This would support Type A.

A

#### Publicly Answered

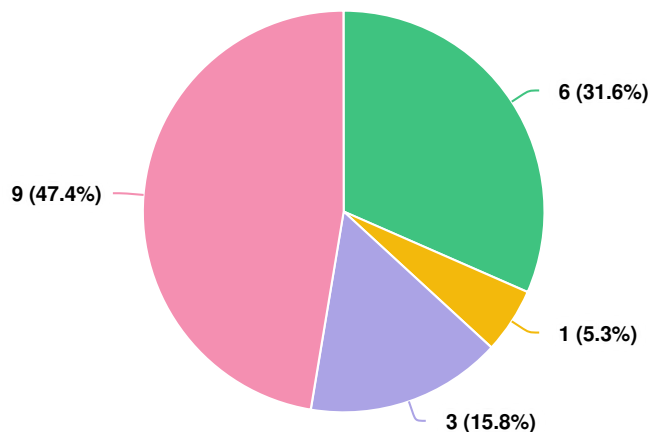
Thank you for taking the time to provide your feedback. This project is subject to the Flood Hazard design guidelines, which requires all buildings and structures for residential use to be constructed so that the lowest storey containing habitable space is at or above the flood construction level of 3.53 m (11.58 feet). As the sidewalk elevation is much lower than the flood construction level, stairs are required to provide access to the first storey of all housing types in this project.

## ENGAGEMENT TOOL: SURVEY TOOL

### 114 and 118 Sprice Street

Visitors <b>45</b>	Contributors <b>18</b>	CONTRIBUTIONS <b>19</b>
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What is your overall level of support for the proposed development based on your knowledge of the proposal at this location?



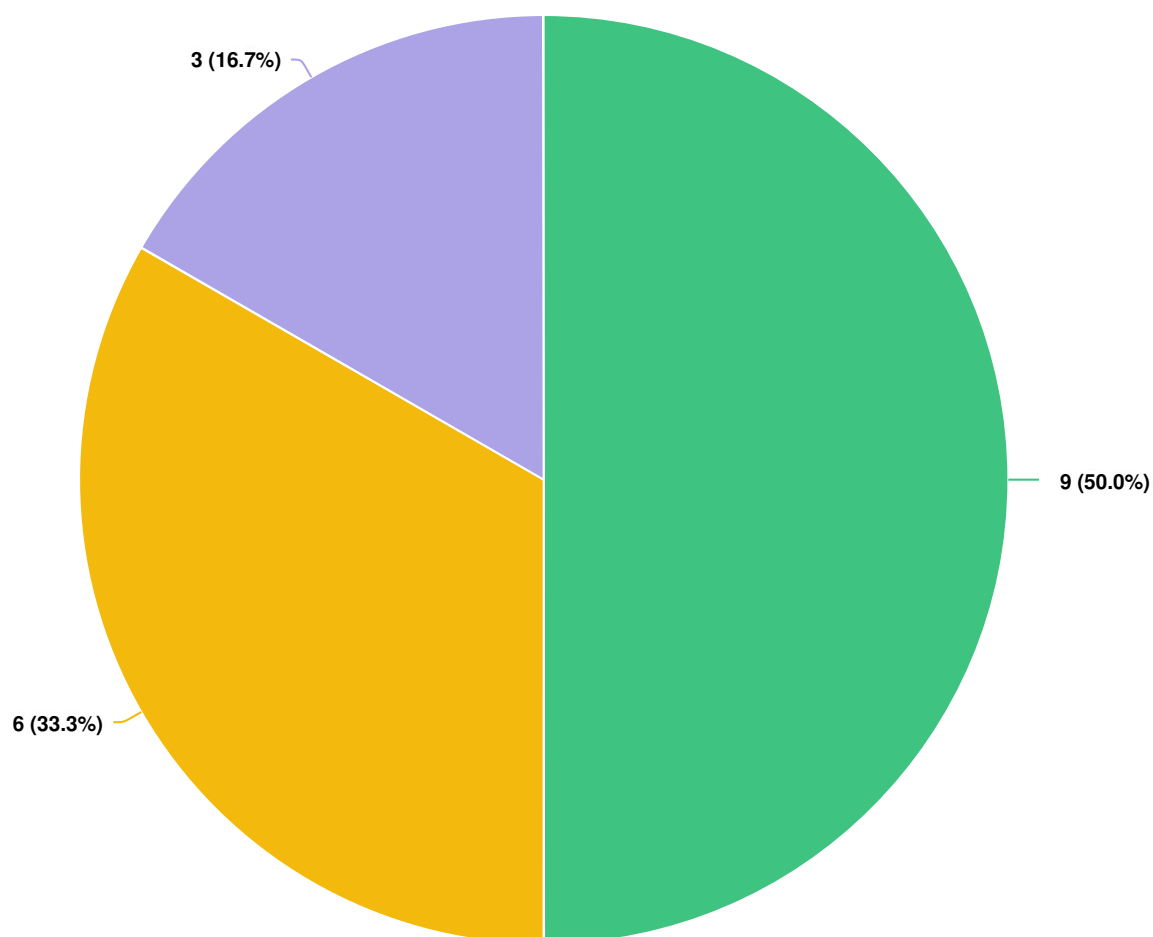
#### Question options

☐ Support
 ☐ Somewhat support
 ☐ Somewhat do not support
 ☐ Do not support

Optional question (19 response(s), 0 skipped)

Question type: Radio Button Question

**OPTIONAL: What is your connection to the proposed development?**



**Question options**

- I live in the immediate vicinity (within 1-3 blocks)
- I live in the area but further than 3 blocks away
- I live in a different neighbourhood, but am interested in the project

*Optional question (18 response(s), 1 skipped)*

*Question type: Radio Button Question*

**From:** [External-Dev Feedback](#)  
**To:** [Amanda Mackaay](#)  
**Subject:** FW: [EXTERNAL] Public Input - Development of Properties 114 and 118 Spruce Street  
**Date:** Friday, February 24, 2023 4:32:19 PM  
**Attachments:** [image001.png](#)

---

Hi Amanda,

Here is the email confirmation sent to <sup>Personal Information</sup>.

Ta - L

---

**From:** External-Dev Feedback <devfeedback@newwestcity.ca>  
**Sent:** Friday, February 24, 2023 4:32 PM  
**To:** Personal Information  
**Subject:** RE: [EXTERNAL] Public Input - Development of Properties 114 and 118 Spruce Street

Hello <sup>Personal Information</sup>,

Thank you for your letter and taking the time to send us your feedback on the 114 and 118 Spruce Street application. We appreciate and value your feedback. The following is our response to the issues you raised.

First, it should be noted that the site is currently zoned RQ-1, which legally permits the property to be subdivided to construct new single family dwellings. The City would be legislatively required to grant a subdivision and subsequent building permits even without rezoning. As you are aware, the site is designated for [Residential - Compact Lot](#) Development and the proposed rezoning would result in a slight increase in the number of dwellings than is permitted under the site's existing RQ-1 Zoning. Given the ongoing regional housing crisis, providing new housing units across the housing spectrum is a key City objective and we have a number of other policies in place to ensure that sustainability is at the forefront of our recommendations for housing developments.

The proposed development is consistent with the land use designation in the Queensborough Community Plan, which was developed in collaboration with the community. This development is subject to the [Compact Lot Design Guidelines](#), which requires each development to retain existing healthy, mature trees where possible. When retention of existing trees is not possible, the City requires replacement trees to be planted which must be given adequate quality soil and soil volume plus room to grow to maturity in order to maximize canopy replacement and long-term viability on the landscape for the benefits of the entire community. Integration of understory vegetation to support habitat for smaller wildlife, songbirds and pollinators is also encouraged through the design guidelines.

All development applications must also conform to the requirements in the City's [Tree Protection and Regulation Bylaw](#) which regulates replacement requirements, as well as protection and maintenance of trees. Currently 36 trees are proposed on private property, which exceeds the replacement provisions in the bylaw. The applicant is also proposing 12 street trees which will be planted on City property and will help to redevelop the community's urban forest. All proposed on-

site and street trees require approval from the City's arborists. Staff will continue to work with the applicant to ensure diversity of plantings are provided to promote resiliency and location of the trees is appropriate to support their term growth and vitality.

In addition, the integration of absorbent landscapes and pervious paving is recommended for all developments to reduce runoff volume and improve water quality by infiltrating and treating stormwater. The applicant is proposing to integrate soft landscaping and permeable pavement applications around the site to support the City's stormwater management objectives.

With regards to your request for an environmental assessment of the property, these are a Provincial requirement to assess properties that have been used for industrial or other uses that may have resulted in contamination and, given the site's continued use as a residential property, there is no provincial requirement for such an assessment. The City policies outlined above, as well as many of our other regulations, have been designed to create housing in a sustainable manner.

Through the City's development application review process, there are opportunities for the public to provide feedback on project proposals. Details on the proposed development from the developer can be found on their project [website](#), which also contains contact information should you want to get in touch with them directly. Between review stages, you can always email project feedback to us at this account ([devfeedback@newwestcity.ca](mailto:devfeedback@newwestcity.ca)), or phone the Planning Department at 604-527-4532. We will ensure the feedback provided is circulated to the project team. The [BeHeard New West](#) project page will continue to be kept up to date with key dates, public comments, reports and project drawings as the project moves forward.

Thank you again for taking the time to provide your input and please feel free to reach out to me directly should you have any further questions.

Yours truly,

☐ City of New Westminster

511 Royal Avenue, New Westminster, BC V3L 1H9

[www.newwestcity.ca](http://www.newwestcity.ca)

**From: Personal Information**

**Sent:** Friday, January 27, 2023 7:48 PM

**To:** External-Dev Feedback <[devfeedback@newwestcity.ca](mailto:devfeedback@newwestcity.ca)>

**Subject:** [EXTERNAL] Public Input - Development of Properties 114 and 118 Spruce Street

**CAUTION:** This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Hello,



Please find attached a letter I've prepared for the City with regards to the re-development of two properties in the Queensborough area.

Best regards,

Personal In

January 27, 2023

Subject: Public Input - Development of Properties 114 and 118 Spruce Street

To City Staff and Mayor and Council,

I'm writing today regarding the re-zoning and development of properties 114 and 118 on Spruce Street in Queensborough (the Site) from RQ-1 to RT-2D. The site is approximately [here](#) or at these coordinates: 49.182803, -122.942628. This re-zoning would allow for the removal of existing buildings and loss of natural areas for the development of 10 single detached dwellings on compact lots as indicated on the development sign bordering the properties (Figure 1).

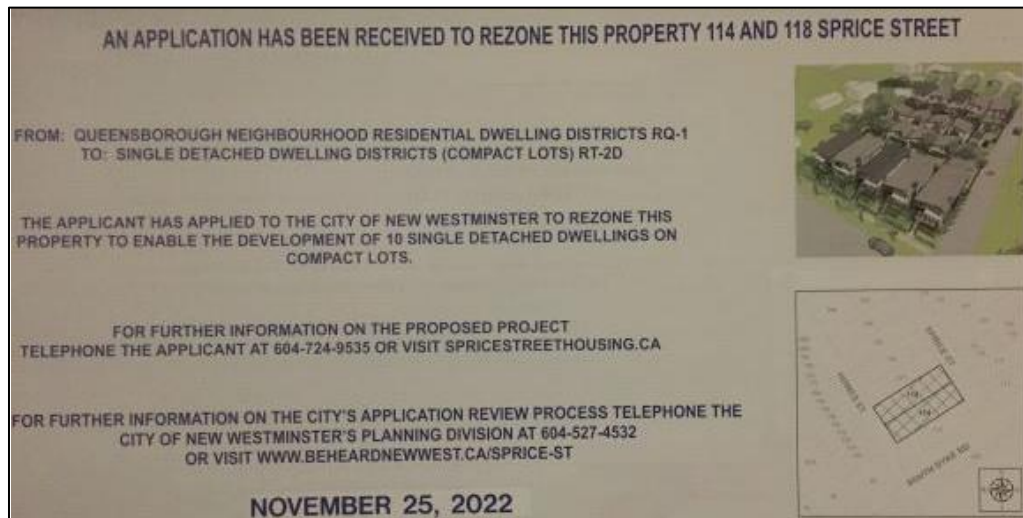


Figure 1. Photo of posted development sign.

For context and reference to the Site (i.e., what it looks like and surrounding areas, proposed development properties, ecologically important areas), a number of figures (Figures 2, 3, and 4) and photos (Appendix 1) are provided in this letter.

As visible in Figure 2, the Site is located on the far south side of New Westminster in Queensborough, is near the Fraser River and associated riparian and foreshore habitats, is connected to adjacent properties to the north and one property to the south that are mostly undeveloped compared to recent nearby developments, and is close to Ryall Park to the east. The Site and surrounding properties thus comprise a large natural area that has limited development and good connection to other nearby and important natural areas.

Within the Site itself, as visible in Figure 3 and from recent photos (Appendix 1), the western half of both properties is undeveloped and unkept, which has allowed for the formation and existence of valuable tree, shrub, forb, and grass habitat. Portions of the Site and immediately south have been identified as important ecological features due to the presence of native forest, which is a limited habitat type in the general area (Figure 4). This habitat supports wildlife and ecological processes in an increasingly developed landscape of mostly buildings and concrete (Figures 2 and 3).

In addition to the species that live on the Site, the western portion of the Site is quite wet, with areas of pooling and standing water and other parts of the Site with water likely very close to the surface. These wet areas use to be common throughout Queensborough, but with the area's rapid re-development they are becoming more and more rare. Thus, their value as important habitat for species that require and prefer such conditions (e.g., amphibians, small and medium mammals, some reptiles) is decreasing.





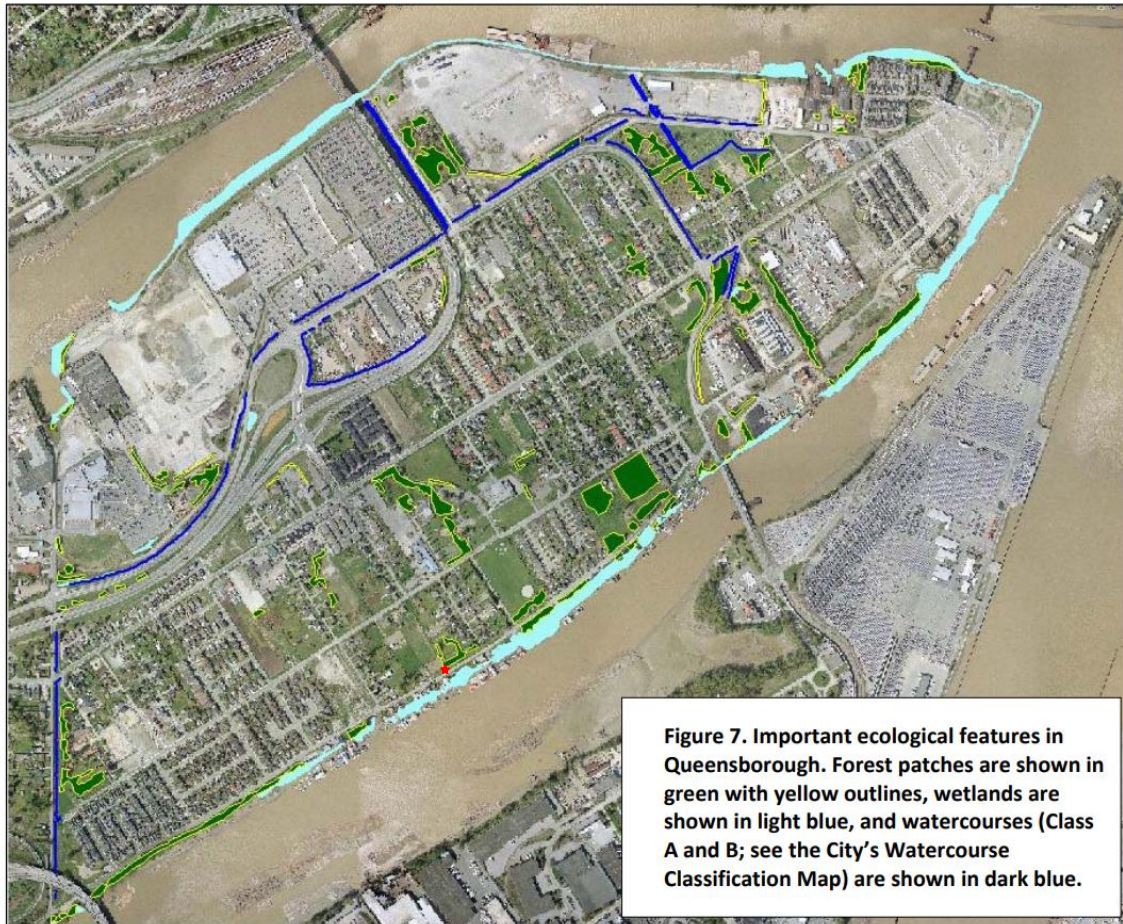


Figure 4. Important ecological features in Queensborough (Raincoast Applied Ecology and KS Biological Services 2010). The red star indicates the approximate center of Site.

The soils on the site are also very important, serving as wildlife habitat, carbon sequestration, and offer the potential for food production. There are old fruit trees on the Site and surrounding properties continue to be used for growing food, which use to be more common in the Queensborough area but has decreased substantially as it has been developed and re-developed. Although land such as this Site and other undeveloped sites in Queensborough are not within the Provincial Agricultural Land Reserve, the soils are productive for farming which is very important ecologically, socially, and culturally. From a soil quality perspective and the potential to grow food, Queensborough is a critical area in New Westminster and should be valued as such, especially with the increasing impacts of climate change and other social issues (e.g., inflation, poverty, food insecurity) locally to globally.

Compared to the recent development on the west side of Howes Street, which will be similar to what is proposed for this Site, no native habitat remains. Thus, there will be a great loss of biodiversity and its associated benefits and values (e.g., pollination, carbon sequestration, homes for other species, etc.).

As part of re-zoning of this Site and others in Queensborough, I ask that Mayor and Council not simply look at and accept the 2014 Queensborough Community Plan (Figure 5) and ongoing development in the area as the status quo. This Site and others like it have values beyond just more buildings, concrete, and homes for people, which I've outlined in this letter. I am asking the City to truly realize these values, especially at a time in our history where such values are critical to maintaining the foundations of our existence, such as biodiversity, climate stability, clean air, freshwater, soils (e.g., homes for species, food production), and mental health. In doing so, I would like to see

this Site and its remaining natural areas respected in a way that balances the community's growth without compromising the needs of other species and nature within and beyond.

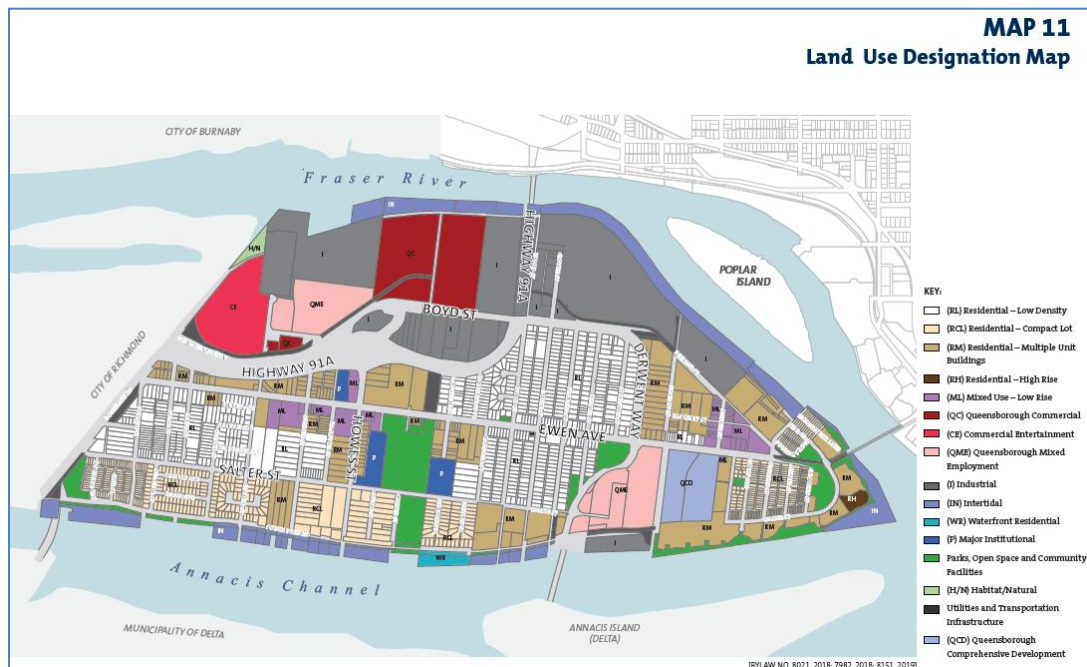


Figure 5. Land use designation map from the Queensborough Community Plan (City of New Westminster 2014).

As Mayor and Council are aware, this Site is but one of many in the Queensborough area that will be proposed for re-development. As such, it is an example of how the City can show compassion and leadership in re-developing Queensborough in a truly holistic and sustainable way that respects all values equitably, within nature's limits, and in the context of our present times.

As part of this communication, I would like to request from the City the following information when it is available:

- A response from the City on the information I have provided in this letter.
- A copy of the Qualified Environmental Professional's assessment and recommendations for the Site (e.g., details on the environmental values for the Site and connected areas (e.g., assessment methods used, types, locations, descriptions, data, etc.)).
- Details on the proposed development from the developer (e.g., site plan with areas to be developed and not, mitigation measures proposed (e.g., avoid, minimize, restore) to conserve biodiversity during the planning, construction, and operation of the development, both on-site and with regards to adjacent natural areas (e.g., connectivity)).
- An opportunity to review and provide feedback to City on the above information.
- Updates on future information releases and upcoming opportunities to provide additional feedback regarding this development (e.g., public comments, meetings).

Thank you for your time and consideration of the information I've presented in this letter. Please get in touch if you have any questions and I look forward to hearing from and working with the City further.

Sincerely,

Greg Ferguson  
Personal Information



Appendix 1. Photos of Site and adjacent properties.



Photo 1. Looking northeast from Howes Street at west side of properties and undisturbed habitat.



Photo 2. Looking northeast from Howes Street at treed habitat along the northern boundary and wet grass habitat in foreground of property 118.



Photo 3. Looking north from Howes Street at undisturbed habitat on western side of properties.



Photo 4. Looking north from Howes Street at wet habitat on the west side of properties.



Photo 5. Looking southeast from Howes Street at properties with farmland in foreground and large native trees in native trees in background.



Photo 6. Looking northwest from Howes Street and northwest corner of development at remaining natural areas and farmland on adjacent properties.



Photo 7. Looking south from Howes Street on the opposite side of road to proposed development. Note newer large houses with no native habitat remaining, similar to what is proposed to be left by current proposal.



Photo 8. Looking west from Howes Street at newer very large houses and no native habitat and associated ecological services remaining.

## References

City of New Westminster. 2014. Queensborough Community Plan.

Raincoast Applied Ecology and KS Biological Services. 2010. Ecological Inventory of Queensborough, City of New Westminster. Prepared for the City of New Westminster.

**From:** [Amanda Mackaay](#)  
**To:** Personal Information  
**Subject:** RE: [EXTERNAL] 114 and 118 Spruce Street Development  
**Date:** Thursday, March 9, 2023 3:08:13 PM  
**Attachments:** [image001.jpg](#)

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Hello Personal Info,

Thank you for your email and for the feedback provided during our phone call on Friday, March 3, 2023.

The applicant team hosted an in-person open house on Tuesday, December 13, 2022. Attendees were given an opportunity to learn more about the project, provide comments, and ask questions. Survey responses and written feedback were accepted until December 20, 2022.

The applicant is currently reviewing the feedback received, and is working with the City to identify any revisions that should be made to the project. A summary of findings will be posted on the [Be Heard New West](#) page when available. The final staff report to Council will include a summary of the feedback received during the applicant-led consultation (in the form of a summary report), as well as any feedback submitted directly to staff during the project review process. The date for Council consideration of the project has not yet been set but will be posted on the Be Heard New West page once it has been scheduled. Please note, there will not be a formal opportunity to speak to Council on this application, however your written letter that was addressed to staff and Council was received by Council. Please click [here](#) and scroll down to 'Speaking at Council Meetings' to see all Council meeting dates where there is an opportunity to speak to Council. Information on how to sign up to speak to Council can be found on this page as well.

While there will not be another open house event for this project, you can continue to email project feedback to us at this account ([devfeedback@newwestcity.ca](mailto:devfeedback@newwestcity.ca)), or phone the Planning Department at 604-527-4532. We will ensure the feedback provided is circulated to the project team. Staff will continue to accept feedback for this project up until the date this project is presented to Council.

Please let me know if you have any further questions.

Thank you,

**Amanda Mackaay** | Development Planner  
**Mobile** 236-983-4582 | **Office** 604-515-3767 | **E** [amackaay@newwestcity.ca](mailto:amackaay@newwestcity.ca)

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**From:** Personal Information

**Sent:** Wednesday, March 1, 2023 4:20 PM

**To:** Amanda Mackaay <amackaay@newwestcity.ca>

**Subject:** [EXTERNAL] 114 and 118 Spruce Street Development

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Hello Amanda,

I received your contact from a staff member in the planning department this afternoon.

I wanted to touch base to ask you for some more information on the timing of the public consultation period (i.e., when will it end, will there be any other opportunity for the public to have input following its closure) as there are no specific times on the internet for this and other steps.

I believe the public will be able to speak at the first and/or second readings of the proposal by council. Can you confirm? If so, is there a known or expected date or date range for those readings and how would one register to speak?

In talking with the planning staff, it was mentioned that the developer did an open house for the public in December. Would you be able to provide a copy of the outcomes/results, feedback/input, etc. from that process. Will there by chance be another open house?

Thanks for your time and help.

Best, Personal Infor

**From:** [External-Dev Feedback](#)  
**To:** [Amanda Mackaay](#)  
**Subject:** FW: [EXTERNAL] Public Input - Development of Properties 114 and 118 Spruce Street  
**Date:** Wednesday, April 12, 2023 9:39:10 AM  
**Attachments:** [image001.png](#)

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**Lisa Wambaa**

T 604.636.3552 | C 604.240.6394 | E [lwambaa@newwestcity.ca](mailto:lwambaa@newwestcity.ca)

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**From:** External-Dev Feedback <devfeedback@newwestcity.ca>

**Sent:** Wednesday, April 12, 2023 9:39 AM

**To:** Personal Information

**Subject:** RE: [EXTERNAL] Public Input - Development of Properties 114 and 118 Spruce Street

Hello Personal Information

Thank you for your letter and taking the time to send us your feedback on the 114 and 118 Spruce Street application. We appreciate and value your feedback. The following is our response to the issues you raised.

In regards to your concerns about construction traffic, any street usage associated with construction of this project that will impact the movement of vehicles, pedestrians or cyclists would require a [Traffic Management Plan](#) (TMP). A [Street Occupancy Permit](#) allowing usage of any street right of way during construction would not be issued until the TMP has been approved by the City's Engineering Department.

As outlined in the City's [Biodiversity and Natural Areas Strategy](#), as part of an effort to support barn owls that have been living in the Queensborough community, the City has installed owl houses for them along the Stanley Greenway. The City has also eliminated the use of anticoagulant and rodenticide to further protect the owls, which rely on a diet of small mammals.

This development is subject to the [Compact Lot Design Guidelines](#), which requires each development to retain existing healthy, mature trees where possible. When retention of existing trees is not possible, the city requires replacement trees to be planted and must be given adequate quality soil and soil volume plus room to grow to maturity in order to maximize canopy replacement and long-term viability on the landscape for the benefits of the entire community. This project must also conform to the requirements in the City's [Tree Protection and Regulation Bylaw](#) which regulates replacement requirements, as well as protection and maintenance of trees. The trees proposed for removal and replacement on the properties have been evaluated by the City's Arborist who has concluded that they are not high-value in terms of ecosystem benefits and are not ideal candidates for long-term retention due to their age, species traits and existing condition (mature, declining fruit trees for the most part). All proposed replacement trees are subject to approval from the City Arborist; staff will continue to work with the applicant to ensure the proposed species and location can support the long term growth and vitality. If it is not possible to plant all required replacement trees on site, the City will take cash in lieu which is used to support the planting of city trees in the

Queensborough community.

The soil conditions and high water table in Queensborough dictate special permit requirements, including drainage plans, site drainage plans, fill requirements, pile foundations, geotechnical reports, and details dealing with soil gases (methane gas) etc. A drainage plan would be required as part of the Building Permit process; this plan would provide pre and post development conditions as well as provide plans for reducing the volume of stormwater going into city pipes or strategies for storing water on site until it can be released later. The site's grading will also be reviewed at this stage. The drainage plan must be approved by the City's Engineering Department before construction can commence.

In addition, the integration of absorbent landscapes and pervious paving is recommended for all developments to reduce runoff volume and improve water quality by infiltrating and treating stormwater. The applicant is proposing to integrate soft landscaping around the site to support the City's stormwater management objectives; sod lawn is currently proposed in the front yard and backyard.

A fill permit will also be required prior to any soil being deposited on the property. A report submitted by a geotechnical engineering is required as part of this permit application which would confirm that the fill placement can be carried out safely without causing damage to adjoining buildings or structures, infrastructure or undue settlement of lands, as well as that there will be no damage to adjacent structures from pile driving. No fill placement, excavation, shoring, erection, alteration, enlargement, repair, removal, move or demolition of any building or structure, part thereof, shall be commenced or undertaken without a permit being first obtained from the City.

In regards to your comment about the flex space being converted into a suite, the RT-2D zoning district permits space above a garage but does not permit a separate dwelling unit. A no-suite covenant will be registered on title prior to Council to adoption of the project to prevent secondary suites on all lots in this project.

Finally, it should be noted that the site is currently zoned RQ-1, which legally permits the property to be subdivided to construct new single family dwellings. The City would be legislatively required to grant a subdivision and subsequent building permits even without rezoning. Under the existing RQ-1 zoning, it would be feasible for the land owner to build six single-detached homes on the properties. As you are aware, the site is designated for [Residential - Compact Lot](#) Development; the proposed development is consistent with the land use designation in the Queensborough Community Plan, which was developed in collaboration with the community. Given the ongoing regional housing crisis, providing new housing units across the housing spectrum is a key City objective and we have a number of other policies in place to ensure that sustainability is at the forefront of our recommendations for housing developments.

Thank you again for taking the time to provide your input and please feel free to reach out should you have any further questions.

Regards,

□

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**From:** Personal Information

**Sent:** Monday, March 13, 2023 7:31 PM

**To:** External-Dev Feedback <[devfeedback@newwestcity.ca](mailto:devfeedback@newwestcity.ca)>

**Subject:** [EXTERNAL] Public Input - Development of Properties 114 and 118 Sprice Street

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Subject: Public Input - Development of Properties 114 and 118 Sprice Street

To City Staff and Mayor and Council,

Below are questions and concerns regarding the development plans of Properties 114 and 118 Sprice Street.

Sprice Street is a cull de sac and a very narrow street with no sidewalks. How is the city planning to regulate traffic and street accessibility during the time of construction?

Any larger construction trucks, excavator etc. will block the entire local traffic, the narrow street does not have the capacity to provide space for street parking and construction vehicles at the same time. The Queen Elizabeth Elementary School is located at the end of Sprice Street, parents use Sprice Street to park their cars to drop off and pick up their children on school days. During these times approx. 20 cars are parked on the street with no space for additional trucks or additional vehicles. Both sides of Sprice Street have trenches; cars have slipped into the trenches in the past, due to the narrow road condition.

Scenario: Multiple Garbage bins are placed directly on the street on both sides, combined with parked cars from parents, general resident parking and traffic, garbage trucks, how are the construction vehicles going to maneuver the existing road conditions, without blocking access to the school or for residents? Emergency vehicles have no means of access either.

Are there any rehoming plans for the existing wildlife residing in the lot of 114 and 118?

There is a group of bats living on these plots, as well as barn owls, swallows and other birds. The current development plans include an entire deforestation of both plots. There are several large trees on them that are inhabited by several species. Newly planted trees and scrubs will not be able to accommodate the existing wildlife.

The wildlife habitat will be gone and cannot be reestablished. Similar to the newly built houses on Howe Street, most of the area will be covered with pavement, gravel, and sparse green patches. 50% of the current homeowners on Howe Street (adjacent to the back-end of Sprice Street properties) have covered their property in artificial grass (turf).

Given the fact that the proposed lot is below sea level, rainwater needs to be redirected, deforestation and sealing the ground with artificial grass is unfavorable for the ecosystem and adjacent backyards.

Meaning, is there a drainage plan included in the development plans? The neighboring properties are below sea level, and will act as a sponge, receiving double the amount of rainwater if it flows down and away from the elevated new lot. The existing neighbouring houses are ground level, pooling will most likely occur on the properties resulting in increased flood risk with heavy rainfall. The flex spaces indicated in the development plans will most likely be turned into suites with one tenant including one car. That makes 2 cars per household + 1 car for the flex space tenant. The existing development plans show only garage space for 10 cars. Where are the remaining cars

going to be parked? The parking capacity of Howe Street is already maxed out, and Spruce Street is too narrow to accommodate more street parking.

In regard to the construction period and noise interference, ground stability for the neighbors of lot 114 and 118 Spruce Street: Due to the nature of the ground (wet area) in close proximity to the Fraser River, lot 114 and 118 will be compacted and piles will be added, including tree and ground removal. How will the process be for the neighbours adjacent to the lots? How is it ensured that current gardens, green spaces and fences stay intact? How will the proposed ground or elevation be situated, as the Howe Street elevation is currently 1.5 meters higher compared to the ground level of Spruce Street? Will the new development include an elevation slope with a sharp drop off to the neighbors? Is there a plan for rainwater drainage, as the lots 114 and 118 will most likely slope towards the adjacent lots, and direct the rainwater towards these lots?

The proposed development is too dense and will most likely cause a daily traffic backlog, parking issues for the residents and a crowded feeling, resulting in tensions and frustration. A less dense development of these two lots is more favorable for the eco system and the existing neighbourhood. A development of only 4 detached homes instead might include the possibility to keep the existing large trees, keep the existing wildlife habitat and maintain healthy soil quality.

Thank you and best regards,

Personal Information

Personal Information

Personal Information

**From:** [Jackie Teed](#)  
**To:** [Paul Minhas](#)  
**Subject:** 114 and 118 Spruce Street  
**Date:** Wednesday, May 24, 2023 11:59:36 AM  
**Attachments:** [image001.png](#)  
[image003.png](#)

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Hello Paul,

Please find below staff's response to <sup>Personal Information</sup> re: the above address on May 17.

Best,

**Jackie Teed** | Acting Director  
T 604.515.3807 | E [jteed@newwestcity.ca](mailto:jteed@newwestcity.ca)

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**Sent:** Wednesday, May 17, 2023 1:03 PM

**To:** Personal Information

**Subject:** FW: From <sup>Personal Information</sup>

Hello <sup>Personal Information</sup>,

Thank your letter and taking the time to send us your feedback on the 114 and 118 Spruce Street application. My name is Demian Rueter, I'm the Acting Manager of Planning. Your email to Councilor Minhas has been forwarded to me for response. The following provides answers to your questions:

Given that all sites in the city are unique, bylaw variances are often considered in rezoning applications to ensure the best outcome. To help guide staff evaluation of proposed variances the *Policy Approach to Considering Requests for Variances* was endorsed by Council on January 28, 2008. This policy guides staff evaluation of proposed variances with a set of questions which helps us evaluate both the benefits and necessity of the variance. Development Variance Permits are being considered to increase the permitted height of the garages for eight lots to allow for flex space above the garages and to reduce the minimum frontage requirements for all lots; as a result of the long lot depths in Queensborough, subdivision applications often need a variance to the minimum perimeter percentage. The proposed variances for this site have been evaluated utilizing our evaluation criteria and are considered supportable.

With regards to parking, this site would normally be required to provide one parking space for each dwelling unit proposed. Eight of the proposed lots currently exceed the parking requirements as two parking spaces have been proposed in a double garage.

The applicant will be required to provide upgrades on both the Howes and Spruce Street frontages which include a new sidewalk, curb and gutter, trees, landscaping, street lighting and underground electrical and telecommunication servicing.

The current on-site trees have been evaluated by the City arborist and are not considered high-value in terms of ecosystem benefits and are not ideal candidates for long-term retention due to their age, species traits and existing condition (mature, declining fruit trees for the most part). The project proposes 18 replacement trees; as well as contributions to support the planting of city trees in the Queensborough community.

The proposed site plan would require the dedication of two new lanes, one east/west lane which will provide access to the new north/south lane. At full build-out, the two lanes, houses and garages will cover approximately 58% of the total development area.

Thank you again for taking the time to provide your input and please feel free to reach out to me directly should you have any further questions.

Best,

**Demian Rueter, MCIP, RPP**

Acting Senior Manager, Climate Action Planning and Development

Manager Development Planning

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[drueter@newwestcity.ca](mailto:drueter@newwestcity.ca)

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**From:** Paul Minhas <Personal Information >

**Date:** May 11, 2023 at 6:40:51 AM PDT

**To:** Paul Minhas <Personal Information >

**Subject: From** Personal Information

**From:** Personal Information

**Sent:** Wednesday, April 26, 2023 3:27 PM

**To:** Paul Minhas

**Subject:** Rezoning (REZ00220)

RE rezoning application REZ00220

114 & 118 Spruce Queensboro BC

Here are some comments regarding Application (not in any order)

First of all, application is looking for two variances

Site frontage of all homes is narrower than permitted

Height of detached garages are higher than permitted(Why) Maybe living areas

If city has bylaws, why do they allow Variances(why not follow bylaws)

They say each house will have 1 parking space provided in garage on suite

Most homes have more than one car ( street parking is limited due narrow St)

Spruce street is narrow street with ditches on both sides

Spruce street provides parking at times for QE School (sometime on both side of Spruce)

There are many trees on the suite now will they be cut down

Looks like they will provide a lane to get to garages from whole suite area

What area does lane/houses/garages take up the total development Area

Developing small areas on one side of block is not the way to go

At least one side of street makes sense (This would be a more orderly way for of development)

I am opposed of this type development for Spruce ST

I have talked to least 7 or so residents with homes on Spruce who are not in favor of this type for Spruce

Sent from my iPhone