

Attachment 6 *City-led Consultation Summary*

Be Heard New West City

Project Report

29 October 2020 - 03 June 2025

102-128 East Eighth Avenue & 721 Cumberland Street



Visitors Summary

Highlights



Aware Participants	1,149	Engaged Participants		69	
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	1,149				
Informed Participants	470	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	40	22	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	382	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	8	3	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	375	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	69				

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status Visitors Contributors				
			Registered Unverified		Anonymous	
Qanda	Ask a Question about 102-128 East Eighth Avenue & 721 Cum	Archived	54	8	3	0
Survey Tool	102-128 East Eighth Avenue & 721 Cumberland Street	Archived	158	40	22	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Revised Drawing Package - April 2023	236	300
Document	Proposed Drawing Package - July 2022	112	145
Document	NWDP Meeting - December 13, 2022	52	80
Document	Council Report - May 30, 2022	49	73
Document	LUPC Pre Application Review - October 7, 2019.pdf	31	46
Document	LUPC Report - April 26, 2021	28	55
Document	Updated Landscape Plans - November 28, 2024.pdf	16	21
Document	Updated Architectural Plans - November 28, 2024.pdf	13	22
Document	Updated Architectural Plans - April 16 2025.pdf	4	5
Document	Updated Landscape Plans - April 16 2025.pdf	2	2

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street

Visitors 54	Contributors 11	CONTRIBUTIONS 23
S22(1) Personal Informatic 22 September 22		

I have a number of questions: 1. Will the lane be widened to accommodate the increased traffic from this development? 2. How will the city deal with the flow of traffic on and off of Cumberland into the lane? Currently when you stop to wait for an opening in traffic to turn left off Cumberland into the lane at rush hour, it causes traffic to back up onto E 8th. And it is difficult to turn right out of the lane onto Cumberland at rush hour and even more difficult (in fa ct almost dangerous) to turn left out of the lane. 3. I assume the wiring will be underground because the figure "Aerial Cumberland Rear Lane" shows no power poles. If so, what will happen to the existing overhead lines supplying power and telecom to the houses along East Durham Street? 4. Is there an estimate of how much street parking visitors to t he development will use? With many basement suites, the three blocks of East Durham already have sections with limited parking at times. I expect development residents will bring additional evo share cars in the neighbourhood as t hey are well used in New Westminster. 5. The level of proposed tree planting on the patios along the lane is minimal compared to the existing foliage that will be lost. Could the developer increase the density and height of these plantings to reduce the views of the townhouses that residents of East 8th will be subjected to? A better green buffer would be appreciated. I also have three observations: 1. Our house is 9 feet below the level of the lane due to the slo pe. This means that the 35 feet maximum height is 44 feet above our patio. And the townhouses will be about 40 feet closer to the lane (and us) than the existing houses. And instead of looking across at one house, we will be looking ac ross at a mass of townhouses. These will be imposing structures. 2. One of the Guiding Principles of the development is 'to be good neighbours by minimizing the overlook onto adjacent properties". But there will be south-facing decks o n the upper levels of at least 52 of the 55 units. And the units along the lane will also have south-facing outdoor patios, so we will have many eyes looking down into our houses/ 3. The visualizations of the development show the n eighbouring houses as huge white boxes, making the scale of the development appear to fit into the neighbourhood. The figure "Aerial View from Corner of Cumberland & East 8th " does not capture the feel of our pleasant 1950's hous es and yards. More specifically, the figure "Corner of East 8th Avenue and York Street looking south" shows our hous e (section East Durham) across the lane from the townhouses. In this figure the roof of our house is level with the top of t he first floor of the lower condo. But if you stand at the corner of Cumberland and East 8th, the level of our roof is just in line with the level of the low hedge shown at the corner of the lane and York in the figure. This is well below the gro und level of the first floor, not the top of the first floor. And the house looks like it is right up against the lane, when in f act it is 62 feet back from the property line. These exaggerations of scale need to be noted when evaluating how well the development will fit into the neighbourhood.

Privately Answered

А

Hi make you for your questions and for taking the time to provide feedback on the proposed project at East Eighth Avenue and Cumberland Street.As a follow-up, in terms of transportation, there will be some minor lane wideni ng as part of the proposed development's off-site works to help improve laneway conditions. Existing conditions, site design, and potential transportation-related improvements are also being reviewed through this application and in con sideration of the Sapperton & Massey-Victory Heights Transportation Plan. The proposed development includes on-sit e visitor parking spaces within the parkade that are consistent with the parking requirements for infill townhouses in th e Zoning Bylaw. On-site bicycle parking spaces would be provided, and with East Eighth Avenue being identified as a potential Frequent Transit Network route, there is also an opportunity to upgrade the existing bus stop in front of the si

Page through the proposed project.Regarding utilities, electrical and telecommunication servicing is normally expected to be underground. However, Electrical Utility staff has also noted the presence of overhead lines that currently serve ne arby properties. Staff will continue to work with the applicant on looking at options regarding these lines. Further revie

Response to Question dated September 22, 2022

Thank you for your questions and for taking the time to provide feedback on the proposed project at East Eighth Avenue and Cumberland Street.

As a follow-up, in terms of transportation, there will be some minor lane widening as part of the proposed development's off-site works to help improve laneway conditions. Existing conditions, site design, and potential transportation-related improvements are also being reviewed through this application and in consideration of the Sapperton & Massey-Victory Heights Transportation Plan. The proposed development includes on-site visitor parking spaces within the parkade that are consistent with the parking requirements for infill townhouses in the Zoning Bylaw. On-site bicycle parking spaces would be provided, and with East Eighth Avenue being identified as a potential Frequent Transit Network route, there is also an opportunity to upgrade the existing bus stop in front of the site through the proposed project.

Regarding utilities, electrical and telecommunication servicing is normally expected to be underground. However, Electrical Utility staff has also noted the presence of overhead lines that currently serve nearby properties. Staff will continue to work with the applicant on looking at options regarding these lines.

Further review on landscaping and trees will also be undertaken by staff and the New Westminster Design Panel. This includes ensuring that the type and quantity of trees and plantings proposed are appropriate with regard to species, function, screening, available soil volumes, and eventual size/spread.

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street



Α

What is the date for the New West Design Panel review ?

Publicly Answered

Thank you for your message – A New Westminster Design Panel meeting date has not yet been set for the proposed development at East Eighth Avenue and Cumberland Street.However, the Design Panel typically meets on the fourth Tuesday of each month, with the next meeting being held on November 23, 2022. Any updates including agenda pac kages are posted on the Design Panel webpage shortly before a scheduled meeting. Meetings are open to public atte ndance in the Council Chamber at City Hall, and via webinar online. The webinar link will be updated for each meeting on the above page. We will also be sure to update the timeline on this Be Heard page once a date has been set for this project. Please check back for more information.



Α

I am resending this question, as I have not had a reply . Has a Traffic Report been completed that takes into account t he 55 units and associated 93 parking stall being proposed, and if complete, is it available as part of the information to be shared with the neighbourhood ?

Publicly Answered

Thank you for your message and enquiry – a privately commissioned small-scale transportation review has been prov ided to Transportation Division staff for review. The general findings of the review show that the proposed development is estimated to generate a total of 29 vehicle trips in the AM peak hour and 27 vehicle trips in the PM pe ak hour. With the existing single detached dwellings on the site generating 7 and 6 vehicle trips during these periods, respectively, the net change is expected to be 22 and 21 vehicle trips for the AM and PM peak hours. This represents an increase of approximately one additional vehicle trip every three minutes on average in the peak hours compared t o existing conditions. The net increase in vehicle trips is below the City's typical threshold for triggering a transportatio n review; however, the applicant still provided the small-scale transportation review. The current number of proposed parking spaces (93 for residents, visitors, and loading) has also been reduced from 108 spaces that were proposed in an earlier version.

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street



I am resending this question, as I have not had a reply . Has a Traffic Report been completed that takes into account t he 55 units and associated 93 parking stall being proposed, and if complete, is it available as part of the information to be shared with the neighbourhood ?

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Publicly Answered

Thank you for your message and enquiry – a privately commissioned small-scale transportation review has been prov ided to Transportation Division staff for review. The general findings of the review show that the proposed development is estimated to generate a total of 29 vehicle trips in the AM peak hour and 27 vehicle trips in the PM pe ak hour. With the existing single detached dwellings on the site generating 7 and 6 vehicle trips during these periods, respectively, the net change is expected to be 22 and 21 vehicle trips for the AM and PM peak hours. This represents an increase of approximately one additional vehicle trip every three minutes on average in the peak hours compared t o existing conditions. The net increase in vehicle trips is below the City's typical threshold for triggering a transportatio n review; however, the applicant still provided the small-scale transportation review. The current number of proposed parking spaces (93 for residents, visitors, and loading) has also been reduced from 108 spaces that were proposed in an earlier version.



Α

halo

15 November 22

new west roadways are still very narrow and one lane. where are people going to park their vehicles? in the new Can ada games pool facility lot? also 10th ave is a gong show on a good day. how are you going to address the increase i n traffic? you make these plans but are never realistic to the impact to the surrounding areas, traffic and people who a ctually live here.

Publicly Answered

Thank you for your questions and feedback regarding the project. The proposed development includes on-site residen tial and visitor parking stalls within an underground parkade, consistent with the parking requirements for infill townhouses in the Zoning Bylaw. A privately commissioned small-scale transportation review has been provided to Tr ansportation Division staff for review. Existing conditions, site design, and multi-modal transportation improvements ar e also being reviewed through this application and in consideration of the City's Master Transportation Plan and the S apperton & Massey-Victory Heights Transportation Plan, which identify future roadway and intersection improvement measures.

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street



Further to the city's answer in regards to the private traffic study conducted by the applicant/developer, which provided the qualitative data with increased number of cars expected. That is, "With the existing single detached dwellings on the site generating 7 and 6 vehicle trips during these periods, respectively, the net change is expected to be 22 and 21 vehicle trips for the AM and PM peak hours. This represents an increase of approximately one additional vehicle trip every three minutes on average in the peak hours compared to existing conditions." Surely the Traffic Consultant would have provided some qualitative summary comments how this will effect entry, exiting , acces s to and from the lane from Cumberland, and how it may effect the potential added congestion along Cumberland and how that may also impact the congestion at the intersection of Cumberland & 8th Ave and maybe at 8th and York St ? Could you please share the Traffic Consultant's qualitative summary(ies) regarding the above

Privately Answered

Thank you for your follow-up question – based on the findings of the small-scale transportation review, the net increas e in vehicle traffic volumes is not expected to have a material impact on the existing road network conditions or affect the recommendations made in other plans, such as the City's Sapperton & Massey Victory Heights Transportation Pla n.The proposed development includes a single underground parkade entrance and would eliminate all of the existing driveway crossings on the site frontages, including those along the north side of the lane. Opportunities for multi-mod al transportation improvements are also being reviewed through this application and in consideration of future roadwa y and intersection improvement measures (e.g. including at East Eighth Avenue and Cumberland Street) identified in t he Sapperton & Massey-Victory Heights Transportation Plan.



Α

Α

)7 December 22

Per the Development Review Timeline that is summarized on this webpage . Is the ' City-Led consultation ' that is note d , is it in the form of an open house where the residences have an opportunity to voice their perspectives and /or con cerns ?

Publicly Answered

Thank you for your enquiry – the City-led consultation component will be in the form of a survey on Be Heard New We st. This process will present the feedback that has been received through the earlier applicant-led consultation proces s and New Westminster Design Panel review. A summary of the changes made by the applicant in response will be hi ghlighted. All of the feedback received on this project, including those through Be Heard New West and any emails, wi II be summarized and included as part of an upcoming report to Council for their consideration.

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street



07 December 22

In reference to your reply citing the 'City's Master Transportation Plan and the Sapperton & Massey-Victory Heights Tr ansportation Plan', which I assume is the 2018 report found on line, I see on page 109 four bullet points that are spe cific to the 8th and Cumberland intersection of concern by the neighbourhood, and action proposed by the City, that is described as Priority 2: Network Improvements - Item D. The 4 points as noted on page 109 read : • Enhanced liveability • A match between traffic type and road classification • Reduced delay at key intersections and along key co rridors • Fair distribution of benefits Can you expand and share great details how this development aligns and meets t hese objectives . Also can you clarify what "Fair distribution of benefits" means in this context, or as applicable to this proposed development ?



Publicly Answered

The Sapperton & Massey-Victory Heights Transportation Plan is intended to be a comprehensive plan aimed to enhance the multimodal transportation system throughout the study area along with providing better travel mode choi ces and improvements. The points that you have referenced are considered to be evaluation criteria for measuring tra nsportation-related improvements recommended in the plan, rather than to be used for proposed development project s. More details related to specific evaluation criteria and corresponding evaluation measures can be found in Table 1-1 (pg. 7). For example, the fair distribution of benefits is more so related to project prioritization to ensure that benefits are distributed throughout the study area.

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street



TAK

What about the width of the lane? The traffic will be greatly increased with 55 units and all the cars they will have. The ir lowball traffic analysis should not be believed. 55 units with families in them and having at least one car and probabl y two each, there will be more than an extra 21 trips per hour in the morning and evening rush. The lane is greatly ex aggerated in the architect drawings. They show a two lane roadway. This is completely false. There are telepohne pol es running down the lane on the north side. There is only 10 feet between some of the poles and the property across t he lane, others may have 11 feet. The development plans call for a lane to a standard width of 6.0m/19.7 feet. This fa ct was brought up to the developers at their open house meeting. The developers were not aware of this and under the impression that the lane was already 6.0m wide, and it is not. When asked if the other 3 meters was going to com e from their development they replied that they had not been asked to give up any land to the lane. Has this issue bee n examined? Telephone poles will need to be moved and the north side of the lane pushed up 3-4 meters into their development to give the width of the lane they propose.

Publicly Answered

Thank you for your feedback and questions regarding the proposed development, and our apologies for the delay in g etting back to you. In terms of road widths, including lanes, they are measured from property line to property line. The width of the lane that runs behind the subject site is currently 5.5 metres. There will be some minor lane widening as p art of the proposed development's off-site works to help improve laneway conditions. While utility servicing is normally expected to be underground, staff will be working with the applicant to look at options for the overhead lines that curre ntly serve nearby properties (e.g. relocation) through detailed design.



Α

TAK 18 December 22

How will area residents be informed of the City Led consultation? Will there be flyers and information left on doors and in mailboxes?



Publicly Answered

Hi there and thanks for the question. For the City-led consultation, postcard notifications will be mailed out to propertie s located within 100 metres of the subject site. The opportunity to provide feedback will also be advertised more broadly through Citypage (online) and in The Record (print copy), each Thursday during the consultation period.

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street



In regards to the survey that will be set up on Be Heard New West that will form a part of the 'City-Led Consultation' st age , as noted in the Development Review Timeline you referenced below , how are the residences of the area advise d when the survey becomes 'live '?



Publicly Answered

Hi there and thanks for the question. For the City-led consultation, postcard notifications will be mailed out to propertie s located within 100 metres of the subject site. The opportunity to provide feedback will also be advertised more broadly through Citypage (online) and in The Record (print copy), each Thursday during the consultation period.



Α

Ladybugbc

Currently 8th avenue is already very congested and unsafe for people to cross. There are vehicles don't even stop at pedestrian controlled lights. With this additional 96 new development, the noise and conjection will become even wors e. How do you address this issue?

Publicly Answered

Thank you for your questions and feedback regarding the project. This 55 unit townhouse development application ha s privately commissioned a small-scale transportation review which has been provided to Transportation Division staff for review. The general findings of the review show that the proposed development is estimated to generate a total of 29 vehicle trips in the AM peak hour and 27 vehicle trips in the PM peak hour. With the existing single detached dwelli ngs on the site generating 7 and 6 vehicle trips during these periods, respectively, the net change is expected to be 2 2 and 21 vehicle trips for the AM and PM peak hours. This represents an increase of approximately one additional ve hicle trip every three minutes on average in the peak hours compared to existing conditions. The net increase in vehic le trips is below the City's typical threshold for triggering a transportation review; however, the applicant still provided t he small-scale transportation review. Existing conditions, site design and multi-modal transportation improvements are also being reviewed through this application and in consideration of the City's Master Transportation Plan and the Sap perton & Massey-Victory Heights Transportation Plan, which identify future roadway and intersection improvement me asures.

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street



With respect to some of the various reports issued to the Land Use Committee and Council to date, can you please pr ovide clarification regarding statements and the difference between RGO and RT land use designations? The OCP is clear and the corresponding OCP land use map envisioned this block as a RGO (residential ground oriented) future d evelopment zone not RT, which is being proposed in this 55 Unit development. The OCP provides some text and som e visuals qualifying the difference between RGO versus RT types of housing forms. (Reference: New West OCP-Mainland Land Use Designations (page 4)) But, with respect to density of a development designated as RGO versus RT it seems rather nebulous.



Publicly Answered

Thank you for your question regarding this project. As you note, the subject sites are designated RGO – Residential Ground Oriented in the Official Community Plan. The RGO designation is intended to allow consideration of a wide va riety of ground oriented housing forms and as such the designation makes reference to single detached dwellings, du plexes, triplexes, quadraplexes, townhouses, rowhouses and other equivalent ground oriented housing forms. The RT – Residential Infill Townhouse designation differs in that it does not allow as much flexibility and is limited to townhous e and rowhouse building forms. These designations have some overlap in building forms which could be considered a s both would allow for consideration of townhouses and rowhouses. The land use designation do not speak to density, but instead outline possible building form.



Α

The minutes from the Dec 13th, 2022 New Westminster Design Panel Presentation/Review ,can you advise when the y will be posted on line ?

Publicly Answered

Thank you for your inquiry. The minutes would need to be adopted by the New Westminster Design Panel before they can be posted. Usually minutes are placed on the agenda of the next meeting for consideration of adoption.

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street



I would hope the review/design panel will reduce the number of units in this application. With 55 units and the possibility of 2 cars or more belonging to each unit there will be an unacceptable traffic and congestion issue stemming from t his project.



Publicly Answered

Thank you for your feedback on this application. The overall proposed density of this development is currently in keep ing with the density allowances of the Infill Townhouse and Rowhouse Residential (RT) zone. As part of this proposal, the applicant has privately commissioned a small-scale transportation review, which has been provided to Transportation Division staff for review. General findings show that the proposed development would generate an esti mated increase of approximately one additional vehicle trip every three minutes on average during the peak hours co mpared to existing conditions. Opportunities for multi-modal transportation improvements are also being reviewed through this application and in consideration of future roadway and intersection improvement measures identified in th e Sapperton & Massey-Victory Heights Transportation Plan.



Α

happynewwestie

How are the parties going to address the increased traffic in an already overly congested area. Especially now with a bike lane on 6th taking away a vehicle lane in a high traffic corridor.

Publicly Answered

Thank you for your feedback and question. This townhouse development application included a privately commission ed small-scale transportation review, which has been provided to Transportation Division staff for review. General findings show that the proposed development would generate an estimated increase of approximately one additional vehicle trip every three minutes on average during the peak hours compared to existing conditions. Opportunities for multi-modal transportation improvements are also being reviewed through this application and in consideration of future roadway and intersection improvement measures identified in the Sapperton & Massey-Victory Heights Transportation Plan.

Α

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street

Kitten07

Will this be strata or rental homes?

Publicly Answered

Thank you for your question – this application is proposing stratified townhouse units. Strata units are owned by indivi duals and typically involve strata fees to maintain common areas. As part of the City's Infill Housing Program, both to wnhouses (strata title developments) and rowhouses (fee simple developments – no strata) are permitted under the s ite's Residential – Ground Oriented Infill Housing (RGO) designation.



Are you able to provide an estimate when the City will be commencing the City - Led Consultation indicated per the D evelopment Review Timelines shown for this project .

Α

Publicly Answered

Thank you for your question – City-Led Consultation is anticipated to take place sometime in April/May. Once confirm ed, the Be Heard page will be updated with more information including a survey. Postcard notifications will be sent out to properties located within 100 metres of the subject site, and there will also be advertisements through Citypage (online) and in The Record (print copy).

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street



bmjt

RE: the small-scale traffic study, during what months/time period was the traffic study completed? Was it during summ er months when schools/universities were closed, after the Canada Games Pool closed, during the Covid Pandemic months when many commuters were working remotely? All of these factors led to reduced traffic in the area. This is a huge change for this neighbourhood and a larger scale traffic study should be requested by City staff and council before they consider approving this proposed project.



Publicly Answered

Hello, thank you for taking the time to send in your question. Data collection for the small-scale transportation review was conducted in September 2021 after schools and classes resumed session. The review also compared the traffic counts with available data from 2019, and found the 2021 counts were on average 7% lower than the 2019 counts, bu t within a reasonable daily variation. For this development, a small-scale transportation review was provided as part of the application; however, the resulting net increase in vehicle trips is considered below the City's typical threshold f or triggering a transportation review.



Α

I think it's great we can add density to the city here, to help with Canada's new housing targets. Townhouses for famili es are exactly what we need to build. I would suggest to the City that we continue to add trees to the area to compens ate for added traffic, and we develop the green park spaces within walking distance, so they can accommodate new f amilies moving to New Westminster.

Publicly Answered

Thank you for taking the time to submit feedback on the proposed project – providing more housing choice, including encouraging more ground-oriented housing, is a key focus of our Official Community Plan. 'Homes and Housing Optio ns' is also one of the key priority areas identified in the City's Strategic Plan. Trees that are proposed as part of the pr oposed development are reviewed by our arborist staff to ensure their appropriateness in terms of species, function, s oil volumes, eventual size/spread, etc. In addition to the City aiming to increase overall tree canopy cover through the Urban Forest Management Strategy, we are also looking at ways to enhance parks and recreation spaces and servic es, such as through the current Parks and Recreation Plan Update engagement process.

Ask a Question about 102-128 East Eighth Avenue & amp; 721 Cumberland Street



Α

What is the status of this development? 2nd question: the plans suggest powerlines are underground but an answer t o a previous question suggests the current poles and power lines will be retained. Which is correct.

Publicly Answered

Thank you for your questions regarding the proposed development. This project continues to progress through the Cit y's development application review process, and revised materials are currently undergoing internal City review. As th e applications progress, updates will continue to be posted here on Be Heard New West.Regarding undergrounding o f the electrical and telecommunication lines: The City's Subdivision and Development Control Bylaw requires that new developments, including this project, convert overhead electrical and telecommunications infrastructure that would ser vice the development to an underground system. Where this type of infrastructure serves other properties, and may b e impacted by the development (such as the poles along the lane), the City may work with the applicant to underground or relocate poles while ensuring active service to neighbours. Should Council approve the project, a final solution would be developed during the detailed design stage, prior to Building Permit issuance.

ENGAGEMENT TOOL: SURVEY TOOL

102-128 East Eighth Avenue & 721 Cumberland Street



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



Optional question (64 response(s), 1 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 (65 response(s), 0 skipped) Question type: Radio Button Question



102-128 East Eighth Avenue & 721 Cumberland Street

SURVEY RESPONSE REPORT 17 April 2023 - 11 May 2023

PROJECT NAME: 102-128 East Eighth Avenue & 721 Cumberland Street





<section-header>



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



Optional question (64 response(s), 1 skipped) Question type: Radio Button Question

NEW WESTMINSTER

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?

Screen Name Redacted	Widen the sidewalks, make roadway narrower.
Screen Name Redacted 4/19/2023 11:28 AM	We need more of this unique, ground-oriented housing in the region. I am supportive of this style of housing.
Screen Name Redacted 4/19/2023 11:36 AM	Reducing the density, number of units proposed for the site.
Screen Name Redacted 4/19/2023 11:40 AM	Very worried about impact to traffic because it is located on 8th. Traffic is already terrible and this will increase challenges in new west for residents living close by. Very supportive of more housing but when traffic is already at gridlock on many days that needs to be addressed first.
Screen Name Redacted 4/19/2023 12:05 PM	None, I am 100% in support of it.
Screen Name Redacted 4/19/2023 12:54 PM	too many units for the area
Screen Name Redacted 4/19/2023 01:03 PM	Less density would increase my level of support. 25-30 units instead of 55.
Screen Name Redacted 4/19/2023 02:15 PM	1) More clarity about how the development will fit into the existing space. Specifically will the current lane between East Durham and East 8th Ave become a 2-way road for residents of the development to access their parkade? How wide will the new lane/road be? How will residents of East Durham access their existing driveways/garages? How much space will there be between existing garages and the new lane/road - will current residents be able to safely access their parking spaces, garages and yards? The proposal as shown appears to exceed the depth of at least some of the lots by ~5 feet or more - is this correct? The drawings make it difficult to tell for certain. 2) More clarity about how construction impacts will be mitigated, in particular (a) impacts on residents of East Durham (e.g. access to garages/driveways/yards during the construction period,

dust, garbage, noise etc.) and (b) impacts on traffic and congNEW. WESTMINSTER along East 8th Ave, which can already be terrible between 3-6pm on weekdays. 3) more clarity about how residents of the new development will be impacted by air quality from truck traffic in particular, but also general congestion along East 8th Ave. Truck congestion is a frequent problem along this stretch and residents of the new buildings should not have to be impacted by poor air quality and noise from truck traffic. 4) addition and expansion of communal amenity spaces: (A) Expansion of the current proposed outdoor amenity space. (B) Inclusion of an outdoor communal garden space so that residents have somewhere for have garden plots, mason bee houses etc. that are larger than would be possible in the outdoor yard space of each individual unit. (C) Inclusion of an indoor multipurpose amenity space for residents of the complex to use. (D) Communal area available for things like bike repair, storage and maintenance of shared gardening tools and other activities that can be hard to do within individual units. 5) addition of a traffic light, crosswalk and/or appropriate traffic control measure at the intersection of Cumberland and the lane so that pedestrians exiting the development, as well as cars coming out of the lane and turning left down Cumberland (towards 6th Ave) are safer. 6) addition of a sidewalk that extends all the way along the lane (parallel to East Durham) between Cumberland and York, in order to encourage pedestrian and other non-motorized forms of movement without people being forced to go along Eighth Ave. Residents who live in the units facing the lane should have a sidewalk out front of their units and it should continue for the entire length of the development. If New West is serious about encouraging people to move towards more environmentally friendly modes of transport then pedestrian/non-motorized sidewalks along the lane should be required! 7) information/greater clarity about either the planned or potential use of measures such as heat pumps, solar panels, rain barrels, charging stations in parkade, etc. Could this development be a model of sustainable energy? 8) requirement for the developer to ensure a significant percentage of the tree cover survives long enough to become mature trees - e.g. any trees that die within ten years must be replaced at developers cost, or something like that.

Screen Name Redacted 4/19/2023 03:42 PM

The junction of 10th Ave and Cumberland will need careful consideration as it will be very close to the project exit road onto Cumberland St. School children cross 10th here.

Screen Name Redacted

-The access points and width of the lane is a concern. Entering the lane from Cumberland Street, particularly when going southbound, will lead to greater congestion at the Cumberland & 8th Avenue intersection. This is already a dangerous and scary intersection used by vehicles, cyclists, transit commuters and pedestrians (incliNEW WESTMINSTER school-aged children). What remediation is planned for improving the traffic flow/safety at that intersection? Turning off 8th Ave to York Street to enter the lane is also hazardous with the volume of traffic and grade of the hill. Improvements to the traffic control at 8th Ave & York and 8th Ave & Cumberland intersections will increase my level of support for the project. - The width of the lane, with power poles along one side is a concern. Moving the services underground, thus giving more room in the lane, will increase my level of support.

One, decrease the number of units to be built. Increasing from 10

4/19/2023 08:27 PM homes to 55 homes will place a significant impact on the surrounding neighbourhood of single family homes. Why 55 units? Why not a fourplex similar to the fourplex being developed below Cumberland on 8th avenue and have 40 units? Can the current infrastructure even support an increase of this nature from 10 to 55 homes? Water, Sewer, Electrical? Two, a major overhaul of the surrounding roads for any development that is placed in this residential block. 8th avenue, and the intersection of 8th avenue and Cumberland, have already been identified in the Sapperton and Massey-Victoria Heights Transportation Plan as an area to operate poorly in the future (Page 49, Fig 4-4), even before this development proposal. There are no turning lanes at 8th and Cumberland and 8th avenue east bound traffic are prohibited from turning left at Cumberland. This already makes York Avenue and Massey Avenue a by-pass route for vehicles wanting to get to 10th avenue. Now there will be an increase competing demand for vehicles turning on York and Cumberland southbound to access the lane and the underground parking proposed. Three, Having a minimum of 2 parking spots underground per unit. At 86 spots for 55 units, this could potentially have 24 vehicles looking for parking in the surrounding residential area. Since this development is not around a major transportation hub, there will still be a heavy reliance on any resident to have multiple vehicles for transportation. Less available parking will not force people to rely on other modes of transportation it will just mean street parking. Four, increase the number of visitor parking spots. With the proposed 55 units there will be more than 6 visitors at a time especially evenings and weekends/holidays. The impact of the parking on the surrounding neighbourhood will be significant for the current residents.

Screen Name Redacted 4/19/2023 08:36 PM

Screen Name Redacted

Screen Name Redacted 4/19/2023 08:54 PM Improved safety at intersection of 8th and cumberland

I am extremely concerned about the parking or lack of that will happen in the immediate area and how it will effect the traffic going past my front door on Massey street. It is a through street with no

	speed bumps; traffic will most definately be increased. I also NEW WESTMINSTER that the schools in the area are already overflowing. The housing density is concerning.
Screen Name Redacted 4/20/2023 05:41 AM	Impact on the lane (increased traffic and noise), and impact on the neighbours on the lower slop are not fully explained. Lane size seems exaggerated on drawings. Would like more "mid century modern" feel to the architecture. Looks like every other town house development.
Screen Name Redacted	Yes
Screen Name Redacted 4/20/2023 11:19 PM	The location of the project is going to make an already incredibly busy intersection even worse. What's more is that the OCP wants to replicate this on the opposite site, which is beyond ridiculous. Staggering these areas of density makes the most sense so traffic flow and congestion within residential neighbourhoods is manageable. For example, if this is to happen on the west side then move it up to where the old firehall used to be, again staggering the density along Eighth Avenue. Putting this much into a one block area on both sides of the street is asinine.
Screen Name Redacted	Decrease the number of units within the proposed development.
Screen Name Redacted 4/21/2023 11:26 AM	Address how construction and eventually resident access will not negatively impact traffic flow along 8th avenue.
Screen Name Redacted 4/21/2023 08:33 PM	Reduce number of units or buildings (bring total to 30 or 40 units)
Screen Name Redacted 4/21/2023 08:37 PM	Reduce units to closer to 40 to reduce further congestion of an already congested area
Screen Name Redacted 4/22/2023 08:13 AM	My biggest worry is parking. I live across the street on Cumberland and even now whenever there is something going on at the JI parking on cumberland is busy. Currently there is approx 1.5 parking spots/townhouse, but the townhouse are 2-3 bedroom. Do you have any projections about how many "extra" vehicles will be parking on the street?

Screen Name Redacted	Adding a parking spot for each unit with electrical outlet for ENEW WESTMINSTER
Screen Name Redacted	I am happy with the proposal as-is.
Screen Name Redacted 4/24/2023 05:20 PM	Too dense !! 5.5 times more density in a one block space not good at all. If this development is really meant For families to live, thrive and stay (not spec buyers or foreign investors) they need to be bigger than a shoe box. LESS CONDOS, MORE GREEN SPACE for families to utilize. (Park like space) This will result in less traffic and congestion which is major concern for affected surrounding neighbourhoods
Screen Name Redacted	Need more density on a bus route.
Screen Name Redacted	Make it a low rise condo building with more units
Screen Name Redacted	None, im highly in support.
Screen Name Redacted	added traffic, congestion, parking issues.
Screen Name Redacted	Is there an affordable ownership component to the project?
Screen Name Redacted	Including intersection improvements near to the development. For example, protected crossings, raised crosswalks, etc
Screen Name Redacted	Parking spots underground for every unit
Screen Name Redacted 4/28/2023 10:07 PM	The impact of increased traffic has not been clearly mitigated. The lane exist to Cumberland and York are on steep hills. It is already dangerous when you try to turn left or right onto the traffic. When there are 80 cars during rush hours, hoe can these two streets handle it safely? Please consider traffic lights.

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Screen Name Redacted	provide early childhood daycare space on the site and the deNEW WESTMINSTER should provide money to increase the capacity of Howay elementary school.
Screen Name Redacted 4/29/2023 09:15 AM	Proposal affect Glenbrook & FW Howay. Is there room for new students at this schools
Screen Name Redacted 4/29/2023 09:46 AM	To ensure there is enough parking for this project . Will there be any rental units.
Screen Name Redacted 4/29/2023 11:10 AM	Concern with the amount of density in a single block area. A massive change and impact to go from single family homes to such extreme density. Reduce the amount of buildings and dwellings to reduce the impact on the neighbourhood. Also concern re traffic congestion and safety on 8th Ave and Cumberland - already a bottleneck and scary for pedestrians, cyclists, kids. My child crosses these intersections to get to school at Glenbrook. Traffic backs up from the lights at McBride and many vehicles are travelling through this neighbourhood to the JI, Pattullo bridge, other munis, new recreation centre, curling, FW Howie school the terrain/steep hills makes it difficult for cars/trucks to navigate in stop and go traffic, reduce speed and sight lines are impacted, and bottlenecks and speed make it scary, risky and unsafe for pedestrians and cyclists. Now you are proposing more people pulling out of lanes onto York and Cumberland and increased street parking. We can't take more congestion on these residential streets.
Screen Name Redacted	I'm just happy to see more housing options in New Westminster. More plexes, townhomes, low rise appartments, 5 over 1 etc.
Screen Name Redacted 4/30/2023 11:59 AM	I couldn't tell from the information provided how large or small the townhouses will be. I would be concerned if the townhouses were too small for families. I would also want to ensure there was no possibility of owners creating secondary suites within the townhomes.
Screen Name Redacted 4/30/2023 10:18 PM	decrease the number of units.
Screen Name Redacted 5/01/2023 07:22 AM	decreasing the number of units
Screen Name Redacted	This is an area that is prime for densification. I hope that the

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5/01/2023 11:24 AM	townhouses are designed for families (3 bedrooms, min) to a NEW WESTMINSTER the "missing middle" problem. It would also be very nice if the parallel pedestrian walkway were open to the public, and not "gated" (as in Fraserview, which is an impenetrable neighbourhood for pedestrians just walking through the area). The development should be "permeable" to all pedestrians in the area. The development should include secure, covered bike parking as well as secure e-mobility storage with chargepoints. A car-share spot should also be considered (not in the parkade).
Screen Name Redacted 5/02/2023 07:33 PM	Density is far too high given that Cumberland and 8th already has major traffic issues.
Screen Name Redacted 5/03/2023 04:46 PM	Eighth Ave is a very busy commuter road an allows truck use. This high density housing project on a busy commuter road has safety concerns. Pedestrians have no boulevard to protect them from the road. Parked vehicles on Eighth Ave, near that particular intersection, are a hazard for visibility and traffic flow. It is common to have collisions at the intersection of Eighth Ave and Cumberland (in fact, there was one there today blocking trafficking) and that should be addressed before erecting high density housing on the corner. If the city is seriously contemplating this proposal then consideration should be given to eliminating trucks on Eighth Ave in view of the increased pedestrian and vehicle traffic that will result from high density housing project.
Screen Name Redacted 5/07/2023 01:13 PM	The width of the units as seen along the 8th street elevation are too narrow, they are not a good fit with the adjacent context and scale. They are too cubbyhole looking. The project needs to reduce unit count in order to increase unit sizes. However, must maintain as a minimum the spaces currently shown between the series of buildings, but ideally increasing that space between them would improve the fit within the neighbourhood. Also a unit reduction would provide an opportunity to improve the set back from the Cumberland property line for buildings 1 and 5. The unit areas, a reflection of the units that are too narrow, results in some very poor interior planning. In overview, suite layouts have doors swinging in front of other doors, making the flow between rooms extremely poor. Take for example, Unit type A, which is the predominate unit type that represents 27 of the current 55 units, it currently requires a jog in the entry corridor wall just past the entry door to make it work. This is poor design. Likewise, the space beside the latching side of the entry door is simply poor design. Thus these layouts are a direct result of inadequate unit widths. The perspective the units are too narrow, was likewise identified in the Staff's Developments Services report of Oct

7th 2019, that read "The proposed Units that Front onto East INEW WESTMINSTER Avenue are too narrow. Further consideration needs to be given to the livability of these front units, which are three bedroom units.....A reduction to the number of units would likely be required to address this aspect." Another example, Unit type E, the furnishing as shown and placed with the chairs pushed under the dining room table adjacent main entry results in overly tight circulation within the spaces. As a point of comparison with respect to overall unit widths and resulting areas, the recently approved development at 8th avenue & 1st street has a typical unit width is 17'-9". Here it is 13' 3" and both of these projects are proposing 3 bedroom units. Comparing the areas the 8th & Cumberland the 3 bedroom units predominantly have an area of 1,271 sq. ft. In comparison the 8th & 1st street development similar 3 bedroom units, range from 1730 sq. ft. to 1834 sq. ft. Therefore and in order to enhance the livability of the units and improved fit with the adjacent context and scale , the development should see a reduction in the unit count for all the buildings (1 through 8) to allow for: • Improved interior planning and circulation within the units, . Improved fit into the neighbourhood context of single detached dwellings • Improved unit widths to reduce the cubby hole appearance of the individual units In regards to the creation of four building types I support, but I am not in agreement with the detail and material choices of Buildings #2, #3, #4 and #6, #7, #8. In regard to Building #1 and #5 architectural elevation along Cumberland, the contemporary style is respectful to the context and works well with the slope of Cumberland. The Cumberland elevation makes an appropriate statement and is representational with the era and style of the housing in this area. As for the variations of the other three styles, the choice of materials are NOT in keeping with materiality of the architecture of the area. This neighbourhood is not board and batten, or shingles, or art and craft detailing, or arched doorways. The project could easily lose the window boxes, roof knee braces, and arched entries as shown on the elevations for Schemes 3 and 4. The overuse of ornamental detailing is not in keeping with the neighbourhood era. The massing form of the Buildings #2, #3, #4, #6, #7 and 8 in general works. The sloping roof form is successful in reducing and lessening their scale but the use of materials could be detailed with a better contemporary approach. With a reduction to the unit count and resulting widening of the units, the overall building blocks would benefit and improve the street elevation and fit. It is important that the spaces between the building blocks are maintained. Specific to Buildings #2, #3, #4, #6, #7 and 8, the window treatment could be simplified with less muntin bars. The window style needs to take on more of a contemporary feel. Regarding the parking that will be required. I support the approach to have all the parking in an underground parking structure, but it poses a few primary concerns that have not been appropriately addressed in this latest

package or in past staff responses to questions made on Be Heard

New West . • The traffic engineering design required to addreNEW WESTMINSTER exiting and entering the lane to and from Cumberland Street. • The laneway width redesign and relocation of existing power poles and associated services and how it may impact the existing residents on Durham Ave that share this laneway • The number of parking spaces required serving the development. (getting it right before it is built) In the Staff's report of April 26th, 2021, it noted "a transportation study will be required as part of the review of the transportation components, including review of the amount of off-street parking needed for the proposed uses". However, in the proponent's "Mini Transportation Review ", prepared by Bunt & Associates dated Oct 19th, 2021, there is no component in that report that speaks to the impact on the neighbouring streets and off-street parking needs in the event the number of underground parking stalls are an inadequate number. In the LUPC review on April 26, 2021 it was minuted "It would be important to ensure that the balance of parking is right for the number of units and the occupants so that residents do not resort to using visitor stalls or street parking" However during the NW Design Panel's discussion and question posed by the Development Industry Representative to the Applicant during the Design Panel meeting of Dec 13th, 2022, it was stated with the current parking stall count it will likely become a 'neighbourhood parking problem" . Hence, further to the comments made in the first staff report of April 26th, 2021, an analysis needs to be studied to ensure the allowance of underground stalls meets the needs. The needs assessing the: • future residents of the 3 bedroom units, • visitors, (currently 6 appears far too low) • car share (if being considered) • local deliveries (skip the dishes, uber eats ,..) to in ensure the City gets it right and doesn't create a future neighbourhood parking problem.

Screen Name Redacted In my opinion 55 townhouses is about twice what that site should 5/08/2023 12:46 PM have. In a single family residential neighbourhood the noise and chaos of 55 families with kids and cars will be ridiculous. The traffic on Cumberland is already at it's peak. Those 55 - 86 cars will have to drive up to York Street, then down to East Durham to finally be able to access Cumberland. The residents of East Durham have already chosen to take this route due to the congestion on Cumberland. I'm sure East Durham residents won't be happy with that.

Screen Name RedactedNo. This extreme density project does not belong in this area, the rest5/08/2023 10:05 PMof which is designated single family home. It is completely out of
place in this area. Density of this type belongs around Skytrain
Stations, not in these neighbourhoods.

Screen Name Redacted

Add a retail space for a small corner store, or other local business.

5/09/2023 08:56 AN

Screen Name Redacted 5/09/2023 06:20 PM

Screen Name Redacted

Lower the number of houses in the development. Increase the number of parking stalls provided.

NEW WESTMINSTER

I live at East Durham Street, so I am directly affected by this project. I support the project as our city needs additional affordable housing. However, I have the following concerns. 1. The placement of the underground parking entry/exit along the alleyway will greatly increase traffic in our single-lane alley. Speed is already an issue and I am concerned this will become more of an issue as more vehicles access the alleyway. I recognize the design is already far along in the process, however, could the entry/exit be along York Street as this would have less impact? 2. Recognizing that more housing is better than less, I am still concerned with the density of this project. Could the city and developer consider quadplexes for a total of 40 units rather than the 55 proposed? There is a quadplex along 8th Avenue (close to Sangster Place) that is a good example of the desired structure for this area. 3. Could parking along East Durham become resident only during construction and after the project completion? 4. During construction, how frequently will the alleyway be closed to traffic? As with many New West residents, our primary parking is in the alley and we need electrical access for our EV. 5, During construction and following the completion of the project, how will our water pressure be affected? We already have very low water pressure. 6. During construction and following the completion of the project, how will the privacy of our yard and home be maintained? The design only features a limited number of trees. 7. During construction, how will trash and dust debris be minimized? Some construction sites can be strewn with used coffee cups, plastic wrap and other trash that can be blown offsite.

Additional bushes or shrubs along 8th to provide noise mitigation and privacy

If the density is lowered and the number of parking spots is increased my level of support for the project would increase.

Screen Name Redacted 5/09/2023 11:13 PM

Screen Name Redacted

Screen Name Redacted

5/09/2023 09:42 PM

5/09/2023 10:06 PM

There are far too many units. This development backs onto a singlefamily neighbourhood and will be very disruptive. More traffic. It's far, far, too dense.

Screen Name Redacted

Some small scale commerical would be nice for something like a cafe

5/10/2023 07:19 AM

Screen Name Redacted

1. The density is really too high for our neighbourhood. And it does not fit in with the surrounding 1950s and 60s homes. Despite being broken into 8 buildings, its overall appearance will be a monolithic block long box. An RGO zoning would be more appropriate than RT because it allows infill housing which is more compatible in scale and style with the surrounding neighbourhood. These include single detached houses, duplexes, triplexes, guadraplexes, laneway or carriage houses and/or secondary suites. 2. If each townhouse has 2 cars there will be 24 cars without stalls parking in the surrounding neighbourhood (not counting extra visitor cars also using the streets). Reducing the density or increasing the parking stalls would help. 3. Could construction workers be bused in from some parking lot to keep our streets clear for resident parking during construction? If not, could they be asked to space their vehicles out leaving gaps for resident parking on York East Durham and Cumberland? 4. Could the large amount of demolition and excavation materials this project creates please be loaded and trucked away via E 8th, not via the lane. This would greatly reduce noise, dust and traffic disruption for the E Durham residents along the lane. 5. The distance between the concrete curbs where the lane joins York Street is 4.4 m with 0.36 m taken up by a power pole, for an effective width of 4 m. The proponent's December 13, 2022 package suggests that the lane is 5.75 m wide as it only needs to be widened by 0.25 m to become 6 m wide. It is apparent when you walk down the lane that traffic only uses the 4 m paved section for driving and residents on both sides of the lane have been using the remaining metre on either side for parking pads, and roof overhangs on garages and carports since the mid 1950's. Most have paved out to effective edge of the driven lane and some have built storm water curbs along this effective edge. No one on the East Durham Street side of the lane will want to lose the space we have enjoyed for 60 years. Hopefully the proponent can give up another metre of their property to the lane.

NEW WESTMINSTER

Screen Name Redacted 5/10/2023 03:23 PM

Less density and more respectful design would be appreciated. These are small units aimed at families with limited pubic spaces, limited parking and limited landscaping.

Screen Name Redacted 5/10/2023 07:49 PM I support some increased density in area. However, as currently designed the complex does not include features that improve the overall neighbourhood (city should obtain some benefits from densification). This is due to the of the very high density of townhouses on the 10 lots (55). Reducing the number would increase my support since it would allow for appropriate levels (and retention) of tree canopy (consistent with NW's commitment to increase tree canopy) and green space. The complex also contains a very NEW WESTMINSTER numbers of parking places (93) relative to units which is inconsistent with NW objectives to reduce climate change impacts and dependence on cars.

Screen Name Redacted In principle I am supportive of incremental densification of New West neighbourhoods to increase the available housing stock and, in principle, I am not opposed to this occuring in my own backyard, as is occurring here. I am even okay with many aspects of this proposal (eg. building design and orientation, amount of underground parking, etc.) However, I am disappointed that these publicly available plans do not provide enough context for me to accurately identify which building, let alone individual feature is directly across from my property. Nor do the plans contain any listing of abbreviations so I cannot tell what "PMT" means (I even tried googling to no avail). I can only guesstimate that I am directly across from the "PMT" and that it likely has something to do with waste removal. And due to the complete lack of clarifying information from the developer or city to be able to make an informed assessment, i must presume the worst (that some negative impact is being deliberately obscured by the city or developer). And so I must vehemently oppose this project as deleterious to retaining my property values. Entrance to underground parking must be from a main street (York or Cumberland) not the alleyway. Alleyway is too narrow for this massive increase in density, and lack of snow clearing by city in winter (on an inclined alleyway) will make ingress/egress for existing and new residents problematic. The laneway MUST include No Parking signage AND regular enforcement by the city. Signage will ensure that current residents who experience disruptions of access to their property (garage or parking stalls) can complain to city.

Screen Name Redacted The 8th and Cumberland intersection is currently a traffic bottleneck 5/10/2023 10:58 PM and an accident hotspot. Access to parking for 55 townhouses and 93 vehicles through a single entry on the lane close to the intersection will exacerbate the problem. Designs that better support electric vehicles and e-bikes and push households to have 1 car or less would be less problematic. Designs with more than one entry would be safer. The revised plan increases the number of trees on the site but will still be a reduction in tree cover, at a time when the goal is to increase the amount of tree canopy cover in new west. At a minimum the developers should be compensating the city for the loss so that tree cover in the city goes up and not down.

Screen Name Redacted 5/11/2023 08:39 AM

Yes. I would be very supportive of the project if it had less density (30-40 units, perhaps), more private outdoor space per unit (ideally,

tenced for pets and room for a veggie garden), more overall NEW WESTMINSTER greenspace on the property. It would be great for some of the units to

be larger, to attract more families who would have the space to grow and live there very long term.

Optional question (59 response(s), 6 skipped) **Question type:** Essay Question







Question options

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

- I live in a different neighbourhood, but am interested in the project
- I own/operate a business nearby the project site (within 1-3 blocks)

Optional question (65 response(s), 0 skipped) Question type: Radio Button Question
Q4 OPTIONAL: Please share with the City any other comments you may have about the proposed development.

Screen Name Redacted 4/17/2023 08:12 PM	Use this project to make the intersection on 8th and 8th safe for students. Roads are way too wide there.		
Screen Name Redacted 4/19/2023 11:28 AM	The renderings are beautifully designed. I like how the sidewalks will be improved to separate them from the road with a boulevard, for safety. I understand this may increase traffic and congestion, but so do large towers. This was a well thought out development.		
Screen Name Redacted 4/19/2023 11:36 AM	This development is not in keeping with the neighbour. It will create added congestion to two major streets which are currently busy.		
Screen Name Redacted 4/19/2023 12:05 PM	We need housing and this proposal is a great way to densify. I would like to see more transit improvement in this area.		
Screen Name Redacted 4/19/2023 12:54 PM	It will add to the traffic congestion. And how is it going to effect the utilities? (there is currently low water pressure)		
Screen Name Redacted 4/19/2023 01:16 PM	This gentle density in typical SFH neighborhoods is great, exactly what we need and more of it please!		
Screen Name Redacted 4/19/2023 02:15 PM	This type of housing has potential to provide much needed, more affordable housing for New West. Please ensure it will be more than just a typical row housing development, and mandate strong, innovative measures to support community building and environmental protection/conservation.		
Screen Name Redacted 4/19/2023 03:42 PM	10th Ave is a truck route, any vehicle ingress or egress from the development onto 10th Ave which is on a steep hill, should be avoided.		
Screen Name Redacted 4/19/2023 04:43 PM	RE: the small-scale traffic study, during what months/time period was the traffic study completed? Was it during summer months when schools/universities were closed, after the Canada Games Pool closed, during the Covid Pandemic months when many commuters were working remotely? All of these factors led to reduced traffic in the area. This is a huge change for this neighbourhood and a larger		

scale traffic study should be demanded by City staff and courNEW WESTMINSTER before they consider approving this proposed project.

Screen Name Redacted 4/19/2023 08:27 PM

Does the proposed project reflect the Mayor and councils' preference for the standard for laneways to be 6.10 metres wide? Parking for this proposed building is entranced from the laneway, can you confirm there will be enforcement of no parking permitted in the lane? -Parking for any proposed building is subject to the City's Zoning Bylaw and Parking Bylaw, which regulate parking requirements, access and design. The OCP includes development permit guidelines and land use designations for different areas of the city, including laneways. Can both of these last two points be confirmed as they are being followed? - Will the laneway be one way directional? If so, has this been taken into consideration in the traffic study? - If there is a medical or fire event, do you have concerns that first responders may be challenged with access to the building? Are you committed to absorbing all liability if first responder vehicles are unable to access due to being blocked or laneways not wide enough? - Has the traffic study taken into consideration the additional traffic afforded by the new Pattullo Bridge realignment? - Is the study on capacity challenges that will arise at the local elementary school been published? If so, where can I find this document? - Local Authorities have been challenged with hiring and retaining expertise in the planning field. Has the Mayor and council investigated if this is indeed a fact for New Westminster and if so taken this into consideration either with their lack of experience and / or local knowledge of the City of New Westminster?

Screen Name Redacted

With all the additional proposed housing, on approximately six home lots, what is the benefits to the existing tax payers?

Screen Name Redacted 4/20/2023 09:33 AM

Screen Name Redacted 4/20/2023 11:19 PM We are concerned about parking and traffic buildup in that area

I support densification. That being said, the city needs to revisit the Eighth Avenue plan and again stagger the density so that it isn't all clustered in one area, especially an already busy intersection that sees a fair number of accidents. An intersection that sees little kids crossing and other pedestrians. It's unsafe. We all know the proposed development is going forward, but I know myself and many others hope that you revisit future developments and stagger them to ensure it makes sense from a community and safety standpoint. This type of land use should be staggered and not crammed into a one block radius both east and west. Further, the areas that are demanding more densification, like around there 22nd Street SkyTrain, that is

where the focus should be. You have allowed ground orienterNEW WESTMINSTER townhomes on the west side of eighth below Cumberland, now east side with this proposed development, so then stagger the next project a couple blocks down on the west, then again on the east and so on. Screen Name Redacted There should be an in-person consultation session for public comment on this updated proposal before it goes to Council for consideration, not just an online survey. While we understand the need for the missing middle housing, the proposed development is far too many homes for this area. It's not fitting with the neighbourhood and this type of density is better suited closer to a sky train station. There will be a negative impact to the surrounding streets, including parking problems and traffic congestion. If we want New Westminster to be a great place to live now and in the future, density to this degree needs to take place in well considered locations. Screen Name Redacted I understand this to be one of a number of potential such 4/21/2023 11:26 AM developments in this corridor and would like to understand the bigger picture plan to address increased traffic and pedestrian needs. Is the city considering any traffic control improvements at the 8th and Cumberland intersection? This intersection seems to be already overloaded, subject of frequent accidents and lacks pedestrian safety. Screen Name Redacted Bus service is not good in the MVH area around the area of 8th & 4/21/2023 08:33 PM Cumberland. If 55 more households are living in the area, bus service should be improved to serve them and the surrounding streets along 8th. Otherwise all these 55 units will be forced to use cars. Improve bus service in the 8th & Cumberland area to/from Braid and Screen Name Redacted 4/21/2023 08:37 PM Sapperton stations so these 55 units will not be forced to use cars Screen Name Redacted I understand the need for more housing and the push to get people out of their cars, but NW is a very hilly city. I am trying to understand how the balance between creating more housing and managing traffic through NW (i.e. preventing total gridlock), especially if the new bridge brings more traffic to cumberland as well. Screen Name Redacted In a city with a Mayor and council who SAY they advocate for diversity and working for all, expecting everyone to take transit is not actually supporting being inclusive of the whole community. Seniors, those with disabilities (many invisible to others), those with young

children and busy lifestyles (ie: taking babies to daycare, child to

school and self to work - all before 9:30 using transit is NEW WESTMINSTER IMPOSSIBLE). Ensuring one parking spot per unit would show that those in power actually understand and see the other side. Most buildings now should be built with parking spots for electric vehicles so this is not something that will have to be added later. Screen Name Redacted My biggest concerns from this development are added traffic and congestion which ends up coming through our neighborhood. As well as lack of parking spaces provided, which causes residents and visitors to find parking elsewhere. As previously read from the results of a 2017 neighbourhood consultation, the concerns then were of existing traffic congestion on 8th ave East & Westbound during rush hours. In my observation and experience, there has not been any improvements or changes in infrastructure, and now city wants to add 55 more condos in a one block space right at the worst point of traffic backups during peak times. We need this built now. Why is it taking so long? Screen Name Redacted Screen Name Redacted This is a great development, exactly what the city needs. Missing middle density is key for our city. Screen Name Redacted This is great - there needs to be more townhouses available. Please 4/28/2023 06:45 PM do this in other areas of the city. Screen Name Redacted Don't build family dwellings & expect families not to drive. We live in New West which is full of big hills. We're not all like the mayor who walks & rides everywhere but only has responsibility for himself. We have to get kids to daycare & school & be at work by 9:30; this will not happen without a vehicle. Kids also have Karate, soccer & tumbling - only 1 activity per child& still it's not do-able without a vehicle. We live in a city of over 79,000 & have a council who only respects a small percentage of community members. Screen Name Redacted The developer should be required to allocate some of the town house purchases to New Westminster residents that wish to purchase housing in their home town. Screen Name Redacted Parking changes?

4/29/2023 09:15 AM

102-128 East Eighth Avenue & 721 Cumberland Street : Survey Report for 17 April 2023 to 11 May 2002			
Screen Name Redacted 4/29/2023 11:32 AM	Comments about traffic are just nonsense from car-brained pNEW WESTMINSTER The future is public transit and small scale micro mobility.		
Screen Name Redacted 4/30/2023 11:59 AM	My general concern is the quality of the buildings. There are a number of single family homes being built in the neighbourhood that look like they are being made as cheaply and quickly as possible. My concern is that buyers are unaware of the shoddy workmanship until 5 or 6 years later when problems from the poor work surface.		
Screen Name Redacted 4/30/2023 10:18 PM	I think that the traffic at the intersection of Eighth and Cumberland will become a major bottleneck. It will get worse with the new Canada Games pool as well as the new Patullo Bridge. The area is not well serviced by transit because the bus is often only every 30 min so that most of the units will have 2 cars and there are not enough parking spots for the number of units. I fear that they will end up parking on the neighboring areas.		
Screen Name Redacted 5/01/2023 07:22 AM	its way too many units for that area		
Screen Name Redacted 5/01/2023 11:24 AM	I fully support this. Increased density along this corridor will drive better bus service, keep the schools in service, and improve the commercial services in the mall down the hill. Residents will also be using the new pool and community center, so please keep in mind the pedestrian desire line from here to the pool!!		
Screen Name Redacted 5/02/2023 07:33 PM	With the new Pattullo Bridge and new swimming pool and community centre coming up, the city needs to consider the longer term impact of this development in terms of traffic, safety and parking.		
Screen Name Redacted 5/03/2023 04:46 PM	Less density on a truck route commuter road.		
Screen Name Redacted 5/07/2023 01:13 PM	I cannot support this development because it fails to meet the City's planning guideline document and principle that this type of infill shall "Maintain a scale of development that is compatible with the single detached dwelling neighbours "and be "complementary to the existing" neighbourhood. The Floor Space Ratio (FSR) of 1.0 is too high, yielding the 55 units. A more compatible reduced FSR or Comprehensive Development zone should be applied as this development transitions to the neighbourhood of RS-1. If the City holds true to the words stated in the Infill guideline document,		

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"Developments that complement the existing ", this proposal NEW WESTMINSTER short with the density being shown as complementary to the current well established RS1 neighbourhood. This proposal is not falling within a similar multi -unit type residential zoned neighbourhood as found in Queensborough. The densification here should reflect the concept of gentle density, and the ideals as stated in the OCP Housing policy, to reinforce the importance of fitting in and "[working] with the neighbourhoods ... to ensure that new development are designed with respect to neighbourhood context". I will be so bold here to suggest there is support for densification, and I hope Council believes we need to get it right before we build it and first impressions are usually a good indication it is not right. Having read all the reports and minutes related to this project on the Be Heard web site, in regard to first impressions, it is interesting during the Land Use committee's meeting of Oct 7th 2019, the LUPC's Council member's first impression, as minuted, were "More thought should be given with respect to how the massing integrates with the surrounding area as it currently appears to be a lot of housing compacted into a small area with inadequate functional outdoor space,.." Following the subsequent reports to LUPC and final report to Council, prior to the start of the Applicant led consultation, the amount of housing units never changed. From staff's second report, dated April 26, 2021 it stated. "The proposal remains generally similar to the earlier Preliminary Application Review (PAR) in terms of unit count, unit type, unit widths and provision of private open space areas" A big part of getting it right, as I have heard from the various Councillors is inherently dependent upon true community engagement. This has missed the mark on this project. As the Be Heard web site has summarized, for the Applicant Led consultation it only involved 6 households in attendance during the call-in zoom meeting, versus a recent combined Massey Victory Height Residence Association and the Sapperton Residents Association that had 55 in attendance. The residents wanted to hear about this project directly from the City, however, the City declined to attend this meeting. This should be a red flag to Council the engagement process that should be leading to meaningful decision making is failing in the process to ensure this new development is designed with respect to neighbourhood context. Personally, I am of the opinion the notification process needs to be improved if community engagement is truly valued by the City, and if meaningful two-way conversation leading to community input is valued. If we the residents of our neighbourhoods are going to believe our opinions matter, better means to capture consultation matters. Just prior to the start of the current City Led consultation, I have read the reply staff has made back to the residents in the Q & A section that directs the resident each time to a 300 page traffic master planning document. This is not engagement. Per the city's definition found in the Public engagement policy document, "...only sharing information out should not be considered engagement." Unfortunately,

based on all the reports, minutes and the most recent 'so call_{NEW WESTMINSTER} updated drawings' reviewed to date , which reflect next to no development over the last 4months during the Applicant review of Feed back stage that is outlined in the City's Development Review Timeline , the approval of this 55 unit development seems to be a given and again for that reasons above I cannot support the project at the current density being proposed.

Screen Name Redacted

Screen Name Redacted

The design of most of the buildings do not reflect the surrounding neighbourhood that was build mid 1950-1960s. This is not Queen's Park!!! The older design styles do not fit into the area that has a new Rec Centre being build two blocks away that has a very modern design. Why not echo their modern design approach?

1- Density. It is too much in such a small space. 55 townhomes in the

block with one group facing 8th ave and the other facing the lane is just too much in the block. This type of density is out of place in this area. This block and the entire surrounding area is zoned as single family residential. Density belongs where it makes the most sense, at or near Skytrain stations like 22nd Street or Braid. It is jarringly out of place in the proposed block. It will not foster walking and biking as it is just below the crest of a long hill on 8th Ave, and in the middle of a hill on Cumberland Street. This area is not well served by bus or transit. 2 - It will bring too much traffic to the area. Street parking on East Durham and in the lane will reduce access to the area and reduce quality and enjoyment of living in the area. 3- There is nowhere near enough parking provided for resident and visitor parking. Residents and vistors will overtake East Durham Street and park on the south side properties of the lane. When the lane facing residents are given a gate to access the lane they will surely park there and walk to their homes, further blocking access. The lowball traffic study paid for by the developers should not be believed for the amount of traffic the site will create. 4- Width of the lane. The city planners say the lane needs to be just under 20 feet wide for a development like this being planned. The City thinks the lane is just over 18 feet wide now, measured property line to property line. The lane when you are standing on the ground is only 10 to 12 feet wide from telephone poles on the north side to the other edge of the lane pavement on the south side. There are at least five parking structures on the south side of the lane that are within 4 feet of the current edge of the lane on the south side. Three of them are within 2 feet of the paved edge of the lane. The current edge of the lane can't be pushed 4 or 5 feet south without having to demolish parking structures that have existed for over 50 years. 5 - Utilities - what will a developement this large do to water pressure in the area, also drainage and sewage. This proposed development is just too much and too dense

for the area of land it has to build on. It is out of place with the NEW WESTMINSTER the area being zoned for single family dwellings. This type of proposal should be built near to a Skytrain Station where people can access rapid transit and it would reduce the need for vehicles and reduce traffic and parking issues. This proposal does not belong at 8th and Cumberland street. I think that the density should be reduced. With the new swimming Screen Name Redacted pool this area will be dealing with more traffic and parking problems. Transit in the area is not conducive to people using buses as their only mode of transportation. The developers are not aware of the layout of the area. In their first zoom meeting they were not even aware of the telephone poles in the lane, or the current width of the lane, and the heavy traffic in the area. In this first meeting the developers grossly overstated the current density of the houses. They said each of the 10 houses had an additional two rental units for a total of 30 units, so their 55 unit plan was not that much of an increase. This is completely untrue. Most of these houses were and still are single family dwellings. Screen Name Redacted Densification along 8th needs to coincide with improved transit 5/09/2023 09:42 PM service. The 128 bus only runs at 15-20 minute headways at peak hours. Transit reliability is required to mitigate traffic issues. Screen Name Redacted I am concerned this is just the tip of the iceberg and 8th Avenue, which is already one of the busiest streets in New Westminster, will become a much bigger traffic nightmare than it is now. Cumberland Street is also very busy and the intersection often feels unsafe. I really hope City Council is listening to neighborhood concerns and not just those of the developers. Screen Name Redacted 1. We live directly across the lane from this dense development. We will be subjected to noise, dust, and traffic during the lengthy construction period. Once completed, we will have a view of structures 40 feet closer to us and far higher than the current houses (which are set up along E 8th, not along the lane). Being down the hill, the base of our house is about 9 feet lower than the base of the townhouses, so a 31 foot high townhouse roofline will be 40 feet above us. 2. Each townhouse will have patios, windows and decks looking into our yard, affecting our privacy. There will be more traffic in the narrow lane and the neighbourhood will have a parking problem. 3. For this neighbourhood, these 55 townhomes are a very dense development that will impact life in our pleasant detached

homes and yards. 4. There is a need for and a demand for "missing

middle" 2 and 3 bedroom housing and we support densificationew WESTMINSTER lane behind the development will be the interface between RT density and our quiet RS-1 life. So we hope for changes along that interface to mitigate impact. 5. Views of the townhouses and parking are our biggest concerns. Nothing will replace the 4 mature trees directly across the lane currently visible from our yard and kitchen windows. But we do hope for something softer than some boxes to look at. The look of the townhouses from the lane and from the yards facing the lane is a big concern for East Durham residents. More and taller trees would reduce townhouse resident's view into our yards and windows. Fences and shrubbery would soften our view of the mass of townhouses. We appreciate the developer saying they will be providing additional trees in the yards along the lane for more buffering. The latest landscape drawing and the plant schedule for our view (Building 8) has one tree in each yard and a 5 ft high solid wood fence with a community garden plot in front of the fences. The middle tree (Yellowbird Magnolia) is evergreen, the four adjacent trees (Eddies White Wonder Dogwood and (Japanese Snowbell) are deciduous, giving minor visual coverage in winter. In time these could grow substantially. Hopefully they are already fairly tall when planted. And hopefully the development will have watering systems to assist the establishment of these trees in their first few years. 6. Finally having a corner lot on the lane, we will suffer from street parking all along the York Street side of our lot. East Durham Street already has limited parking space due to the number of secondary suites on our block. Parking issues will likely spill over to other streets nearby. In addition to these comments, I have 3 questions: 1. If power goes underground for the development, what will happen to the above ground power, telephone and cable lines on the development's side of the lane? They supply our East Durham Street houses, and running cables underground to us would involve tunneling under garages; stone and concrete walls; established trees and patios. 2. Water pressure along York Street is reduced at East 8th to prevent over-pressuring down on East 7th, so our water pressure is already lowish. Will a new waterline be connected to the development so neighbourhood water pressure and flow rates are not further reduced? 3. Is there a plan to limit light pollution from these new homes? Many new houses seem to want to show off by flood lighting their exterior walls all night. And hopefully there will be minimal street and path lighting shining across the lane.

Screen Name Redacted 5/10/2023 03:23 PM

As a resident living across the lane we will be directly below this huge block of dense structure. Made larger because it is up the hill from us. Softening the bulk through less density and more landscaping would be hugely appreciated. The design seems hodgepodge. Too much is happening in one block regarding the design and it appears out of place in the current setting. The density is dramatically different than houses

the general area. Its unclear what might happen with neighbonew Westminster parking, lane access, power poles. And the demolition / construction timeline is unclear as well what neighbourhood disruptions this will cause.

Concerns about increase traffic and noise from large numbers of

Screen Name Redacted 5/10/2023 07:49 PM

Screen Name Redacted

It is my expectation that if this is built it establishes the precedent that my property immediately across the alleyway will be receive favorable decision from city if I apply for rezoning for multi-unit redevelopment. I am concerned that changes which may result to my property (such as burying utility connections in order to eliminate utility poles (which do not appear on the plans), and any associated costs. It is my expectations that the developer must bear all costs associated with changes to the public realm in this proposal for all those affected by the changes (eg. Re-grading and repaving the alley [which the city has allowed to dangerously erode], or burying of public utilities). I am not to receive a bill from the city if utilities access to properties must be buried up and down the alleyway. I am very concerned about the construction impacts. If this is approved, I expect unfettered access to my property from the alleyway (which is my primary access point), where I have a garage. Any barriers or obstacles resulting from construction (even temporary) will be document and reported to the city and I expect immediate city action. Further, I want the city to ensure the developer has sufficient capital to complete this project, and in a timely fashion. Just down the block on Cumberland, all that remains of a failed heritage revitalization project is a decrepit structure, abandoned for years on an overgrown lot that has served as an eyesore for 5 or 6 years and a constant reminder of the long term dangers of grand but under-capitalized visions.

Screen Name RedactedThe number of townhouses planned may be considered acceptable5/10/2023 10:58 PMfor Infill Townhouse and Rowhouse Residential. The maximum
allowed will maximize profits to the developers but at a cost to the
city (in reduced tree cover, increased demands on schools that are
already at capacity). Developers would still make large profits with a
design that has fewer townhouses and less cost to the city.

Screen Name Redacted

I am concerned about parking overflow and increased traffic in the surrounding area. In particular, I am concerned about more cars zooming up side streets and being a hazard for children in the area (already a growing concern). **Optional question** (45 response(s), 20 skipped) **Question type:** Essay Question





Q5 What is your postal code?



Question options

New Westminster, BC, V3L4H8	😑 New Westminster, BC, V3L4S3	New Westminster, BC, V3L4S4	
New Westminster, BC, V3L4W2	New Westminster, BC, V3M6Y2	New Westminster, BC, V3L4X3	skipped
New Westminster, BC, V3L4V5	New Westminster, BC, V3L4R9	New Westminster, BC, V3L4R4	
New Westminster, BC, V3L3K1	New Westminster, BC, V3L4H6	New Westminster, BC, V3M3M5	
New Westminster, BC, V3M4G5	New Westminster, BC, V3L0H2	New Westminster, BC, V3L3J4	
New Westminster, BC, V3L1Y7	New Westminster, BC, V3L4R3	New Westminster, BC, V3L3H2	
New Westminster, BC, V3L4T6	New Westminster, BC, V3L5W1	🛑 New Westminster, BC, V3L0G5	
New Westminster, BC, V3M0A5	New Westminster, BC, V3L3R5	New Westminster, BC, V3L5W2	
New Westminster, BC, V3L4T5	New Westminster, BC, V3L4M2	New Westminster, BC, V3L3G8	
New Westminster, BC, V3L5W4	New Westminster, BC, V3L4H1	New Westminster, BC, V3L4S9	
New Westminster, BC, V3L4M1	New Westminster, BC, V3L4P8	New Westminster, BC, V3L4T3	

Optional question (55 response(s), 10 skipped) Question type: Region Question To: Erin Forzley, Senior Development Planner File: REZ00204 DP000860 102-128 East Eighth Avenue & 721 Cumberland Street From: Wilson Chang, Wilson Chang Architect Inc. Subject: SURVEY RESPONSE REPORT 17 April 2023 - 11 May 2023

Please see our responses to public consultation survey comments below in blue

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?

Screen Name Redacted 4/17/2023 08:12 PM Widen the sidewalks, make roadway narrower. Response: Roads and sidewalks have been designed per city per city standards.

Screen Name Redacted 4/19/2023 11:28 AM We need more of this unique, ground-oriented housing in the region. I am supportive of this style of housing. Response: Noted.

Screen Name Redacted 4/19/2023 11:36 AM Reducing the density, number of units proposed for the site. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/19/2023 11:40 AM Very worried about impact to traffic because it is located on 8th. Traffic is already terrible and this will increase challenges in new west for residents living close by. Very supportive of more housing but when traffic is already at gridlock on many days that needs to be addressed first . Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/19/2023 12:05 PM None, I am 100% in support of it. Response: Noted.

Screen Name Redacted 4/19/2023 12:54 PM too many units for the area Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/19/2023 01:03 PM Less density would increase my level of support. 25-30 units instead of 55. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/19/2023 02:15 PM

1) More clarity about how the development will fit into the existing space. Specifically will the current lane between East Durham and East 8th Ave become a 2-way road for residents of the development to access their parkade? How wide will the new lane/road be? How will residents of East Durham access their existing driveways/garages? How much space will there be between existing garage and the new lane/road - will current residents be able to safely access their parking spaces, garages and yards? The proposal as shown appears to exceed the depth of at least some of the lots by~5 feet or more - is this correct? The drawings make it difficult to tell for certain.

Response: The lane will be retained and is designed per city standards. Access to the neighboring properties will not be affected.

2) More clarity about how construction impacts will be mitigated, in particular (a) impacts on residents of East Durham (e.g.access to garages/driveways/yards during the construction period, dust, garbage, noise etc.) and (b) impacts on traffic and congestion along East 8th Ave, which can already be terrible between 3-6pm on weekdays.

Response: BC Construction standards regarding worktimes and noise will be followed.

3) more clarity about how residents of the new development will be impacted by air quality from truck traffic in particular, but also general congestion along East 8th Ave. Truck congestion is a frequent problem along this stretch and residents of the new buildings should not have to be impacted by poor air quality and noise from truck traffic.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

4) addition and expansion of communal amenity spaces: (A) Expansion of the current proposed outdoor amenity space. (B) Inclusion of an outdoor communal garden space so that residents have somewhere for have garden plots, mason beehouses etc. that are larger than would be possible in the outdoor yard space of each individual unit. (C) Inclusion of an indoor multipurpose amenity space for residents of the complex to use. (D) Communal area available for things like bike repair, storage and maintenance of shared gardening tools and other activities that can be hard to do within individual units.

Response: Private yards and shared outdoor amenities were designed following the OCP designated RT zone. All spaces meet and or exceed the minimum requirements.

5) addition of a traffic light, crosswalk and/or appropriate traffic control measure at the intersection of Cumberland and the lane so that pedestrians exiting the development, as well as cars coming out of the lane and turning left down Cumberland (towards 6th Ave) are safer.

Response: Roads and sidewalks have been designed per city standards to the satisfaction of city engineering.

6) addition of a sidewalk that extends all the way along the lane (parallel to East Durham) between Cumberland and York, in order to encourage pedestrian and other non-motorized forms of movement without people being forced to go along Eighth Ave. Residents who live in the units facing the lane should have a sidewalk out front of their units and it should continue for the entire length of the development. If New West is serious about encouraging people to move towards more environmentally friendly modes of transport then pedestrian/non-motorized sidewalks along the lane should be required!

Response: Roads and sidewalks have been designed per city per city standards to the satisfaction of city engineering.

7) information/greater clarity about either the planned or potential use of measures such as heat pumps, solar panels, rain barrels, charging stations in parkade, etc. Could this development be a model of sustainable energy?

Response: The building is following BCBC step-code 4 for sustainable developments.

8) requirement for the developer to ensure a significant percentage of the tree cover survives long enough to become mature trees - e.g. any trees that die within ten years must be replaced at developers cost, or something like that.

Response: Landscaping and replacement trees following the city standards and comply with all requirements to the satisfaction of city landscape.

Screen Name Redacted

4/19/2023 03:42 PM

The junction of 10th Ave and Cumberland will need careful consideration as it will be very close to the project exit road onto Cumberland St. School children cross 10th here.

Response: Roads and sidewalks have been designed per city standards to the satisfaction of city engineering.

Screen Name Redacted

4/19/2023 04:43 PM

-The access points and width of the lane is a concern. Entering the lane from Cumberland Street, particularly when going southbound, will lead to greater congestion at the Cumberland & 8th Avenue intersection. This is already a dangerous and scary intersection used by vehicles, cyclists, transit commuters and pedestrians (including school-aged children). What remediation is planned for improving the traffic flow/safety at that intersection? Turning off 8th Ave to York Street to enter the lane is also hazardous with the volume of traffic and grade of the hill. Improvements to the traffic control at 8th Ave & York and 8th Ave & Cumberland intersections will increase my level of support for the project.

- The width of the lane, with power poles along one side is a concern. Moving the services underground, thus giving more room in the lane, will increase my level of support.

Response: Roads and sidewalks have been designed per city standards to the satisfaction of city engineering.

Screen Name Redacted

4/19/2023 08:27 PM

One, decrease the number of units to be built. Increasing from 10 homes to 55 homes will place a significant impact on the surrounding neighbourhood of single family homes. Why 55 units? Why not a fourplex similar to the fourplex being developed below Cumberland on 8th avenue and have 40 units? Can the current infrastructure even support an increase of this nature from 10 to 55 homes? Water, Sewer, Electrical? **Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. All infrastructure will be upgraded as necessary.**

Two, a major overhaul of the surrounding roads for any development that is placed in this residential block. 8th avenue, and the intersection of 8th avenue and Cumberland, have already been identified in the Sapperton and Massey-Victoria Heights Transportation Plan as an area to operate poorly in the future (Page 49, Fig 4-4), even before this development proposal. There are no turning lanes at 8th and Cumberland and 8th avenue east bound traffic are prohibited from turning left at Cumberland. This already makes York Avenue and Massey Avenue a by-pass route for vehicles wanting to get to 10th avenue. Now there will be an increase competing demand for vehicles turning on York and Cumberland southbound to access the lane and the underground parking proposed.

Response: Roads and sidewalks have been designed per city standards to the satisfaction of city engineering.

Three, Having a minimum of 2 parking spots underground per unit. At 86 spots for 55 units, this could potentially have 24 vehicles looking for parking in the surrounding residential area. Since this development is not around a major transportation hub, there will still be a heavy reliance on any resident to have multiple vehicles for transportation. Less available parking will not force people to rely on other modes of transportation it will just mean street parking. Four, increase the number of visitor parking spots. With the proposed 55 units there will be more than 6 visitors at a time especially evenings and weekends/holidays. The impact of the parking on the surrounding neighbourhood will be significant for the current residents. **Response: Per zoning, only one parking space per unit is required. We are exceeding the minimum requirements.**

Screen Name Redacted

4/19/2023 08:36 PM

Improved safety at intersection of 8th and Cumberland Response: Roads and sidewalks have been designed per city standards to the satisfaction of city engineering.

Screen Name Redacted

4/19/2023 08:54 PM

I am extremely concerned about the parking or lack of that will happen in the immediate area and how it will effect the traffic going past my front door on Massey street. It is a through street with no speed bumps; traffic will most definately be increased. I also know that the schools in the area are already overflowing. The housing density is concerning.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Traffic impacts were considered at approval of the RT zone for these sites.

Screen Name Redacted

4/20/2023 05:41 AM

Impact on the lane (increased traffic and noise), and impact on the neighbours on the lower slop are not fully explained. Lane size seems exaggerated on drawings. Would like more "mid century modern" feel to the architecture. Looks like every other town house development.

Response: Units have greater setbacks to wards to the lane. Exterior design has been revised and improved.

Screen Name Redacted 4/20/2023 09:33 AM Yes Response: NA.

Screen Name Redacted

4/20/2023 11:19 PM

The location of the project is going to make an already incredibly busy intersection even worse. What's more is that the OCP wants to replicate this on the opposite site, which is beyond ridiculous. Staggering these areas of density makes the most sense so traffic flow and congestion within residential neighbourhoods is manageable. For example, if this is to happen on the west side then move it up to where the old firehall used to be, again staggering the density along Eighth Avenue. Putting this much into a one block area on both sides of the street is asinine.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/21/2023 09:46 AM Decrease the number of units within the proposed development. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/21/2023 11:26 AM Address how construction and eventually resident access will not negatively impact traffic flow along 8th avenue.

Response: Roads and sidewalks have been designed per city standards to the satisfaction of city engineering.

Screen Name Redacted 4/21/2023 08:33 PM

Reduce number of units or buildings (bring total to 30 or 40 units)

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/21/2023 08:37 PM Reduce units to closer to 40 to reduce further congestion of an already congested area Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/22/2023 08:13 AM My biggest worry is parking. I live across the street on Cumberland and even now whenever there is something going on at the JI parking on cumberland is busy. Currently there is approx 1.5 parking spots/townhouse, but the townhouse are 2-3 bedroom. Do you have any projections about how many "extra" vehicles will be parking on the street? Response: Per zoning, only one parking space per unit is required. We are exceeding the minimum requirements.

Screen Name Redacted 4/22/2023 12:18 PM Adding a parking spot for each unit with electrical outlet for EV's Response: All residential parking stalls will have level 2 EV charging.

Screen Name Redacted 4/22/2023 04:08 PM I am happy with the proposal as-is. Response: Noted.

Screen Name Redacted

4/24/2023 05:20 PM

Too dense !! 5.5 times more density in a one block space not good at all. If this development is really meant For families to live, thrive and stay (not spec buyers or foreign investors) they need to be bigger than a shoe box. LESS CONDOS, MORE GREEN SPACE for families to utilize. (Park like space) This will result in less traffic and congestion which is major concern for affected surrounding neighbourhoods **Response: Units numbers and density are aligned with what is allowable under the OCP designated RT**

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. We will have three amenity spaces for the families including a playground for children.

Screen Name Redacted 4/24/2023 07:54 PM Need more density on a bus route. Response: NA.

Screen Name Redacted 4/28/2023 08:20 AM Make it a low rise condo building with more units Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. OCP does not support low rise multi-family on this site.

Screen Name Redacted 4/28/2023 04:04 PM None, im highly in support. Response: Noted. Screen Name Redacted 4/28/2023 05:33 PM added traffic, congestion, parking issues. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/28/2023 06:23 PM Is there an affordable ownership component to the project? Response: No.

Screen Name Redacted 4/28/2023 07:24 PM Including intersection improvements near to the development. For example, protected crossings, raised crosswalks, etc Response: Roads and sidewalks have been designed per city standards to the satisfaction of city engineering.

Screen Name Redacted 4/28/2023 09:40 PM Parking spots underground for every unit Response: Per zoning, only one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls.

Screen Name Redacted 4/28/2023 10:07 PM The impact of increased traffic has not been clearly mitigated. The lane exist to Cumberland and York are on steep hills. It is already dangerous when you try to turn left or right onto the traffic. When there are 80 cars during rush hours, hoe can these two streets handle it safely? Please consider traffic lights. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Roads and sidewalks have been designed per city standards to the satisfaction of city engineering.

Screen Name Redacted 4/29/2023 07:07 AM provide early childhood daycare space on the site and the developer should provide money to increase the capacity of Howay elementary school. Response: This is site zoning does not allow non-residential uses.

Screen Name Redacted 4/29/2023 09:15 AM Proposal affect Glenbrook & FW Howay. Is there room for new students at this schools Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/29/2023 09:46 AM To ensure there is enough parking for this project . Will there be any rental units. Response: No.

Screen Name Redacted

4/29/2023 11:10 AM

Concern with the amount of density in a single block area. A massive change and impact to go from single family homes to such extreme density. Reduce the amount of buildings and dwellings to reduce the impact on the neighbourhood. Also concern re traffic congestion and safety on 8th Ave and Cumberland - already a bottleneck and scary for pedestrians, cyclists, kids. My child crosses these intersections to get to school at Glenbrook. Traffic backs up from the lights at McBride and many vehicles are travelling through this neighbourhood to the JI, Pattullo bridge, other munis, new recreation centre, curling, FW Howie school... the terrain/steep hills makes it difficult for cars/trucks to navigate in stop and go traffic, reduce speed and sight lines are impacted, and bottlenecks and speed make it scary, risky and unsafe for pedestrians and cyclists. Now you are proposing more people pulling out of lanes onto York and Cumberland and increased street parking. We can't take more congestion on these residential streets.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/29/2023 11:32 AM I'm just happy to see more housing options in New Westminster. More plexes, townhomes, low rise appartments, 5 over 1 etc. Response: Noted.

Screen Name Redacted

4/30/2023 11:59 AM

I couldn't tell from the information provided how large or small the townhouses will be. I would be concerned if the townhouses were too small for families. I would also want to ensure there was no possibility of owners creating secondary suites within the townhomes.

Response: Unit sizes are roughly between 1200SF and 1450 SF and most units are 3bedrooms. Units are not design to be able to have a lock-off suite.

Screen Name Redacted 4/30/2023 10:18 PM decrease the number of units. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 5/01/2023 07:22 AM decreasing the number of units Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

5/01/2023 07:22 AM

This is an area that is prime for densification. I hope that the townhouses are designed for families (3 bedrooms, min) to address the "missing middle" problem. It would also be very nice if the parallel pedestrian walkway were open to the public, and not "gated" (as in Fraserview, which is an impenetrable neighbourhood for pedestrians just walking through the area). The development should be "permeable" to all pedestrians in the area. The development should include secure, covered bike parking as well as secure e-mobility storage with chargepoints. A car-share spot should also be considered (not in the parkade). Response: Unit sizes are roughly between 1200SF, and 1450 SF and most units are 3bedrooms. The project is planned to be 'permeable' for pedestrians. Bike parking is provided per zoning bylaw. Car-share stalls are not feasible in this development.

Screen Name Redacted 5/02/2023 07:33 PM Density is far too high given that Cumberland and 8th alreadyas major traffic issues. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

5/03/2023 04:46 PM

Eighth Ave is a very busy commuter road an allows truck use. This high density housing project on a busy commuter road has safety concerns. Pedestrians have no boulevard to protect them from the road. Parked vehicles on Eighth Ave, near that particular intersection, are a hazard for visibility and traffic flow. It is common to have collisions at the intersection of Eighth Ave and Cumberland (in fact, there was one there today blocking trafficking) and that should be addressed before erecting high density housing on the corner. If the city is seriously contemplating this proposal then consideration should be given to eliminating trucks on Eighth Ave in view of the increased pedestrian and vehicle traffic that will result from high density housing project.

Response: Roads and sidewalks have been designed per city standards to the satisfaction of city engineering.

Screen Name Redacted

5/07/2023 01:13 PM

The width of the units as seen along the 8th street elevation are too narrow, they are not a good fit with the adjacent context and scale. They are too cubbyhole looking. The project needs to reduce unit count in order to increase unit sizes. However, must maintain as a minimum the spaces currently shown between the series of buildings, but ideally increasing that space between them would improve the fit within the neighbourhood. Also a unit reduction would provide an opportunity to improve the set back from the Cumberland property line for buildings 1 and 5. The unit areas, a reflection of the units that are too narrow, results in some very poor interior planning. In overview, suite layouts have doors swinging in front of other doors, making the flow between rooms extremely poor. Take for example, Unit type A, which is the predominate unit type that represents 27 of the current 55 units, it currently requires a jog in the entry corridor wall just past the entry door to make it work. This is poor design. Likewise, the space beside the latching side of the entry door is simply poor design. Thus these layouts are a direct result of inadequate unit widths. The perspective the units are too narrow, was likewise identified in the Staff's Developments Services report of Oct 7th 2019, that read "The proposed Units that Front onto East Eighth Avenue are too narrow. Further consideration needs to be given to the livability of these front units, which are three bedroom units.....A reduction to the number of units would likely be required to address this aspect." Another example, Unit type E, the furnishing as shown and placed with the chairs pushed under the dining room table adjacent main entry results in overly tight circulation within the spaces. As a point of comparison with respect to overall unit widths and resulting areas, the recently approved development at 8th avenue & 1st street has a typical unit width is 17'-9". Here it is 13' 3" and both of these projects are proposing 3 bedroom units. Comparing the areas the 8th & Cumberland the 3 bedroom units predominantly have an area of 1,271 sq. ft. In comparison the 8th & 1st street development similar 3 bedroom units, range from 1730 sq. ft. to 1834 sq. ft. Therefore and in order to enhance the livability of the units and improved fit with the adjacent context and scale, the development should see a reduction in the unit count for all the buildings (1 through 8) to allow for: • Improved interior planning and circulation within the units, • Improved fit into the neighbourhood context of single detached dwellings • Improved unit widths to reduce the cubby hole appearance of the individual units

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Unit minimum width has been increased 13 '3" to 14'. Unit layouts have been redesigned. Larger unit areas have been considered but would result in being unaffordable and are not in line with the current market.

In regards to the creation of four building types I support, but I am not in agreement with the detail and

material choices of Buildings #2, #3, #4 and #6, #7, #8. In regard to Building #1 and #5 architectural elevation along Cumberland, the contemporary style is respectful to the context and works well with the slope of Cumberland. The Cumberland elevation makes an appropriate statement and is representational with the era and style of the housing in this area. As for the variations of the other three styles, the choice of materials are NOT in keeping with materiality of the architecture of the area. This neighbourhood is not board and batten, or shingles, or art and craft detailing, or arched doorways. The project could easily lose the window boxes, roof knee braces, and arched entries as shown on the elevations for Schemes 3 and 4. The overuse of ornamental detailing is not in keeping with the neighbourhood era. The massing form of the Buildings #2, #3, #4, #6, #7 and 8 in general works. The sloping roof form is successful in reducing and lessening their scale but the use of materials could be detailed with a better contemporary approach. With a reduction to the unit count and resulting widening of the units, the overall building blocks would benefit and improve the street elevation and fit. It is important that the spaces between the building blocks are maintained. Specific to Buildings #2, #3, #4, #6, #7 and 8, the window treatment could be simplified with less muntin bars. The window style needs to take on more of a contemporary feel.

Response: Exterior design revised for all unit types. A more modern approach was taken.

Regarding the parking that will be required, I support the approach to have all the parking in an underground parking structure, but it poses a few primary concerns that have not been appropriately addressed in this latest package or in past staff responses to questions made on Be Heard

New West . • The traffic engineering design required to address the exiting and entering the lane to and from Cumberland Street. • The laneway width redesign and relocation of existing power poles and associated services and how it may impact the existing residents on Durham Ave that share this laneway • The number of parking spaces required serving the development. (getting it right before it is built) In the Staff's report of April 26th, 2021, it noted "a transportation study will be required as part of the review of the transportation components, including review of the amount of off-street parking needed for the proposed uses". However, in the proponent's "Mini Transportation Review", prepared by Bunt & Associates dated Oct 19th, 2021, there is no component in that report that speaks to the impact on the neighbouring streets and off-street parking needs in the event the number of underground parking stalls are an inadequate number. In the LUPC review on April 26, 2021 it was minuted "It would be important to ensure that the balance of parking is right for the number of units and the occupants so that residents do not resort to using visitor stalls or street parking" However during the NW Design Panel's discussion and question posed by the Development Industry Representative to the Applicant during the Design Panel meeting of Dec 13th, 2022, it was stated with the current parking stall count it will likely become a 'neighbourhood parking problem". Hence, further to the comments made in the first staff report of April 26th, 2021, an analysis needs to be studied to ensure the allowance of underground stalls meets the needs. The needs assessing the: • future residents of the 3 bedroom units, • visitors, (currently 6 appears far too low) • car share (if being considered) • local deliveries (skip the dishes, uber eats ...) to in ensure the City gets it right and doesn't create a future neighbourhood parking problem.

Response: Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking. We added a secondary parking entry so the traffic load can be split between Cumberland and York. These changes have been coordinated and approved by city engineering and planning. Car-share stalls are not feasible in this development.

Screen Name Redacted

5/08/2023 12:46 PM

In my opinion 55 townhouses is about twice what that site should have. In a single family residential neighbourhood the noise and chaos of 55 families with kids and cars will be ridiculous. The traffic on Cumberland is already at it's peak. Those 55 - 86 cars will have to drive up to York Street, then down to East Durham to finally be able to access Cumberland. The residents of East Durham have already chosen to take this route due to the congestion on Cumberland. I'm sure East Durham residents won't be happy with that. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

5/08/2023 10:05 PM

No. This extreme density project does not belong in this area, the rest of which is designated single family home. It is completely out of place in this area. Density of this type belongs around Skytrain Stations, not in these neighbourhoods.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

Add a retail space for a small corner store, or other local business. **Response: This is site zoning does not allow non-residential uses.**

Screen Name Redacted

5/09/2023 06:20 PM

Lower the number of houses in the development. Increase the number of parking stalls provided. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking.

Screen Name Redacted

5/09/2023 08:40 PM

I live at East Durham Street, so I am directly affected by this project. I support the project as our city needs additional affordable housing. However, I have the following concerns.

1. The placement of the underground parking entry/exit along the alleyway will greatly increase traffic in our single-lane alley. Speed is already an issue and I am concerned this will become more of an issue as more vehicles access the alleyway. I recognize the design is already far along in the process, however, could the entry/exit be along York Street as this would have less impact?

Response: We added a secondary parking entry so the traffic load can be split between Cumberland and York.

2. Recognizing that more housing is better than less, I am still concerned with the density of this project. Could the city and developer consider quadplexes for a total of 40 units rather than the 55 proposed? There is a quadplex along 8th Avenue (close to Sangster Place) that is a good example of the desired structure for this area.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

3. Could parking along East Durham become resident only during construction and after the project completion?

Response: City engineering to respond.

4. During construction, how frequently will the alleyway be closed to traffic? As with many New West residents, our primary parking is in the alley and we need electrical access for our EV.

Response: BC Construction standards will be followed. Access to neighbouring sites should be retained during construction.

5, During construction and following the completion of the project, how will our water pressure be affected? We already have very low water pressure.

Response: BC Construction standards will be followed. Infrastructure upgrades per city engineering are planned.

6. During construction and following the completion of the project, how will the privacy of our yard and home be maintained? The design only features a limited number of trees.

Response: Per city standards, we are proposing a 2:1 ratio of replacement trees (2x the existing). There is 7.5m lane setback. Landscape screening and trees are planned on in this setback.

7. During construction, how will trash and dust debris be minimized? Some construction sites can be strewn with used coffee cups, plastic wrap and other trash that can be blown offsite. **Response: BC Construction standards will be followed.**

Screen Name Redacted 5/09/2023 09:42 PM Additional bushes or shrubs along 8th to provide noise mitigation and privacy Response: Landscape plans have been revised and updated to the satisfaction of the city landscape.

Screen Name Redacted 5/09/2023 10:06 PM If the density is lowered and the number of parking spots is increased my level of support for the project would increase. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Per zoning, one parking space per unit is required. We are exceeding the minimum requirements

zone. Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking.

Screen Name Redacted

5/09/2023 11:13 PM

There are far too many units. This development backs onto a single-family neighbourhood and will be very disruptive. More traffic. It's far, far, too dense.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

Some small scale commerical would be nice for something like a café Response: This is site zoning does not allow non-residential uses.

Screen Name Redacted

5/10/2023 08:15 AM

1. The density is really too high for our neighbourhood. And it does not fit in with the surrounding 1950s and 60s homes. Despite being broken into 8 buildings, its overall appearance will be a monolithic block long box. An RGO zoning would be more appropriate than RT because it allows infill housing which is more compatible in scale and style with the surrounding neighbourhood. These include single detached houses, duplexes, triplexes, quadraplexes, laneway or carriage houses and/or secondary suites.

Response: OCP designates this site as RT zone. Unit numbers and density are aligned with what is allowable under the OCP designated RT zone.

2. If each townhouse has 2 cars there will be 24 cars without stalls parking in the surrounding neighbourhood (not counting extra visitor cars also using the streets). Reducing the density or increasing the parking stalls would help.

Response: Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking.

3. Could construction workers be bused in from some parking lot to keep our streets clear for resident parking during construction? If not, could they be asked to space their vehicles out leaving gaps for resident parking on York East Durham and Cumberland?

Response: BC Construction standards will be followed. Buses could be considered.

4. Could the large amount of demolition and excavation materials this project creates please be loaded and trucked away via E 8th, not via the lane. This would greatly reduce noise, dust and traffic disruption for the E Durham residents along the lane.

Response: Noted. BC Construction standards will be followed.

5. The distance between the concrete curbs where the lane joins York Street is 4.4 m with 0.36 m taken up by a power pole, for an effective width of 4 m. The proponent's December 13, 2022 package suggests that the

lane is 5.75 m wide as it only needs to be widened by 0.25 m to become 6 m wide. It is apparent when you walk down the lane that traffic only uses the 4 m paved section for driving and residents on both sides of the lane have been using the remaining metre on either side for parking pads, and roof overhangs on garages and carports since the mid 1950's. Most have paved out to effective edge of the driven lane and some have built storm water curbs along this effective edge. No one on the East Durham Street side of the lane will want to lose the space we have enjoyed for 60 years. Hopefully the proponent can give up another metre of their property to the lane.

Response: Dedications, roads/lane and sidewalks have been designed per city standards to the satisfaction of city engineering.

Screen Name Redacted

5/10/2023 03:23 PM

Less density and more respectful design would be appreciated. These are small units aimed at families with limited pubic spaces, limited parking and limited landscaping.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

5/10/2023 07:49 PM

I support some increased density in area. However, as currently designed the complex does not include features that improve the overall neighbourhood (city should obtain some benefits from densification). This is due to the of the very high density of townhouses on the 10 lots (55). Reducing the number would increase my support since it would allow for appropriate levels (and retention) of tree canopy (consistent with NW's commitment to increase tree canopy) and green space. The complex also contains a very large numbers of parking places (93) relative to units which is inconsistent with NW objectives to reduce climate change impacts and dependence on cars.

Response: All parking spaces is below grade. Per city standards, we are proposing a 2:1 ratio of replacement trees (2x the existing). Green canopy will effectively be doubled.

Screen Name Redacted

5/10/2023 09:33 PM

In principle I am supportive of incremental densification of New West neighbourhoods to increase the available housing stock and, in principle, I am not opposed to this occuring in my own backyard, as is occurring here. I am even okay with many aspects of this proposal (eg. building design and orientation, amount of underground parking, etc.) However, I am disappointed that these publicly available plans do not provide enough context for me to accurately identify which building, let alone individual feature is directly across from my property. Nor do the plans contain any listing of abbreviations so I cannot tell what "PMT" means (I even tried googling to no avail). I can only guesstimate that I am directly across from the "PMT" and that it likely has something to do with waste removal. And due to the complete lack of clarifying information from the developer or city to be able to make an informed assessment, i must presume the worst (that some negative impact is being deliberately obscured by the city or developer). And so I must vehemently oppose this project as deleterious to retaining my property values. Entrance to underground parking must be from a main street (York or Cumberland) not the alleyway. Alleyway is too narrow for this massive increase in density, and lack of snow clearing by city in winter (on an inclined alleyway) will make ingress/egress for existing and new residents problematic. The laneway MUST include No Parking signage AND regular enforcement by the city. Signage will ensure that current residents who experience disruptions of access to their property (garage or parking stalls) can complain to city.

Response: Unfortunately, vehicle parking MUST come from the lane per city standards. PMT is a pad mounted transformer, but only a small electrical box will be visible above grade. Lane will be upgraded per city engineering standard (lane will be widened).

Screen Name Redacted

5/10/2023 10:58 PM

The 8th and Cumberland intersection is currently a traffic bottleneck and an accident hotspot. Access to parking for 55 townhouses and 93 vehicles through a single entry on the lane close to the intersection will exacerbate the problem. Designs that better support electric vehicles and e-bikes and push households to have 1 car or less would be less problematic. Designs with more than one entry would be safer. The revised plan increases the number of trees on the site but will still be a reduction in tree cover, at a time when the goal is to increase the amount of tree canopy cover in new west. At a minimum the developers should be compensating the city for the loss so that tree cover in the city goes up and not down.

Response: We added a secondary parking entry so the traffic load can be split between Cumberland and York.

All residential parking stalls will have level 2 EV charging.

Per city standards, we are proposing a 2:1 ratio of replacement trees (2x the existing). Green canopy will effectively be doubled.

Screen Name Redacted

5/11/2023 08:39 AM

Yes. I would be very supportive of the project if it had less density (30-40 units, perhaps), more private outdoor space per unit (ideally, fenced for pets and room for a veggie garden), more overall greenspace on the property. It would be great for some of the units to be larger, to attract more families who would have the space to grow and live there very long term.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Private yards and shared outdoor amenities were designed following the zoning bylaw. All spaces meet and/or exceed the minimum requirements.

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

Screen Name Redacted 4/17/2023 08:12 PM Use this project to make the intersection on 8th and 8th safe for students. Roads are way too wide there. Response: Roads and sidewalks have been designed per city standards to the satisfaction of city engineering.

Screen Name Redacted 4/19/2023 11:28 AM The renderings are beautifully designed. I like how the sidewalks will be improved to separate them from the road with a boulevard, for safety. I understand this may increase traffic and congestion, but so do large towers. This was a well thought out development. Response: Noted.

Screen Name Redacted 4/19/2023 11:36 AM This development is not in keeping with the neighbour. It will create added congestion to two major streets which are currently busy. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted 4/19/2023 12:05 PM We need housing and this proposal is a great way to densify. I would like to see more transit improvement in this area. Response: Noted.

Screen Name Redacted 4/19/2023 12:54 PM It will add to the traffic congestion. And how is it going to effect the utilities? (there is currently low water pressure) Response: Infrastructure upgrades per city engineering are planned.

Screen Name Redacted 4/19/2023 01:16 PM This gentle density in typical SFH neighborhoods is great, exactly what we need and more of it please! Response: Noted.

Screen Name Redacted 4/19/2023 02:15 PM This type of housing has potential to provide much needed, more affordable housing for New West. Please ensure it will be more than just a typical row housing development, and mandate strong, innovative measures to support community building and environmental protection/conservation. Response: Noted.

Screen Name Redacted 4/19/2023 03:42 PM 10th Ave is a truck route, any vehicle ingress or egress from the development onto 10th Ave which is on a steep hill, should be avoided. Response: Noted.

Screen Name Redacted

4/19/2023 04:43 PM

RE: the small-scale traffic study, during what months/time period was the traffic study completed? Was it during summer months when schools/universities were closed, after the Canada Games Pool closed, during the Covid Pandemic months when many commuters were working remotely? All of these factors led to reduced traffic in the area. This is a huge change for this neighbourhood and a larger scale traffic study should be demanded by City staff and council before they consider approving this proposed project. Response: Traffic study was reviewed and accepted by city engineering.

Screen Name Redacted

4/19/2023 08:27 PM

Does the proposed project reflect the Mayor and councils' preference for the standard for laneways to be 6.10 metres wide?

Parking for this proposed building is entranced from the laneway, can you confirm there will be enforcement of no parking permitted in the lane? - Parking for any proposed building is subject to the City's Zoning Bylaw and Parking Bylaw, which regulate parking requirements, access and design. The OCP includes development permit guidelines and land use designations for different areas of the city, including laneways. Can both of these last two points be confirmed as they are being followed? - Will the laneway be one way directional? If so, has this been taken into consideration in the traffic study? - If there is a medical or fire event, do you have concerns that first responders may be challenged with access to the building? Are you committed to absorbing all liability if first responder vehicles are unable to access due to being blocked or laneways not wide enough? - Has the traffic study taken into consideration the additional traffic afforded by the new Pattullo Bridge realignment? - Is the study on capacity challenges that will arise at the local elementary school been published? If so, where can I find this document? - Local Authorities have been challenged with hiring and retaining expertise in the planning field. Has the Mayor and council investigated if this is indeed a fact for New Westminster and if so taken this into consideration either with their lack of experience and / or local knowledge of the City of New Westminster?

Response: Lane has been designed per city standards to the satisfaction of city engineering. There will be no parking on the lane and it will be 2 ways. Fire access will not be from the lane. Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

4/19/2023 08:54 PM

With all the additional proposed housing, on approximately six home lots, what is the benefits to the existing tax payers?

Response: City receives significant development fees that will be used for the public benefit.

Screen Name Redacted

4/20/2023 09:33 AM

We are concerned about parking and traffic buildup in that area

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. All parking spaces are below grade.

Screen Name Redacted

4/20/2023 11:19 PM

I support densification. That being said, the city needs to revisit the Eighth Avenue plan and again stagger the density so that it isn't all clustered in one area, especially an already busy intersection that sees a fair number of accidents. An intersection that sees little kids crossing and other pedestrians. It's unsafe. We all know the proposed development is going forward, but I know myself and many others hope that you revisit future developments and stagger them to ensure it makes sense from a community and safety standpoint. This type of land use should be staggered and not crammed into a one block radius both east and west. Further, the areas that are demanding more densification, like around there 22nd Street SkyTrain, that is where the focus should be. You have allowed ground oriented townhomes on the west side of eighth below

Cumberland, now east side with this proposed development, so then stagger the next project a couple blocks down on the west, then again on the east and so on. Response: Noted. (city OCP question)

Screen Name Redacted 4/21/2023 09:46 AM

There should be an in-person consultation session for public comment on this updated proposal before it goes to Council for consideration, not just an online survey. While we understand the need for the missing middle housing, the proposed development is far too many homes for this area. It's not fitting with the neighbourhood and this type of density is better suited closer to a sky train station. There will be a negative impact to the surrounding streets, including parking problems and traffic congestion. If we want New Westminster to be a great place to live now and in the future, density to this degree needs to take place in well considered locations.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Concerns should have been addressed before OCP approval

Screen Name Redacted

4/21/2023 11:26 AM

I understand this to be one of a number of potential such developments in this corridor and would like to understand the bigger picture plan to address increased traffic and pedestrian needs. Is the city considering any traffic control improvements at the 8th and Cumberland intersection? This intersection seems to be already overloaded, subject of frequent accidents and lacks pedestrian safety. **Response: Noted. (city OCP question)**

Screen Name Redacted

4/21/2023 08:33 PM

Bus service is not good in the MVH area around the area of 8th & Cumberland. If 55 more households are living in the area, bus service should be improved to serve them and the surrounding streets along 8th. Otherwise all these 55 units will be forced to use cars. Response: Noted. (city to address)

Screen Name Redacted 4/21/2023 08:37 PM Improve bus service in the 8th & Cumberland area to/from Braid and Sapperton stations so these 55 units will not be forced to use cars Response: Noted. (city to address)

Screen Name Redacted

4/22/2023 08:13 AM

I understand the need for more housing and the push to get people out of their cars, but NW is a very hilly city. I am trying to understand how the balance between creating more housing and managing traffic through NW (i.e. preventing total gridlock), especially if the new bridge brings more traffic to cumberland as well. Response: Noted. (city to address)

Screen Name Redacted

4/22/2023 12:18 PM

In a city with a Mayor and council who SAY they advocate for diversity and working for all, expecting everyone to take transit is not actually supporting being inclusive of the whole community. Seniors, those with disabilities (many invisible to others), those with young children and busy lifestyles (ie: taking babies to daycare, child to school and self to work - all before 9:30 using transit is IMPOSSIBLE). Ensuring one parking spot per unit would show that those in power actually understand and see the other side. Most buildings now should be built with parking spots for electric vehicles so this is not something that will have to be added later.

Response: Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking. All residential parking stalls will have level 2 EV charging.

Screen Name Redacted 4/24/2023 05:20 PM

My biggest concerns from this development are added traffic and congestion which ends up coming through our neighborhood. As well as lack of parking spaces provided, which causes residents and visitors to find parking elsewhere. As previously read from the results of a 2017 neighbourhood consultation, the concerns then were of existing traffic congestion on 8th ave East & Westbound during rush hours. In my observation and experience, there has not been any improvements or changes in infrastructure, and now city wants to add 55 more condos in a one block space right at the worst point of traffic backups during peak times. **Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking.**

Screen Name Redacted 4/28/2023 08:20 AM We need this built now. Why is it taking so long? Response: Noted.

Screen Name Redacted 4/28/2023 04:04 PM This is a great development, exactly what the city needs. Missing middle density is key for our city. Response: Noted.

Screen Name Redacted 4/28/2023 06:45 PM This is great - there needs to be more townhouses available. Please do this in other areas of the city. Response: Noted.

Screen Name Redacted

4/28/2023 09:40 PM

Don't build family dwellings & expect families not to drive. We live in New West which is full of big hills. We're not all like the mayor who walks & rides everywhere but only has responsibility for himself. We have to get kids to daycare & school & be at work by 9:30; this will not happen without a vehicle. Kids also have Karate, soccer & tumbling - only 1 activity per child& still it's not do-able without a vehicle. We live in a city of over 79,000 & have a council who only respects a small percentage of community members. **Response: Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking.**

Screen Name Redacted 4/29/2023 07:07 AM The developer should be required to allocate some of the town house purchases to New Westminster residents that wish to purchase housing in their home town. Response: NA

Screen Name Redacted 4/29/2023 09:15 AM Parking changes? Comments about traffic are just nonsense from car-brained people. The future is public transit and small scale micro mobility. Response: Noted.

Screen Name Redacted

4/30/2023 11:59 AM

My general concern is the quality of the buildings. There are a number of single family homes being built in the neighbourhood that look like they are being made as cheaply and quickly as possible. My concern is that buyers are unaware of the shoddy workmanship until 5 or 6 years later when problems from the poor work surface.

Response: NA

Screen Name Redacted

4/30/2023 10:18 PM

I think that the traffic at the intersection of Eighth and Cumberland will become a major bottleneck. It will get worse with the new Canada Games pool as well as the new Patullo Bridge. The area is not well serviced by transit because the bus is often only every 30 min so that most of the units will have 2 cars and there are not enough parking spots for the number of units. I fear that they will end up parking on the neighboring areas. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking.

Screen Name Redacted 5/01/2023 07:22 AM its way too many units for that area Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

5/01/2023 11:24 AM

I fully support this. Increased density along this corridor will drive better bus service, keep the schools in service, and improve the commercial services in the mall down the hill. Residents will also be using the new pool and community center, so please keep in mind the pedestrian desire line from here to the pool!! Response: Noted.

Screen Name Redacted 5/02/2023 07:33 PM With the new Pattullo Bridge and new swimming pool and community centre coming up, the city needs to consider the longer term impact of this development in terms of traffic, safety and parking. Response: Noted.

Screen Name Redacted 5/03/2023 04:46 PM Less density on a truck route commuter road. Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

5/07/2023 01:13 PM

I cannot support this development because it fails to meet the City's planning guideline document and principle that this type of infill shall "Maintain a scale of development that is compatible with the single detached dwelling neighbours "and be "complementary to the existing" neighbourhood. The Floor Space Ratio (FSR) of 1.0 is too high, yielding the 55 units. A more compatible reduced FSR or Comprehensive Development zone should be applied as this development transitions to the neighbourhood of RS-1. If the City holds true to the words stated in the Infill guideline document, based on all the reports, minutes and the most recent 'so called updated drawings' reviewed to date , which reflect next to no development over the

last 4months during the Applicant review of Feed back stage that is outlined in the City's Development Review Timeline, the approval of this 55 unit development seems to be a given and again for that reasons above I cannot support the project at the current density being proposed.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Units have been carefully designed to reduce repetitiveness and fit in the surrounding context.

Screen Name Redacted

5/08/2023 12:46 PM

The design of most of the buildings do not reflect the surrounding neighbourhood that was build mid 1950-1960s. This is not Queen's Park!!! The older design styles do not fit into the area that has a new Rec Centre being build two blocks away that has a very modern design. Why not echo their modern design approach? Response: Exterior design revised for all unit types. A more modern approach was taken.

Screen Name Redacted

5/08/2023 10:05 PM

1- Density. It is too much in such a small space. 55 townhomes in the block with one group facing 8th ave and the other facing the lane is just too much in the block. This type of density is out of place in this area. This block and the entire surrounding area is zoned as single family residential. Density belongs where it makes the most sense, at or near Skytrain stations like 22nd Street or Braid. It is jarringly out of place in the proposed block. It will not foster walking and biking as it is just below the crest of a long hill on 8th Ave, and in the middle of a hill on Cumberland Street. This area is not well served by bus or transit.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

2 - It will bring too much traffic to the area. Street parking on East Durham and in the lane will reduce access to the area and reduce quality and enjoyment of living in the area.

Response: Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking.

3- There is nowhere near enough parking provided for resident and visitor parking. Residents and vistors will overtake East Durham Street and park on the south side properties of the lane. When the lane facing residents are given a gate to access the lane they will surely park there and walk to their homes, further blocking access. The lowball traffic study paid for by the developers should not be believed for the amount of traffic the site will create.

Response: Traffic study was reviewed and accepted by city engineering. Visitor parking is provided onsite

4- Width of the lane. The city planners say the lane needs to be just under 20 feet wide for a development like this being planned. The City thinks the lane is just over 18 feet wide now, measured property line to property line. The lane when you are standing on the ground is only 10 to 12 feet wide from telephone poles on the north side to the other edge of the lane pavement on the south side. There are at least five parking structures on the south side of the lane that are within 4 feet of the current edge of the lane on the south side. Three of them are within 2 feet of the paved edge of the lane. The current edge of the lane can't be pushed 4 or 5 feet south without having to demolish parking structures that have existed for over 50 years.

Response: Lane will be widened and has been designed per by city engineering standards.

5 - Utilities - what will a developement this large do to water pressure in the area, also drainage and sewage. This proposed development is just too much and too dense for the area of land it has to build on. It is out of place with the rest of the area being zoned for single family dwellings. This type of proposal should be built near to a Skytrain Station where people can access rapid transit and it would reduce the need for vehicles and reduce traffic and parking issues. This proposal does not belong at 8th and Cumberland street.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. All infrastructure will be upgraded as necessary.

Screen Name Redacted 5/09/2023 06:20 PM

I think that the density should be reduced. With the new swimming pool this area will be dealing with more traffic and parking problems. Transit in the area is not conducive to people using buses as their only mode of transportation. The developers are not aware of the layout of the area. In their first zoom meeting they were not even aware of the telephone poles in the lane, or the current width of the lane, and the heavy traffic in the area. In this first meeting the developers grossly overstated the current density of the houses. They said each of the 10 houses had an additional two rental units for a total of 30 units, so their 55 unit plan was not that much of an increase. This is completely untrue. Most of these houses were and still are single family dwellings.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

5/09/2023 09:42 PM

Densification along 8th needs to coincide with improved transit service. The 128 bus only runs at 15-20 minute headways at peak hours. Transit reliability is required to mitigate traffic issues. **Response: Noted.**

Screen Name Redacted

5/09/2023 10:06 PM

I am concerned this is just the tip of the iceberg and 8th Avenue, which is already one of the busiest streets in New Westminster, will become a much bigger traffic nightmare than it is now. Cumberland Street is also very busy and the intersection often feels unsafe. I really hope City Council is listening to neighborhood concerns and not just those of the developers.

Response: Noted.

Screen Name Redacted

5/10/2023 08:15 AM

1. We live directly across the lane from this dense development. We will be subjected to noise, dust, and traffic during the lengthy construction period. Once completed, we will have a view of structures 40 feet closer to us and far higher than the current houses (which are set up along E 8th, not along the lane). Being down the hill, the base of our house is about 9 feet lower than the base of the townhouses, so a 31 foot high townhouse roofline will be 40 feet above us.

Response: There is 7.5m lane setback. Landscape screening and trees are planned on in this setback to mitigate view impacts.

2. Each townhouse will have patios, windows and decks looking into our yard, affecting our privacy. There will be more traffic in the narrow lane and the neighbourhood will have a parking problem.

Response: As above, there is 7.5m lane setback. Landscape screening and trees are planned on in this setback to mitigate view impacts.

3. For this neighbourhood, these 55 townhomes are a very dense development that will impact life in our pleasant detached homes and yards.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

4. There is a need for and a demand for "missing middle" 2 and 3 bedroom housing and we support densification. The lane behind the development will be the interface between RT density and our quiet RS-1 life. So we hope for changes along that interface to mitigate impact.

Response: As above, there is 7.5m lane setback. Landscape screening and trees are planned on in this setback to mitigate view impacts.

5. Views of the townhouses and parking are our biggest concerns. Nothing will replace the 4 mature trees directly across the lane currently visible from our yard and kitchen windows. But we do hope for something softer than some boxes to look at. The look of the townhouses from the lane and from the yards facing the lane is a big concern for East Durham residents. More and taller trees would reduce townhouse resident's view into our yards and windows. Fences and shrubbery would soften our view of the mass of townhouses. We appreciate the developer saying they will be providing additional trees in the yards along the lane for more

buffering. The latest landscape drawing and the plant schedule for our view (Building 8) has one tree in each yard and a 5 ft high solid wood fence with a community garden plot in front of the fences. The middle tree (Yellowbird Magnolia) is evergreen, the four adjacent trees (Eddies White Wonder Dogwood and (Japanese Snowbell) are deciduous, giving minor visual coverage in winter. In time these could grow substantially. Hopefully they are already fairly tall when planted. And hopefully the development will have watering systems to assist the establishment of these trees in their first few years.

Response: As above, there is 7.5m lane setback. Landscape screening and trees are planned on in this setback to mitigate view impacts. Per city standards, we are proposing a 2:1 ratio of replacement trees (2x the existing). Green canopy will effectively be doubled.

6. Finally having a corner lot on the lane, we will suffer from street parking all along the York Street side of our lot. East Durham Street already has limited parking space due to the number of secondary suites on our block. Parking issues will likely spill over to other streets nearby.

Response: Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking.

In addition to these comments, I have 3 questions:

1. If power goes underground for the development, what will happen to the above ground power, telephone and cable lines on the development's side of the lane? They supply our East Durham Street houses, and running cables underground to us would involve tunneling under garages; stone and concrete walls; established trees and patios.

Response: There will be no tunneling, or modification on existing neighbouring properties.

2. Water pressure along York Street is reduced at East 8th to prevent over-pressuring down on East 7th, so our water pressure is already lowish. Will a new waterline be connected to the development so neighbourhood water pressure and flow rates are not further reduced?

Response: All infrastructure will be upgraded as necessary determined by city engineering.

3. Is there a plan to limit light pollution from these new homes? Many new houses seem to want to show off by flood lighting their exterior walls all night. And hopefully there will be minimal street and path lighting shining across the lane.

Response: We will keep light pollution minimized. No 'flood lighting exterior walls is planned.

Screen Name Redacted

5/10/2023 03:23 PM

As a resident living across the lane we will be directly below this huge block of dense structure. Made larger because it is up the hill from us. Softening the bulk through less density and more landscaping would be hugely appreciated. The design seems hodgepodge. Too much is happening in one block regarding the design and it appears out of place in the current setting. The density is dramatically different than the general area. Its unclear what might happen with neighborhood parking, lane access, power poles. And the demolition / construction timeline is unclear as well what neighbourhood disruptions this will cause.
Response: Units numbers and density are aligned with what is allowable under the OCP designated RT

zone. Units have been carefully designed to reduce repetitiveness and fit in the surrounding context. As above, there is 7.5m lane setback. Landscape screening and trees are planned on in this setback to mitigate view impacts. Per city standards, we are proposing a 2:1 ratio of replacement trees (2x the existing). Green canopy will effectively be doubled.

Screen Name Redacted

5/10/2023 07:49 PM

Concerns about increase traffic and noise from large numbers of Houses

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone.

Screen Name Redacted

5/10/2023 09:33 PM

It is my expectation that if this is built it establishes the precedent that my property immediately across the alleyway will be receive favorable decision from city if I apply for rezoning for multi-unit redevelopment. I am

concerned that changes which may result to my property (such as burying utility connections in order to eliminate utility poles (which do not appear on the plans), and any associated costs. It is my expectations that the developer must bear all costs associated with changes to the public realm in this proposal for all those affected by the changes (eg. Re-grading and repaving the alley [which the city has allowed to dangerously erode], or burying of public utilities). I am not to receive a bill from the city if utilities access to properties must be buried up and down the alleyway. I am very concerned about the construction impacts. If this is approved, I expect unfettered access to my property from the alleyway (which is my primary access point), where I have a garage. Any barriers or obstacles resulting from construction (even temporary) will be document and reported to the city and I expect immediate city action. Further, I want the city to ensure the developer has sufficient capital to complete this project, and in a timely fashion. Just down the block on Cumberland, all that remains of a failed heritage revitalization project is a decrepit structure, abandoned for years on an overgrown lot that has served as an eyesore for 5 or 6 years and a constant reminder of the long term dangers of grand but under-capitalized visions.

Response: Concerns are noted. Construction will follow BC standards and impact on neighbouring properties during construction will kept to the minimum necessary. All infrastructure will be upgraded as necessary determined by city engineering, including the lane paving.

Screen Name Redacted

5/10/2023 10:58 PM

The number of townhouses planned may be considered acceptable for Infill Townhouse and Rowhouse Residential. The maximum allowed will maximize profits to the developers but at a cost to the city (in reduced tree cover, increased demands on schools that are already at capacity). Developers would still make large profits with a design that has fewer townhouses and less cost to the city.

Response: Units numbers and density are aligned with what is allowable under the OCP designated RT zone. Per city standards, we are proposing a 2:1 ratio of replacement trees (2x the existing). Green canopy will effectively be doubled.

Screen Name Redacted

5/11/2023 08:39 AM

I am concerned about parking overflow and increased traffic in the surrounding area. In particular, I am concerned about more cars zooming up side streets and being a hazard for children in the area (already a growing concern).

Response: Per zoning, one parking space per unit is required. We are exceeding the minimum requirements with 82 residential stalls to avoid additional street parking.