

Attachment 8

Applicant Response to Feedback



**102 Seventh Avenue
Applicant-led Public Consultation – Response to concerns**

31 January 2022

Through the Applicant-Led Public Consultation we heard a number of concerns related to our project. The concerns were about:

- Development form:
 - Laneway home preferred to duplex;
 - Less density;
 - No lot subdivision;
- Building separation;
- Not enough parking in neighbourhood;
- Traffic concerns in neighbourhood:
 - Concerns about parking location and potential pedestrian conflict;
- Insufficient space for garbage.

We have addressed these issues as detailed below.

Laneway home preferred / Less density / No lot subdivision

This corner site location is well suited for moderate density. In consideration of concerns around the development form we have reduced the massing of the duplex. The duplex units are 1025 SF each in an attempt to balance occupant livability with neighbours density concerns. We reduced the ceiling height of the main floor from 9 ft to 8 ft, reducing the overall height of the duplex by a foot. This project aims to provide sensitive and gentle densification and overall the size of the duplex units are what we consider to be the minimum acceptable size.

We are proposing to subdivide the lot so that the title status of the heritage house remains unchanged. If the heritage house title changed to strata, more invasive interventions would be required, for example, the original windows and cladding couldn't be retained. It would become more of a replication project than a conservation project. Subdivision will reduce the requirement to intervene on the heritage house and allow us to achieve higher conservation standards.

The project proposes one more unit than is allowed outright under its current zoning. A laneway home would not be an incentive to enact legal heritage protections.

Building Separation

The heritage house and duplex are separated by 4'-0". This separation meets BC Building Code requirements provided that certain fire protection conditions are met. Building code requirements for fire protection can be met as follows:

- The heritage house is clad in non-combustible stucco. Per BCBC Notes to Part 9 A-9.10.14.5.(1) "Minor Combustible Cladding Elements. Minor elements of cladding that is required to be noncombustible are permitted to be of combustible material, provided they are distributed over the building face and not concentrated in one area. Examples of minor combustible cladding elements include door and window trim and some decorative elements."
- To address the unprotected openings on the south wall of the heritage house we will use a water curtain as required. Sprinklers may also be used, as required, to protect the heritage house roof soffit on this side;
- The proposed duplex cladding is non-combustible.

Traffic / Parking

We engaged a transportation professional to assess the safety of the project's parking, see attached letter from CTS Traffic Engineering Specialists.

The project will improve traffic safety and visibility in the lane over current conditions by:

- Removal of existing shed and fence at south east corner to improve sightlines;
- Careful consideration of landscape height.

We meet or exceed the City's transportation requirements:

- Project meets zoning requirements for parking;
- Parking stalls meet the parking bylaw size requirements;
- Setback to First Street exceeds bylaw requirements. We are providing 10.5' when only 5' is required;
- 6M lane is a standard width for two way traffic, allowing maneuvering in and out of stalls;
- This design is similar to an underground parkade design with perpendicular parking and a 20' drive aisle, which is accepted in all municipalities. This design is without any columns which helps with both maneuverability and visibility;

Garbage

This property will be serviced as a multiple residential complex for garbage/recycling/organics with one central storage area. It will include the following bins per S.4.4(b) of the solid waste regulation bylaw:

- 3 - 360L recycling per 12 units;
- 1 - 240L food scraps per 49 units;
- 1- 240L garbage per 2 units;
- 1-glass (new);

The required bins are accommodated within a closed fence, screened from view as required by Zoning Bylaw General Regulation 190.51, see attached drawing of Garbage Layout.

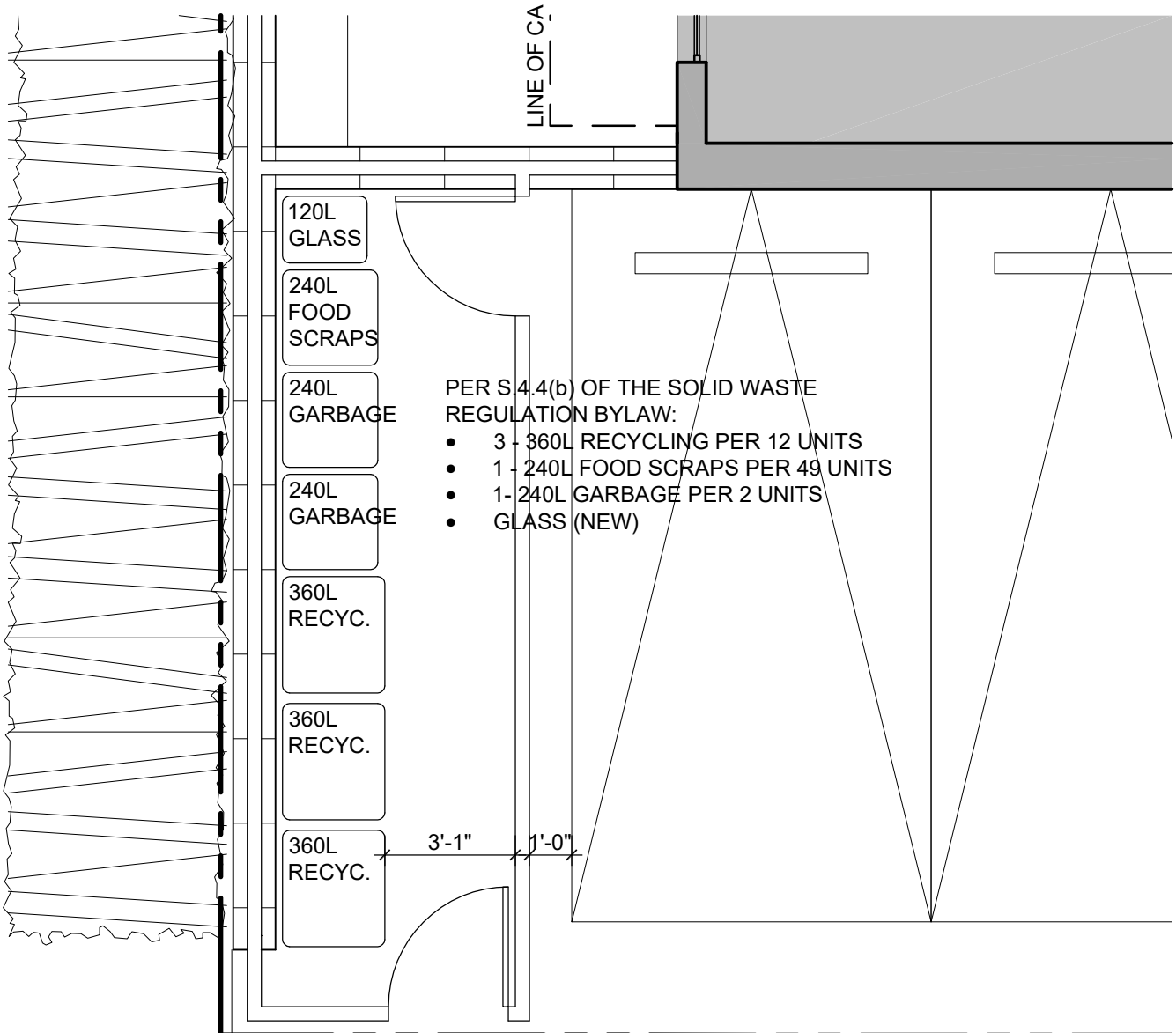
S. 4.4(b) of the Solid Waste Regulation Bylaw: For multiple residential units as set out in section 4.2, three 360L recyclable materials carts per 12 dwelling units and one 240L food scraps cart per 49 dwelling units or as determined by the Director of Engineering, and where a multiple residential unit is subject to an agreement with the Director of Engineering for garbage collection under section 3.2, one 240L garbage collection cart per two dwelling units or as determined by the Director of Engineering.

We hope you will find our response to the density, traffic, parking and garbage concerns satisfactory.

Regards,

Christa MacArthur

Lodge Craft



EXT'G EDGE OF ASPHALT

LANE



PROJECT : 19-011
 HRA RESTORATION AND DUPLEX
 102 SEVENTH AVENUE
 NEW WESTMINSTER, BC'

DWG TITLE: GARBAGE LAYOUT

DATE : 21/12/06 | SCALE : 1/4"=1'-0"

DWG NO.: SK-1

ISSUE:

Date: December 17, 2021
File No: 7649-01

BY EMAIL

Christa MacArthur
Lodgecraft
2119 Edinburgh Street
New Westminster, BC
V3M 2X9

Dear Ms. MacArthur:

RE: 102 – 7th Avenue, New Westminster – Swept Path Analysis


Creative Transportation Solutions Ltd. (CTS) undertook a swept path analysis for a passenger car reversing out from the most easterly parking space at the rear of 102 – 7th Avenue in the City of New Westminster. Upon reversing out from the parking space the passenger car was assumed to travel south along the lane. See **FIGURE 1** attached. As demonstrated by the analysis, the passenger car is able to make the turn while maintaining a distance of 12' 6" from the pedestrian crossing on 1st Street.

CTS would also note that the passenger car is most likely to reverse out away from the pedestrian crossing and travel north along the lane, the shortest distance to an intersecting road.

In closing, please call the undersigned should there be questions and/or comments relating to this report.

Yours truly,

Creative Transportation Solutions Ltd.
Permit to Practice: 1000697



Brent A. Dozzi, P. Eng.
Senior Project and Traffic Engineer

Phone: 604-936-6190 x237

Email: bdozzi@cts-bc.com

ATTACHMENT



EXT'G STONE RT. WALLS REMOVED

PATIO
161.9 SF

2-686 FIRST STREET
DUPLX UNIT B
MAIN FLR. EL: 291.2'

4 PARKING SPACES

20.0' SETBACK

EXT'G CARPORT REMOVED

EXT'G SHED REMOVED

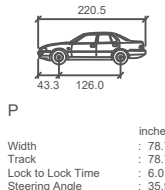
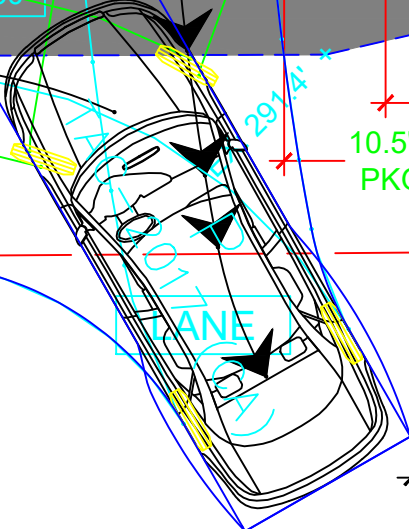
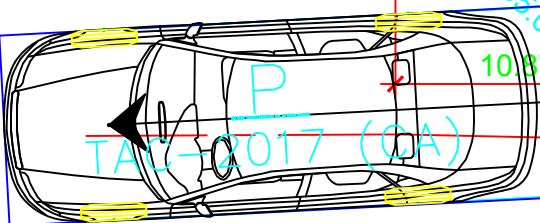
15'-0" MIN. S/BK TO CORNER

EXT'G EDGE OF ASPHALT

CENTRELINE 20'-0" LANE

EDGE OF ASPHALT

Crosswalk



LEGEND

Front Tires
Rear Tires
Vehicle Body
Conflict



REVISIONS	DESCRIPTION	DATE	BY

CLS Traffic Engineering Specialists
101A - 1952 Kingsway Avenue
Port Coquitlam, BC, Canada V3C 6C2
Tel: 604-936-6190
Fax: 604-936-6175

102 - 7th Street
Backup Clearance
Swept Path Analysis

Stamp:

Scale:	NTS	Project Number:	
Designed:	J.J.	Drawing Number:	1
Drawn:	J.J.	CTS Project Number:	7649
Reviewed:	B.D.	Date:	DECEMBER 2021

Drawing No.: 1
Revision No.: 0