

PUBLIC ENGAGEMENT SUMMARY

Consultation Process

The consultation process for this application was endorsed by Council at the November 3, 2025, Regular Council Meeting. All components of the Council-endorsed consultation process have been completed.

Public Engagement Summary

A public notification letter about the development application and public information meeting was sent to neighboring residents on November 19, 2025. Two public notice signs were installed on 7A Avenue and 52 Street on November 16, 2024. The Let's Talk Delta website, "Dennison Gate - Townhouses on 52 Street and 7A Avenue" was published on November 20, 2025.

The Public Information Meeting (PIM) was held on December 4, 2025, at the South Delta Secondary School. Prior to the PIM, advertisements were published in the Delta Optimist on November 27 and December 4, 2025, to advise the public about the PIM and Let's Talk Delta website (<https://letstalk.delta.ca/lu009901>) for the development application. In addition, staff also published posts across Facebook, and Instagram on November 25, 2025.

77 people attended the PIM. 28 people filled out comment sheets in person, and an additional four comment sheets were received through email between December 4 and December 30, 2025.

Staff received a total of 459 pieces of correspondence from 437 members of the public, including letters, emails, questions and surveys submitted through the [Let's Talk Delta page](#).

The following provides a summary of the website engagement during that period:

- 2.2 k total website visits.
- 1.2 k aware participants (viewed at least one page).
- 691 informed participants (561 visited multiple project pages, 294 downloaded a document, and 463 viewed a photo).
- 56 engaged participants (participated in a survey).

A 519-name petition opposing the proposed development was received on December 18, 2025. The petition cites concerns related to many issues such as traffic, parking, massing and overall neighborhood impacts associated with the proposal.

Please note that some people have provided input on this application through more than one of the categories described above (e.g. email, survey, comment form, petition, etc.).

Consultation Summary

In reviewing the correspondence from the public, five common themes were identified and are summarized below.

1. Housing need and affordability

Many respondents support the development, citing the need for housing diversity in a growing community. It is suggested that developments like these could help alleviate housing shortages and address affordability issues. The proposed stacked townhouse form was viewed as offering more attainable housing options, particularly for younger households and families.

2. Neighborhood character and compatibility

Many residents expressed concerns that the proposed development is incompatible with the existing single-family residential character of the area. Key issues include building height, massing, minimal setbacks, and loss of transition between housing forms.

Although the proposal generally complies with zoning regulations for townhouses, some residents expressed concern about building height and overall massing. The scale of the buildings, particularly in relation to adjacent properties, was seen as potentially overwhelming, with worries about reduced privacy, overshadowing, and visual bulk. Residents anticipate negative impacts on privacy, views, sunlight access, and overall neighbourhood livability, particularly for properties directly adjacent to the site.

3. Traffic, parking, and road safety

Concerns regarding increased traffic congestion and parking pressures were raised by many residents. Residents noted that 52 Street and 7A Avenue already experience congestion, particularly during peak periods and school hours. There is concern that additional density may exacerbate these conditions without sufficient roadway or traffic infrastructure upgrades. Site access and internal circulation were also identified as issues.

While the proposal includes on-site parking, residents expressed skepticism about its adequacy, particularly for visitors and multi-vehicle households. There is concern that overflow parking would extend onto nearby residential streets, reducing available space for existing residents and creating inconvenience and safety concerns.

4. Environmental and Tree Impacts

Environmental impacts, particularly related to mature trees and shared trees, were a recurring concern. Residents emphasized the importance of existing green space and expressed concern that the proposed development is out of scale with the area's environmental character. Residents voiced concern about the removal of mature trees, including street trees, and the broader impact on neighbourhood greenery.

Potential loss of tree canopy and greenery was cited as negatively affecting neighborhood aesthetics and environmental quality. There were also broader concerns about reduced green cover and increased hard surfaces contributing to urban heat and stormwater runoff impacts. In some cases, respondents suggested the project should be redesigned to better preserve existing trees and natural features.

5. Infrastructure Capacity and Servicing

Public feedback raises concerns regarding the capacity of existing infrastructure to support the proposed development. Issues include stormwater management, sanitary servicing, and conflicts with existing BC Hydro rights-of-way and underground utilities. Residents express uncertainty about whether necessary upgrades have been adequately identified or planned, and whether servicing impacts on surrounding properties have been fully assessed.

Several respondents also questioned whether local schools have sufficient capacity to accommodate additional families generated by the development while some respondents expressed dissatisfaction with the consultation process.

RESPONSE TO OPPOSITION AND CONCERNS

The consultation summary was discussed with the applicant. This included opposition and concerns about scale, design, form, character, traffic congestion, traffic safety and inadequate parking and servicing capacity.

The applicant response states that the proposal includes single-storey units intended to appeal to a range of users, including seniors, first-time homebuyers, singles, younger couples, and individuals with limited mobility who may have difficulty with stairs.

To address opposition and concerns, the applicant refined the design by relocating two stacked townhouse units, adjusting building footprints, narrowing some unit widths, and increasing interior setbacks, particularly adjacent to single-family homes on the west side, to increase setbacks on all sides and enhance perimeter landscaping. The proposed massing and building heights are consistent with typical townhouse forms and align with the City's Mixed Residential (MR) land use designation.

The applicant also indicated that a significant proportion of the trees proposed for removal were located within the Statutory Right-of-Way. The proposed replacement trees would align with BC Hydro requirements for plantation under the right-of-ways.

The Traffic Impact Assessment (TIA) provided by the applicant's consultant concluded that traffic generated from the site would not result in significant traffic impacts. The Traffic Impact Assessment has been accepted by Delta. As noted in applicant's response, the proposal exceeds on-site parking requirements. Surface parking is intended to improve usability and reduce reliance on on-street parking, compared to townhouse developments with internal garages that are often used for storage.