

Mayor & Council

From: sailor grrl
Sent: October 15, 2025 9:19 PM
To: Mayor & Council
Cc: Emma Adams
Subject: Resident response to variance permit and zoning bylaw request for 5443 Paton Drive
Attachments: Response to File LU009749 Bylaw No. 8536 October 15 2025.pdf

s.22(1) Personal and Confidential

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Dear Mayor and Council;

Please find attached my letter as a Delta resident, urgently requesting rejection of the proposed changes to Delta Zoning Bylaw 7600, 2017 Amendment Bylaw No. 8536, and Development Variance Permit LU009749 for the property at 5443 Paton Drive.

Thank you

Llane Davison
5446 Paton Drive

TYPE: REFERS TO # 12.1

DEPT: DEV

A.T. #: 149482

Comments: Regular Council - Oct. 20/25



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FILE #

3030-20

File No LU009749 (Bylaw No. 8536). Location 5443 Paton Drive Delta Zoning bylaw No 7600, 2017 Amendment Bylaw No 8536: To rezone the subject property from a single detached residential 2 (RS2) to a single Detached Residential 7 (RS7) in order to allow subdivision from one to two small scale residential lots

Development Variance Permit No LU009749: To vary Section 11.70.8 of "Delta Zoning Bylaw no 7600, 2017" by reducing the minimum lot width for subdivision from 11 m to 10.5 m for proposed Lots 1 & 2

October 15, 2025.

Dear Mayor and Council;

This is the third communication I have shared with concerns regarding the above development application. I urge Mayor and Council to not support the variance permit or the amendment to the bylaw given the challenges it will present to our Paton Drive neighbourhood, particularly given the additional cars it will introduce on our street.

I am a home owner on Paton Drive, and live directly across from the property in question. While generally I support an increase in affordable housing stock, the request to impose a pair of duplexes all with secondary suites (= 8 homes) on a lot previously occupied by one family home is excessive. Given Delta is generally under-served by transit near single family home neighbourhoods, and with employment typically a considerable distance away, inevitably this development could result in 16 cars requiring parking space.

While four on-property parking spaces are required for the development, in reality garage space would inevitably not be used for that purpose. As seen with many mini developments, that on-property space would be used for storage or additional living space. Therefore all their cars will require street parking. This proposed development could impose 16 additional cars on Paton Drive (assuming 2 per home), impacting all homeowners along the entire street! This proposal's street frontage clear for parking given access needs for 8 homes, would be minimal, therefore likely all their cars would park in front of neighbouring properties. That's not right or fair.

You will recall that in Delta's past, when a home created a secondary suite, owners were required to add a second driveway to ensure all the secondary suite vehicles could be parked on their own property. We complied. We've now looked into the cost of further widening our driveway to accommodate the impact of this development on street parking and have seen quotes of \$20,000 not including the cost to remove mature trees. This just isn't fair to current residents that these new housing units don't have the same requirement we did for providing sufficient on-property parking and current home owners will need to bear that cost.

The design of these proposed, compressed, small space multiple dwellings would not only significantly challenge the character of our neighbourhood, it would result in treelessness and boxy design.

Did you know Paton Drive doesn't have sidewalks for kids to safely walk to school? Everyday, kids and bikes are walking in the middle of our quiet road and around a blind corner. Density housing will multiply traffic, and more street parked cars will make walking down the middle of the road unsafe for everyone.

This proposal is really a reflection of greed - to lift the most money possible from this property. It will not contribute to the well-being of our neighbourhood or community. If any density is to be supported as required by the new Provincial legislation, please consider only supporting doubling the housing on this lot, for only one duplex, not two.

I urge you to reject this proposal!

Thank you

Liane Davison
5446 Paton Drive, Delta, BC V4K 2G3

Mayor & Council

From: Herb Klassen s.22(1) Personal and Confidential
Sent: October 15, 2025 9:33 PM
To: Mayor & Council
Cc: Emma Adams
Subject: First, Second and Third Readings on 20 October of File No. LU009749 (Bylaw No. 8536)

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TYPE: REFERS TO 601

DEPT: DEV

A.T. #: 149483

Comments: Regular Council
Oct-20125

Dear Mayor and Council

A genda
 FILE # 3030-20

I hope to persuade you that this development permit application's consistency with Delta's Official Community Plan would not justify danger it would pose to children on their way to and from school.

**Delta Zoning Bylaw No 7600, 2017
 Amendment Bylaw No. 8536**

To rezone the subject property from Single Detached Residential 2 (RS2) to Single Detached Residential 7 (RS&) in order to allow subdivision from one to two small scale residential lots.

Development Variance Permit No. LU009749

To vary Section 11.70.8 of "Delta Zoning Bylaw No. 7600, 2017" by reducing the minimum lot width for subdivision from 11 to 10.5 m for proposed Lots 1 and 2.

Subject property is 5443 Paton Drive, Ladner. I have lived across the street from this property since 1989, 36 years. Raised a family here, so have most of my neighbours. Paton Drive has proven a relatively quiet street, very suitable for raising school children. Neilson Grove Elementary School is within walking distance, only three blocks away to the north.

Three-quarters of Paton Drive is serviced by a sidewalk on its west side, which ends abruptly three properties south of the subject property. A sidewalk is absent for a total of six lots at its north end, with a substantial bend in the road adjacent to the property north of the subject property.

In the absence of a completed sidewalk, parents with children and children on their own on their way to and from school, most on foot, some on bikes and scooters, navigate around the odd street-parked vehicle at the north end of Paton Drive prior to rejoining a sidewalk at Paton Drive's intersection with Westminster Avenue. Typically, no vehicles are parked on the west side (blind side) of this bend in the road.

In a development permit application of this magnitude (two duplexes, each of the four sides with a secondary suite = 8 units), an otherwise neighbourly/ reasonable street parking expectation of one vehicle (a fire hydrant limits a second parking space in front of the subject property) would set an impractical requirement for on-site parking of the likely 15 cars (8 units x 2 cars per unit = 16 cars - 1 street parking). While the existing lot is larger than average, the footprints of the two duplexes envisaged

would preclude half of the on-site parking expectations, and that at the preclusion of landscaping for children to play or dogs to relieve themselves at home. Accordingly, one could expect between 8 and a dozen additional cars parked on the north end of Paton Drive if the development application permit were approved.

One may think that a solution would be for council to require the development permit applicant to extend the Paton Drive sidewalk across the six bereft lots to the Westminster Avenue intersection. **However**, even with a sidewalk, the anticipated additional 8 - 12 cars parked on the street at the north end of Paton Drive would force children and scooters to the middle of the street on a blind corner. When cars are parked on both sides of Paton Drive, the width remaining allows for one vehicle to transit at a time. With the development application anticipated addition of 8-12 cars parked on both east and west sides of the north end of Paton Drive, one lane of traffic, a blind corner, and school children on scooters and bikes eager to get home, a serious accident would be waiting to happen, regardless of a sidewalk.

With due respect, the only reasonable decision by Mayor and Council would be to reject the current development application permit. If the property was developed with only one duplex and a pair of secondary suites, 4 units total instead of 8, with a smaller building footprint, then finding on-site parking for 7 cars (and sidewalk extension) would pose easier requirements to meet. For the safety of our children.

Yours sincerely
Herb Klassen
5446 Paton Drive
Delta