

THE CORPORATION OF DELTA

PUBLIC INFORMATION MEETING

Official Community Plan Amendment Applications at Nordel Way and 84 Avenue (Delsom - LU06008), and 11920 - 70 Avenue and 6950 Nicholson Road (North Delta Inn - LU06015)

Notes of the Public Information Meeting for Official Community Plan Amendment Applications at Nordel Way and 84 Avenue (Delsom - LU06008), and 11920 - 70 Avenue and 6950 Nicholson Road (North Delta Inn - LU06015) held Wednesday, April 5, 2006 at 10:00 a.m., Kennedy House Senior Citizen's Centre, 11760 – 88 Avenue, Delta, British Columbia

PRESENT: Kip Gaudry, P.Eng., Director of Community Planning & Development
Jeannie Kanakos, Councillor
Yvette Luke, Development Planner
Mike Ruskowski, Development Planner
Jennifer Shragge, Planner
Dan Neil, Senior Development Technologist
Tim Murphy, Manager, Roads & Transportation
Dan Copeland, Fire Protection Liaison Officer
Linda Nielsen, Parks Design Technician
Kathleen Chan, Recording Secretary

Delsom
Presentation: Merv Romily, Delsom Estates Ltd.
Oleg Verbenkov, Pacific Land Group
Kevin Shoemaker, Polygon

North Delta Inn
Presentation: Gerry Halstrom, North Delta Developments Inc.
Theresa Harding, Arlington Group Planning & Architecture Inc.
José Pinto, Traffic Engineer, McElhanney Consulting

WELCOME AND INTRODUCTION

Introduction **Kip Gaudry**, P.Eng., Director of Community Planning & Development, introduced Councillor Kanakos, staff and the applicants and welcomed the public to the meeting. He gave a brief explanation of the purpose and format of the meeting. He noted that a majority of attendees had been to previous meetings regarding one or the other of the two presentations.

Delsom
Presentation **Merv Romily**, Delsom Estates Ltd., introduced the consultants.

Oleg Verbenkov, Pacific Land Group, provided an overview of the project and what has happened since the Public Hearing June 2005, noting the following:

- Worked with city staff and conducted focus groups with neighbours surrounding the site.
- Adjusted the plan to address neighbourhood concerns
- Looked at:
 - Providing for demographics and changing life cycle needs.
 - Looked at dividing the site into logical areas / neighbourhoods organized to integrate with existing neighbourhoods.
 - Constraining terrain, new focal point near the park.
 - Integration options.
- After site analysis, options include:
 - More single family units, and less townhouses.
 - Townhouses are internal to the site and linked to 84 Avenue.
 - Reduction in commercial by 15% and can still keep it viable.
 - More park and circulation areas.
 - Arrived at 7 possible neighbourhoods in the plan.

Neighbourhood areas include:

1. Dunlop Road Area
 - Extension of single family neighbourhoods
 - Originally proposed – Townhouses.
2. Modesto Drive - Small southwest portion of the site – connected with road end in Wiltshire area.
 - Integrate a cul-de-sac as part of that neighbourhood.
 - Originally proposed – Townhouses.
3. 82 Ave – southeast corner
 - Interconnect with 82 Avenue neighbourhood.
 - Cul-de-sac extends in from 108 Street.
 - Cluster of single family homes ties in with adjacent single family neighbourhood.
4. 108 Street south - part of the cul-del-sac
 - Tie in with single family homes across the street.

5. 108 Street north – sliver of land between right-of-way and cul-de-sac
 - Single family lots to tie in with single family neighbourhood.

6. Central Park & Townhouses
 - Loop road servicing townhouse clusters
 - 5 acres of parkland with clusters of townhouses surrounding.
 - Pond or small lake, possibly with a wharf, surrounded by a passive park and active play areas for children.
 - Cluster of 3-level townhouses off entry road of 84 Avenue.
 - Cluster of 2-level townhouses as move deeper into the site,
 - South side of the park,
 - More family oriented,
 - Single level living including master, potentially 2 level with more bedrooms upstairs,
 - Oriented to adult living.

7. Village commercial and senior independent living – 84 Avenue and Nordel Way.

Option 1

- Seniors apartment building.
- To the north would be commercial such as a food store and small retail outlets.
- Overpass connecting seniors building and commercial site with the core area.

Option 2

- Village commercial and seniors' buildings move to entry of the development. Corner site becomes townhouses.
- Commercial becomes less visible and smaller.

Option 3

- Commercial is moved to interior of site, where it is less exposed

Density

- Commercial is reduced from 65,000 to 55,000 ft² (Option 1), units reduced to about 850 and includes about 70 seniors units. Density would fall to 8.5 units per acre in all. Market apartments would be introduced with a slightly higher density of 8.9 units per acre.

Park and Greenspaces

- Providing additional park and open space in all options.
- Outdoor play areas and greenspace in each townhouse site.

Storm Water Management

- Sustainable stormwater management model for all 3 options.
- Runoff at the source, cisterns, infiltration, bioswales.

Merv Romily, Delsom Estates Ltd., provided an overview of the seniors' component of the project.

- Seniors component is adjacent to the commercial area, allowing seniors to feel part of a lively neighbourhood and easy access.
- Common in newer projects all over the Lower Mainland.
- Propose approximately 70 rental units which will be owned by Delsom Estates Ltd.
- Fully self-contained independent living apartments.
- The preliminary business model proposes to provide meals, some cleaning services, concierge services.
- In commercial establishment, will try to provide for professional services such as doctors' office, hairdressing services.
- Overpass from the core of the site to the commercial area and seniors' building to assist seniors to the central area.
- Access to the passive park to enjoy the view.
- About 2 km of walkways – most will be wheelchair accessible.
- Townhouses with master on the main floor geared more for seniors.
- Facilities such as exercise rooms, wider hallways, grab bars in the bathrooms.

Summary

- To address neighbourhood concerns from previous application, the plan included reducing overall density, more single family units, less townhouses, reduced commercial component, increased park and open space, increased pedestrian circulation opportunities, more sensitive integration with adjacent neighbourhoods.

QUESTION AND ANSWER PERIOD

Comments

- Kip Gaudry, P.Eng. (Director of Community Planning & Development) Opened the floor to questions regarding the Delsom presentation.
- Resident Seniors' generally require more visitor parking. How is parking for visitors going to be for the seniors' development and townhouses?
- Oleg Verbenkov (Pacific Land Group) There will be the appropriate amount of parking for the townhouses and seniors housing. Generally independent living seniors' complexes do not require as much parking as market houses, but do need more visitor spaces. The plan is not that detailed yet.
- Kevin Shoemaker (Polygon) The parking would meet Delta's bylaws. The townhouses will have parking in the garages, but may also have parking available on the aprons.
- Resident Many seniors like to go to bed early and don't want to be within earshot of screaming children. What is the distance from the parks and play areas to the seniors' buildings?
- Kip Gaudry, P. Eng (Director of Community Planning & Development) All feedback will be kept in mind for all three options.
- Oleg Verbenkov (Pacific Land Group) In Option 1, the commercial area is facing the least desirable corner for livability and the seniors' building is set back closer to the 108 Street intersection, furthest away from core of the site and activity.
- Option 2 has the commercial complex at the intersection at the entrance of the site with the seniors' building closer, kitty corner to the club house and park.
- In Option 3, the commercial and seniors' complexes move deeper into site with a commercial complex that has less exposure, the seniors' building next to it, and a 4-storey market apartment building directly across from the park.
- Kip Gaudry, P. Eng (Director of Community Planning & Development) As commentary, Delta has been in discussions with developers and the public for more than 2 years. In the first meeting, Option 1, the commercial area was soundly trounced by a lot of the public.
- Resident What will cost of the townhouses be?

- Kip Gaudry, P. Eng (Director of Community Planning & Development) The development has not been taken that level in the process yet.
- Kevin Shoemaker (Polygon) Market prices will depend on several factors, including construction costs, the resulting size of development, and number of units. It could be a wide range, as there will be a variety of types from small to large. Don't think the townhouses will be as large as Ladner's Woodward Landing.
- Resident Will there be a shuttle from the seniors' complex to other shopping areas?
- Merv Romily (Delsom Estates Ltd.) Would like to see a shuttle going to the shopping centres – more of a concierge type service.
- Kip Gaudry, P. Eng (Director of Community Planning & Development) There being no further questions or comments, the developers regarding the North Delta Inn proposal will begin their presentation.

North Delta Inn Presentation

Gerry Halstrom, North Delta Developments Inc., provided an overview of the project vision. Stated that many of us would agree that the current site is not in keeping with values of the surrounding neighbourhood.

- Due to concerns from area residents, we have revisited the plan.
- Options 1-3 are no longer options and have been replaced with Option 4.
- An urban village community is envisioned including young, mature and middle age people living in a village atmosphere which includes areas for social interaction, parking and shopping.
- We realize there are traffic issues. With careful planning which includes people being able to access transit and enjoy their community without having to get back into their cars.
- To reduce site lines, particularly from the west of Nicholson Road, a 14 storey building is now proposed close to Scott Road.

- Market would include mix of people, including young urban professionals, middle of the life cycle and seniors not requiring seniors housing in the higher dwellings. Multi-family townhouses would attract more young families.
- The buildings would stagger down in height from the 14 storey building down to townhouses. Middle area would be geared more to seniors.
- The property is currently zoned for 200,000 – 400,000 ft² of commercial.
- Amenity buildings would run along Nicholson Road, where neighbours can walk to them. Would like feedback on the needs of the community.
- Family style townhouses along residential areas.
- Looking at moving the greenbelt currently proposed along back of existing neighbourhood towards the centre of the site, as residents along this area are concerned with ne'er-do-wells using this area.
- Urban density and commercial activity will hopefully draw more frequent transit and better connections.
- Proposing a moderate to high-end restaurant, strata commercial attractive to professionals such as accountants, doctors, dentists, and a small retail section along 70 Avenue of higher-end boutique stores.
- Vision of a highly aesthetically pleasing development both outside and in.

José Pinto, Traffic Engineer, McElhanney Consulting, discussed analysis of traffic for Option 4. This proposed option would generate 250 trips during the morning peak hours, 600 trips during the afternoon peak hours and 700 trips on Saturday afternoons.

- Scott Road and 70 Avenue - propose dual left turn lanes, and extend the left turn storage lane.

- 70 Avenue and Nicholson – three options:
 - Signal with southbound left turn lane,
 - Roundabout,
 - Bus lanes only on 70 Avenue approach to Nicholson Road to discourage short-cut traffic. Divert traffic through the site to Caribou Road and traffic calming measures as well. Existing Save on Foods internal road would be a through road to discourage cut-through traffic.

- Nicholson Road and 72 Avenue – laning concept on 72 Avenue corridor, with dual left turn lanes to decrease northbound cue.

- Scott Road and 72 Avenue is built out and constrained with property on either side. Could try to negotiate to increase lane and median widths to allow dual east left turn lanes in each direction and add third throughlane of 50m to increase capacity. Already 3 lanes on the north leg.

- With the development and proposed traffic improvements, congestion would actually be less than it is today even with more trips from the new development.

Theresa Harding, Arlington Group, described types of seniors housing proposed including: assisted living, affordable housing. The units would be accessible with grab bars in washrooms, wide corridors, amenities would be within walking distance. Residents have expressed need for library and small gym with low sound and low impact.

- Shopping amenities are oriented to the professionals such as dentists, doctors, and shopping such as drycleaning.

- Transportation would be less of an issue as people would be able to walk. The developers are in direct talks with Translink to connect transit with Skytrain to reduce traffic and support a healthier lifestyle.

QUESTION AND ANSWER PERIOD

Comments

- Kip Gaudry, P.Eng. (Director of Community Planning & Development) Opened the floor to questions regarding the North Delta Inn presentation.
- Resident Attended the original meeting. Appreciates that developers have gone back to the drawing board. She does canvassing in Sunshine Hills area and advised that most people in the area are not aware of the changes to the development that are proposed (eliminating Options 1-3 and introducing Option 4). Still some concerns with the traffic issue. The building still extremely high. Like some of the changes, but doesn't know if some of the traffic concerns have been met. Has the Credit Union been contacted? Are there plans for more towers on the Envision site?
- Kip Gaudry, P. Eng. (Director of Community Planning & Development) In general, Delta staff would like to see the four properties including, Envision, the Husky service station and these 2 sites proposed for development as a land assembly and have encouraged the property owners to talk. Would have liked to see all 4 properties develop at once; however, they are individually owned.
- Gerry Halstrom (North Delta Developments Inc.) No room to sneak in another tower on the Envision property, don't think process would allow it. There is some precedent for the 14 storey height along the Scott Road corridor. With tower on the easterly area of the site, don't think shadowing will affect nearby residences. More detailed modeling and shadow studies will be done further on in the process.
- Theresa Harding (Arlington Group) Advised that they have had discussions with strip mall tenants and Envision Credit Union. Envision will be an anchor tenant and is looking at the northeast corner of commercial property. Most, if not all, tenants will also move into the new development. About 10,000 ft² would be available for new tenants.
- Kip Gaudry, P. Eng. (Director of Community Planning & Development) Asked the resident if she believed there would any support for Option 4?

- Resident People are most concerned with the traffic increase on Nicholson Road particularly traffic shortcutting from 72 Avenue and 64 Avenue and Nicholson Road connecting to Wade Road. There was talk of a bus loop - residents do not want a bus loop and don't want the shuttle. All it does is increase traffic more. People do want development. The height is better moved away from Nicholson. She will send out the message to neighbourhood and would like Delta to send an updated notification letter to everyone who received the first letter to advise them of the changes that have been made to the original application. How many meetings for this option? A lot of people are not aware of the changes.
- Kip Gaudry, P. Eng. (Director of Community Planning & Development) This is the fifth meeting. We were not sure if the information was getting out. This is the third meeting with the information on Option 4.
- As we go through the public consultation process, changes are made by the developer. After this session of meetings, we will be reporting to Mayor and Council, then we will be coming back to meet with the public again.
- Theresa Harding (Arlington Group) The roundabout coming off 70 Avenue – traffic would be in single file would turn right to 70 Avenue. There would be a landscape feature in the centre. It would discourage traffic from flying through this area. 72 Avenue and Scott Road will be left with less congestion because of the improvements. People won't be stopped as long.
- Kip Gaudry, P. Eng. (Director of Community Planning & Development) To qualify that, Delta's traffic engineers will review the traffic proposal.
- Resident Asked Gerry Halstrom if there been any plans to talk with the mall tenants at Scottsdale Mall. She knows several merchants who know nothing about this proposal at all.
- Gerry Halstrom (North Delta Developments Inc.) As soon as it is the appropriate time in the process, they will have discussions with the merchants. The vision is still changing through the consultation process and it is also led by The Corporation of Delta regulations. When the community and local authorities are on board, the proposal will progress to that stage.

- Gerry Halstrom (North Delta Developments Inc.) We are aware that traffic is a big issue and between the traffic engineers and Delta are attempting to get it right. Philosophy is to find clever ways to improve traffic. Working with Delta and looking towards their lead. Want to work with the structure and to be part of the solution to traffic. Responding to what public wants.
- Theresa Harding (Arlington Group) McElhanney are well respected traffic consultants. We are confident in José Pinto's traffic study. We have been reacting quickly to the public's feedback. Delta's traffic engineers have not had a chance to review the new traffic proposals yet.
- Resident She agrees with this option, and thinks the developer has done a good job in amending their proposal, except for the park running adjacent to the existing townhouses to the south of the site (Chateau Wynd). She wants this park to be eliminated.
- Theresa Harding (Arlington Group) The local stream-keepers society has worked long and hard to rehabilitate a small stream in the proposed greenbelt area and requested that it be incorporated in to the development.
- Gerry Halstrom (North Delta Developments Inc.) The vision of an urban village includes quality strolling areas with park benches; however, we understand that a collecting area for negative influences is not wanted. In this type of development, there are many "eyes", which can be a deterrent to people "hanging around". The park could be moved down the north side somewhere.
- Kip Gaudry, P. Eng. (Director of Community Planning & Development) Traffic issues are very important. No one can tell you traffic will not grow. Surrey is planning a 4-5% annual growth rate. Even if Delta does nothing, traffic is still going to grow. Delta should have a fare share of new development.
- Resident The bus route is right there. It would be good if there was more transit on Scott Road.
- Resident Will there be another plan? It will be more acceptable to people in that area if the park were moved.

- Kip Gaudry, P. Eng. (Director of Community Planning & Development) There will be a new plan, perhaps Option 4a, with the park moved. There are 2 more meetings to go, one tonight and one on April 12th. We will be reporting to Council for further direction after the scheduled meetings and will be back again to meet with the public. There is also a meeting on April 13th with the mall and interested business owners in the area.
- Resident Wouldn't it be fair for tenants to be notified? Any correspondence from tenants of strip mall.
- Kip Gaudry, P.Eng. (Director of Community Planning & Development) The mall ownership can be approached to see whether they have an objection to contacting the tenants.
- Mike Ruskowski (Development Planner) Some of the tenants in the strip mall have been spoken to, but not the owner.
- Resident Thanked Delta and the Developers for coming out for the small crowd.
- Adjournment** There being no other questions or comments, the meeting was adjourned at 11:55 a.m.

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