

PUBLIC INFORMATION MEETING
Official Community Plan Amendment Application at
Nordel Way and 84th Avenue (Delsom)

Notes of the Public Information Meeting for Official Community Plan Amendment Application at Nordel Way and 84 Avenue (Delsom) held Tuesday April 11, 2006 at 7:00 p.m., Gray Elementary School, 10855 80th Ave., Delta, British Columbia (LU06008)

PRESENT: Wally Semenov, ALCP, MCIP, Manager of Development
Yvette Luke, Development Planner
Barry Konkin, Development Planner
Jennifer Shragge, Planner
Edmund Lee, Roads Engineer
Bryon Funnell, Deputy Fire Chief
Linda Nielsen, Parks, Recreation & Culture

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

WELCOME AND INTRODUCTION

Introduction: **Wally Semenov**, Manager of Development, introduced staff, the applicants, and welcomed the public to the meeting. He gave a brief explanation of the purpose of the meeting and advised everyone that the meeting was being held in order to provide information and receive public commentary regarding an OCP amendment for the lands at Nordel Way and 84th Avenue. After reviewing the input from the public, we will try to finalize plans and determine a preferred option. After this there could be a second round of meetings followed by a public hearing. He noted that the OCP is a bylaw adopted by Council containing general, broad statements and long range planning goals and is implemented by Area Plans. If the amendment proceeds the applicant will apply for Rezoning. He advised the audience of the rescheduled Sunbury meeting on April 27th at Sunbury Hall. This meeting will be preceded by a small group discussion session.

Overview

Yvette Luke, Development Planner provided an overview of the project, the planning principles and the development review process.

- She provided a description of the 100 acre site, background as to the previous application, and a summary of the applicant's proposal for the site.

Background

- April 2004 – development application proposed:
 - Approximately 1,000 dwelling units and 65,000 sq. ft. commercial space.
 - Through road at 82nd Avenue with main access at 84th Avenue.
 - In response to area residents' concerns, a loop road with only one access from 84th Avenue was proposed.
 - 1st and 2nd Readings were given and the bylaws were referred to Public Hearing.
 - June 16, 2005 a Public Hearing was held and denial of 3rd Reading.
- January 2006 – new development application
 - Ms. Luke advised that staff have drafted a set of planning principles to guide the development on the site.

Planning Principles

- Planning for a people-oriented, pedestrian friendly residential community.
- Provide for alternative transportation modes including transit, walking and cycling.
- Take advantage of the existing pond as a central focal point and plan for other public amenities for social interaction and activities.
- There will be active and passive recreation area and a safe environment for pedestrians and cyclists.
- Provide housing choices appropriate for different age groups and income brackets.
- Address traffic concerns and density.

- New housing compatible with existing neighbourhoods.
- Sustainability features being considered include: Geothermal, solar energy, green roofs, swales to collect storm water, alternative road standards, planting trees on roads and proposed development, tree preservation and habitat conservation.
- Local retail and services within walking distance and close to seniors housing.
- Adequate site servicing.

Summary

- This is a walk-able community and a sustainable development. Housing choices, amenities and services are part of this community.

Development Review Process

- With input from the public we will identify a preferred option for the development and a possible second round of meetings.

Presentation

Merv Romilly, President of Delsom Estates Ltd., introduced the consultants and provided an overview of the project.

- Were requested to go back to the drawing board.
- Enlisted the aid of focus groups from different neighbourhoods to assist us in drawing a new plan.
- Consulted with Ray Letkeman, a world renowned architect specializing in master planning.
- Focus included traffic and single family neighbourhoods in the surrounding area.
- We have addressed these concerns by increasing the number of single family dwellings and integrating with the existing neighbourhoods, dissipating traffic and allowing only single family traffic through single family neighbourhoods.
- We are exploring with TransLink the implementation of a shuttle service and improved bus service to Annacis Island.

- Addressed density. Cap of 850 units in current presentation (1022 in previous) resulting in a reduction of 172 units and less traffic generation.
- Retained commercial in the original area is one of the plan options. Seniors building as a stand alone building. An overpass would be built crossing 84th from the main core of the development.
- 15% less commercial.
- Kept a walkway from the existing overpass over Nordel Way.
- Kept storm water management system.
- Slightly increased size of park.

Oleg Verbenkov, Pacific Land Group, introduced the project, noting the following:

Background

- Worked with city staff and conducted focus groups, with neighbours surrounding the site, (some of you are here tonight), Delsom Estates, and Ray Letkeman, Architect, to address neighbourhood issues raised.
- Looked at:
 - Providing for demographics and changing life cycle needs.
 - Dividing the site into logical areas / single family neighbourhoods organized to integrate with existing single family neighbourhoods.
 - Constraining terrain, new focal point near the park.
 - Integrating options.
- After site analysis, options include:
 - More single family units, less townhouses
 - Townhouses are internal to the site and linked to 84th Avenue.
 - Reduction in commercial by 15% and can still keep it viable.
 - More park and pedestrian circulation.
 - Arrived at 7 possible neighbourhoods in the plan.

Neighbourhood areas include:

- 1. Dunlop Road Area** – North side of Nordel – original plan was for approximately 97 Townhouses to be built. Now the plan is for 56-57 RS8 Single Family Homes of approximately 2200 sq. ft. above grade. Lot sizes approximate 14 ½ - 15 meters wide --- An extension of single family neighbourhoods.
- 2. Modesto Drive** – Small southwest portion of the site – original plan was for townhouses to be built. Now the plan is for a double ended cul-de-sac with approximately 30 single family homes being built approximately the same size as the Dunlop area, again an extension of the single family neighbourhood and will not have an access through to the core site.
- 3. 82 Avenue** – southeast corner of the site – original plan was connecting 82nd into the site. Now a cul-de-sac extends in from 108th St. at 82nd of approximately 39 single family homes, again approximately same size and not connected to the rest of the site except by a pedestrian walkway. This will tie in with the adjacent single family neighbourhood. Lot widths will be approximately 14 – 14 ½ meters.
- 4. 108th Street – south**, backing on to the right-of-way. Approximately 18 single family homes to be built tying in with single family homes across the street. Lots will be a little wider – approximately 15 meters.
- 5. 108th Street – north**, fronting 108th Street and single family homes, at the back the right-of-way. Approximately 15 single family homes to be built tying in with single family homes across the street. Lot frontages approximately 15 meters.
- 6. Central Park and Townhouses** – Park (5 acres) in core of development with a water feature and wharf. There will be passive area and children’s play area. There will be pedestrian connections to surrounding areas and a loop road servicing townhouse clusters. This loop road will not

connect with single family areas. There will be approximately 600 townhouses built in the core area – 2 and 3 levels and a variety of styles throughout the clusters. Each cluster will have its own green space. South of the park there will be built “Single Level Living” townhomes with master bedroom on the main floor, could have 2nd floor. On the hillside - single level with walkout basement – ridge homes.

- 7. Village commercial and senior independent living –** 84th Avenue and Nordel Way. The plan is for a 70 unit, 4 stories senior stand alone apartment. This location is the most viable and best suited for commercial as it is the most exposed and least livable.

Option 1

- Density of 840-860 units.
- 180 single family homes.
- 600 townhouses.
- 70 senior apartments.
- 55,000 sq. ft. commercial – reduced from original – 15%
- Village commercial is centrally located and accessible relative to surrounding neighbourhoods.
- Single family units consistent with Delta’s RS8 zone. Not asking for relaxations as previously proposed.
- Seniors’ apartments and commercial uses are adjoining to support viability of seniors building and overall social sustainability of community.
- Overall reduction in commercial and density is about 15% less than previous proposal.

Option 2

- Density about the same as Option 1.
- Village commercial and seniors’ building move to entry of the development. Corner site becomes townhouses.
- Commercial becomes less visible and less viable.
- Live-work concept introduced in core area – allows home-based businesses in street fronting townhouse units. Maybe 30 units of these.

Option 3

- Density increase to 850-890 units.
- 80 condos next to seniors and commercial buildings.
- Commercial is moved to interior of site where it is less exposed – opposite park. Visibility and viability is reduced further to serving the core area and less day-to-day needs.
- Smaller commercial doesn't fulfill sustainability and will generate more vehicle trips in and out of area.
- Seniors worried about being opposite park – too much activity and prefer quieter area.

Comparison of Options

Options 1 and 2 propose a density of 840-860 units or 8.4 – 8.6 per acre. The density is the same as other single family developments in other areas. A variety of townhouses, size wise, will be built.

Option 3 will introduce 8.9 units per acre and has reduced the commercial area.

Park, Green spaces and Walkways

- Option 1
 - Pedestrian overpass over 84th Avenue to link to the commercial/seniors' area.
 - Direct pathway from Nordel overpass to 84th Avenue – concern heard from previous plan. More direct route.
 - Walkways will be visible from the street and homes for safety.
- Providing additional park and open space in all options.
- Outdoor play areas and green space in each townhouse site.
- Sustainable storm water management model for all 3 options.
 - Runoff at the source, cisterns, infiltration, vegetation, bioswales, base flow to Cougar Creek at base of Nordel Way.

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 of single family neighbourhoods with adjacent single family neighbourhoods.
- Developed with the assistance of neighbourhood focus group. We thank you for your help.

QUESTION AND ANSWER PERIOD

Comments

James Hope 8175 Turner Pl.	(Resident) would like to address the 3 principal areas of concern in the original plan – (1) density, (2) traffic access, (3) consistency with existing neighbourhoods. He asked if the general density in the present 3 Options is 8.4 and 8.9 upa what was it originally?
Oleg Verbenkov	(Pacific Land) 10.2 upa originally a reduction of approximately 15%.
James Hope 8175 Turner Pl.	(Resident) Was anything done at all to try to mitigate the access to 84 th Ave. other than including rapid transit. You have addressed 120 homes onto other streets but can we handle 600 townhouses? He would like to see a reduction of multiple attached housing down to 400 – 450. Were any other options considered reducing the number of townhouses or any other options other than 84 th Ave?
Merv Romilly	(Delsom Estates) We have a number of competing interests. With a project this size – all streets should be opened. There were a number of write-in campaigns that forced us to close the accesses through roads to 80 th and 82 nd . It's a balancing act. There was also the requirement to merge single family with single family neighbourhoods. We have tried to dissipate the traffic by reducing the multi family units by 172 – approximately 350 fewer people exiting on to 84 th .

James Hope	(Resident) In cars how many would that be?
Merv Romilly	(Delsom Estates) Approximately 100.
James Hope	(Resident) With 600 Townhouses how many cars can you envision exiting onto 84 th ? – 1200?
Oleg Verbenkov	(Pacific Land) Depends on the time of day. In peak hours going in both directions – traffic numbers we have now would be about 400.
Marcella Bortolussi 8097 Modesto	(Resident) Modesto Drive cul-de-sac is a relief. Traffic is still an issue. We have on both sides of 84 th at the traffic intersection of Nordel vacant space. Is there no way at that intersection that there couldn't be incorporated into Nordel Way some sort of a traffic circle where there is no light. Has anyone looked at building a traffic circle, overpass, underpass, no light situation? This is an improvement over last time but traffic still a nightmare.
Edmund Lee	(Roads Engineer) If 84 th and Nordel were grade separated it would improve the traffic situation but Nordel Way is a TransLink as well as a Delta facility – part of a major road network. To put in a grade separator interchange would be a very expensive proposition. If a grade separated it the traffic situation would be improved compared to the current traffic signal but you will still have Highway 91 and the Alex Fraser Bridge – major congestion points. It is a regional and inter-regional problem with Highway 91. At this point we have not yet approached TransLink with any proposals for improvements on Nordel Way.
Barbara Purceval 8105 Wiltshire	(Resident) asked the following questions: <ol style="list-style-type: none"> 1. How many homes will be built at the Modesto cul-de-sac? 2. How high and what square footage are the one level plus basement town homes. 3. How high, what square footage and what commercial frontage are the Work Live units proposed in Option 3? 4. In Option 3 what size is the Commercial? 5. Regarding the walkways, amenities, cycle paths, community focal point – how will they help with the need for community activities?
Oleg Verbenkov	(Pacific Land) Question 1 – 30 homes.

- Kevin Shoemaker (Polygon) **Question 2** – 1700-2000 sq.ft townhouses taking advantage of the slope. One level at street, walk out basement.
- Question 3** – Three level townhouses, parking garage at main level, a small room (approx. 8'x10'), intended for professionals, at front of home facing the street.
- Merv Romilly (Delsom Estates) **Question 4** – about 5,000 sq. ft.
- Kevin Shoemaker (Polygon) **Question 5** – There will be a clubhouse shared by all the townhouse residents. There could be a pool, exercise area etc providing for the needs of the families in the area. Townhouse communities oriented to families with children will have a tot lot within a central green area in addition to the central park area. Each townhouse area will have its own green space.
- Barbara Purceval (Resident) Concerned the effect the large number of new residents will add to the load on local recreational facilities like Sungod and the North Delta Rec. Centre.
- Wally Semenoff (Manager of Development) Should this project proceed, the developer would be making a contribution to community amenities.
- Mike Roberts 10911 - 82nd (Resident) Asked what kind of infrastructure is planned for 82/109B to the main routes for traffic to flow out of this area? Are sidewalks planned covering these drainage ditches on the park side?
- Edmund Lee (Roads Engineer) Any improvements on 82nd would be subject to Council approval. At staff level we have looked at 82nd in terms of identifying improvements and we have heard from local residents regarding traffic calming.
- Mike Roberts (Resident) Presently 82nd is a local roadway – do you plan to make it bigger?
- Edmund Lee (Roads Engineer) No. 82nd is a local roadway and we have no plans to make it anything other than that. We have recently had meetings with small focus groups from 82nd and

we have heard their concerns. We will be presenting the summary of these meetings to Council.

- Mike Roberts (Resident) Crosswalks and signage are deficient. Roads must be 2 – way to handle potential extra traffic.
- Edmund Lee (Road Engineer) We do not plan to upgrade 82 Avenue beyond local road standard. This issue is separate from the Delsom project.
- Pam Rogue 8130 Wiltshire (Resident) asked 3 questions:
1. What is the land use across the street from the one level ridge homes in all 3 options?
2. With the 30 single family homes being built in the cul-de-sac off Modesto, will there be any traffic calming?
3. What happened to the 200 name petition of last spring to retain trees on the Hydro right-of-way as a buffer?
- Oleg Verbenkov (Pacific Land) **Question 1** – Immediately to the south – Looking at the area above Hermosa will be approximately 20 homes which will access through the ring road with a small cul-de-sac, with the same size homes. These do not access onto Ramona or Modesto.
- Edmund Lee (Roads Engineer) **Question 2** – Delta has the applicant look at traffic impacts, and examine potential mitigation measures such as speed bumps. Traffic calming in the neighbourhood has not been included in the capital program, which sets priorities and is approved by Council.
- Merv Romilly (Delsom Estates) **Question 3** – Re: the Petition. We have had an arborist look at all the trees. If there are any trees that can be saved we will save them. Generally the gas right-of-way area was cleared and an attempt made to punch 82nd through creating a berm on both sides and the trees are growing on that. Leveling that ground will make the trees unstable.
- Terry Holmes 7817 Wiltshire Bought in this area because of the low density and wants it to stay that way. Hasn't seen anything to address the traffic issue and the only way would be to stay away from the high density.
- Tony Nathan 8166 Wiltshire (Resident) Concerned about lot sizes – 14 ½ meters and house sizes not integrating with neighbourhood lots. These plans show housing approximately 2400 sq. ft and do not

- mention the 1200 sq. foot basement a potential for illegal suites turning single family into multi family. Can the size of the lots and the house including the basement be made available to the public? Still concerned about the traffic and would like more clear communication with the neighbourhood.
- Wally Semenoff (Manager of Development) At this stage we're dealing with an OCP amendment and a lot of those details will be forthcoming as the project proceeds.
- Tony Nathan (Resident) Concerned the photos of homes being presented at this stage are clearly not integrated in size with the surrounding neighbourhood.
- Wally Semenoff (Manager of Development) One of the planning principles is to provide housing choices – a range of house types will be offered.
- Oleg Verbenkov (Pacific Land) We are working with RS8 zoning. Regarding the lot sizes proposed we are trying to balance a reasonable house size and not overbuild the lot. The home builder – Morningstar Homes, a Polygon subsidiary, do not build suites in their homes and we will have strong design controls.
- Dave Robertson 8159 Turner Pl. Concerned about identifying the preferred option – Identified by whom? The Planning Department takes in all comments and formulates and presents the preferred option. The City, Delsom, Polygon and Pacific Land are organized, the people are not. Asked if anyone would object if Delsom, the City or Polygon phoned them and asked them if they're interested in being a member of an ad hoc committee to work with them to identify the preferred option. Believes there are a lot of things still wrong with all these options.
- Wally Semenoff (Manager of Development) The process is fairly extensive and this round is fairly extensive as well. There will be further consultation meetings so residents will have further opportunities to address their concerns.
- Dave Robertson (Resident) If this hypothetical ad hoc citizens group got together with Delsom etc. and made trade offs, could this be possible?
- Wally Semenoff (Manager of Development) We'll analyze options after this round.

Terry Rigby 8078 Modesto	(Resident) Has a concern with the one and only access when talking about a 55,000 sq. ft. commercial, 800 homes and approximately 2,000 cars in and out. What guarantee will be given to the neighbourhood of Canterbury Heights that an access route will not be opened to Wiltshire Blvd.?
Merv Romilly	(Delsom) The emergency access put in between the 2 cul-de-sacs was done deliberately. It is adjoined by private residences on both sides so it will be only 6 meters which will just provide access for a fire truck.
Terry Rigby	(Resident) I'm talking about guarantees from Delta not to open it up to Wiltshire.
Wally Semenov	(Manager of Development) It won't be dedicated as a road, there will be a walkway that serves as an emergency access and there are dwellings on either side of the emergency access.
Marcella Bortolussi 8097 Modesto	(Resident) Asked if there will be any other options presented for the traffic issues or are we made to choose from options 1, 2, or 3?
Wally Semenov	(Manager of Development) At the conclusion of this consultation process we will be preparing a report to Council summarizing the concerns and they will direct staff as to how to proceed to address these concerns.
Oleg Verbenkov	(Pacific Land) We will be looking at any ideas coming out of the consultation process and if there are any ideas that will help us deal with traffic, we will incorporate those ideas.
James Hope 8175 Turner	(Resident) Feels these options have not fully addressed the initial traffic concerns. We need another option for traffic and more needs to be done.
Greg Stafford 10601 Hermosa	Not one option addresses traffic coming out of the north east corner.
Oleg Verbenkov	(Pacific Land) We're proposing a traffic intersection with a light at 84 th and entry to the core of the site. That traffic intersection will provide access into that triangle and also a right in, right out onto 84 th Ave. – 2 points of entry and exit. This is a land use concept plan and does not have all the details.

Cheryl Stafford
10601 Hermosa

(Resident) Is the Municipality adopting some of the ideas of Smart Growth BC? Have we adopted any of their ideas, for example: Have we protected wildlife habitat and green space, provided greener infrastructure, embraced community identity, worked within natural topography, and are engaging the citizens interested.

Oleg Verbenkov

(Pacific Land) Smart Growth BC ideas go way beyond what the plans are showing. Density is a part of it. We're trying to provide a balance between what we're hearing from the community and planning principles from Smart Growth.

Wally Semenoff

(Manager of Development) Now 9 PM – Thank you for coming.

