

**THE CORPORATION OF DELTA**  
**PUBLIC INFORMATION MEETING**  
**Official Community Plan Amendment Application at**  
**Nordel Way and 84 Avenue (Delsom)**

Notes of the Community Open House and Public Information Meeting for Official Community Plan Amendment Application at Nordel Way and 84 Avenue (Delsom) held Thursday, April 20, 2006 at 7:00 p.m., North Delta Recreation Centre, 11475 84 Avenue, Delta, British Columbia (LU06008)

**PRESENT:** Wally Semenoff, Manager of Development  
Councillor Vicki Huntington  
Yvette Luke, Development Planner  
Barry Konkin, Development Planner  
Jennifer Shragge, Planner  
Marcy Sangret, Environmental & Agricultural Manager  
Tim Murphy, Manager, Roads & Transportation  
Edmund Lee, Roads Engineer  
Linda Nielsen, Parks, Recreation & Culture  
Bryon Funnell, Deputy Fire Chief  
Kathleen Chan, Recording Secretary

**Presentation:** Merv Romily, Delsom Estates Ltd.  
Oleg Verbenkov, Pacific Land Group  
David Purcell-Cheung, Pacific Land Group  
Kevin Shoemaker, Polygon

**WELCOME AND INTRODUCTION**

**Introduction**

**Wally Semenoff**, Manager of Development, welcomed attendees and provided introductions. He noted that this is the fourth public information meeting for Delsom and its purpose is to provide information about the application and development review process and allow comment on development options. There will be a further meeting on April 27 that will have a small group session commencing at 6 pm to 7:30 pm to facilitate discussion on area issues, planning options, etc.

He also noted that Council does not attend as the purpose of the meeting is an opportunity to answer questions and hear responses, then the applicant incorporates changes into their development application. Minutes of these meetings are recorded and provided to Mayor and Council.

He outlined format of meeting that will include a presentation on background, applicant options for development of the lands.

## 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 site, background as to the previous application, and a summary of the applicant's proposal for the site.

## Background

- April 2004 - development application proposed:
  - 1,000 dwelling units and 65,000 ft<sup>2</sup> commercial space.
  - Through road at 82 Avenue with main access at 84 Avenue.
  - In response to area residents' concerns, a loop road with only one access from 84 Avenue was proposed.
  - 1<sup>st</sup> & 2<sup>nd</sup> Readings were given and the bylaws were referred Public Hearing.
  - June 16, 2005 Public Hearing and denial of 3<sup>rd</sup> 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.
- Provide housing choices appropriate for different age groups and income brackets.
- Address traffic concerns.
- New housing compatible with existing neighbourhoods.
- Sustainability features being considered include: Geothermal, solar energy, green roofs, swales, and 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 walkable community and a sustainable development. Housing choices, amenities and services are part of this community.

### **Presentation**

**Merv Romily**, 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.
- Consulted with Ray Letkemen, an architect specializing in master planning.
- Focus included traffic and single family neighbourhoods in the surrounding area.
- Increased the number of single family dwellings and integrated with existing neighbourhoods dissipating traffic and allowing only single family traffic through single family neighbourhoods.
- Cap of 850 units in current presentation resulting in a net 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.
- 15% less commercial.
- Kept storm water management system.
- Slightly increased size of park.
- Kept pathways to provide walking and cycling linkages.
- Looking at a Translink shuttle to Skytrain and improved bus service to Annacis Island.
- 82 Avenue will have greater access to the existing Nordel Shopping Centre.
- Storm water retained.
- Feel most of the previous concerns have been addressed.

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

### **Background**

After the Public Hearing in 2005, worked with city staff and conducted focus groups with neighbours surrounding the site, 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 / neighbourhoods organized to integrate with existing neighbourhoods.
  - Integrating road alignments.
- Site analysis included:
  - Looked at road access opportunities.
  - First application included:
    - Ring road to prevent rat running.
    - Possible Modesto Drive and Ramona Way connections.
    - Nordel Way access.
    - Eliminated possible connection to Modesto and Ramona, second access to 108 Street.
    - Traffic to head south to major collector road, 80 Avenue.
    - Prior to Public Hearing, eliminated connection so the entire property block accessed 84 Avenue.
  - Original property was 500 acres. The road ends were stubbed, and Nordel Way cut through the property.
- As a result of the site analysis,
  - New configuration – all three options help alleviate some traffic of the access onto 84 Avenue and finish the road ends.
- 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 pedestrian circulation.
  - Arrived at 7 possible neighbourhoods in the plan.

**Neighbourhood areas include:**

1. Dunlop Road Area
  - Extension of single family neighbourhoods.
  - 2,300 ft<sup>2</sup> homes.
  - Originally proposed – Townhouses.
2. Modesto Drive - Small southwest portion of the site.
  - Integrate a cul-de-sac with single family homes as part of

- that neighbourhood.
  - Originally proposed – Townhouses.
3. 82 Ave – southeast corner
    - Cul-de-sac extends in from 108 Street at 82 Avenue.
    - Cluster of single family homes ties in with adjacent single family neighbourhood.
    - Approximately 36 - 38 homes.
  4. 108 Street - south
    - Single family homes to tie in to single family homes across the street.
    - 2,300 ft<sup>2</sup> homes.
  5. 108 Street - north
    - Single family homes to tie in with single family neighbourhood.
    - Approximately 13 homes.
  6. Central Park & Townhouses
    - Combination of passive and light play areas, lake, trails.
    - 2 to 3-level townhomes with design guidelines.
    - Ridge homes with walkout basement.
    - 20 single family homes in the south.
    - Tree stand on 84 Avenue will be retained.
    - Pedestrian connections to surrounding area.
    - Loop road servicing townhouse clusters.
    - Loop will not connect with single family areas.
  7. Village commercial and senior independent living
    - Option 1 - 84 Avenue and Nordel Way:
      - Location is the most viable and best suited for commercial.
      - The area is the most exposed and least livable.
      - Small food store (20,000 – 25,000 ft<sup>2</sup>)
      - Seniors independent living apartment building to the south.
    - Option 2:
      - Less visibility and exposure.
      - Smaller scale commercial.
      - Free-standing seniors building.

### **Option 1**

- Density of 840-860 units.
- 180 single family homes.

- 600 townhouses.
- 70 senior apartment units.
- 55,000 ft<sup>2</sup> commercial.
  - 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 has some exposure to 84 Avenue, but lose exposure to Nordel Way.
- Live-work concept introduced in core area – allows home-based businesses in street fronting townhouse units.

### **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
  - Visibility and viability is reduced further, serving less day-to-day needs.
- Smaller commercial doesn't fulfill sustainability principles and will generate more vehicle trips in and out of the 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.

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

### **Park, Greenspaces and Walkways**

- Option 1

- Pedestrian overpass over 84 Avenue to link to the commercial / seniors' area.
- Direct pathway from Nordel overpass to 84 Avenue – concern heard with previous plan. More direct route.
- Providing additional park and open space on north side of Nordel Way.
- Looking at the north side having a park area with a view to Burns Bog and child's play area, creating more of neighbourhood feel.
- Outdoor play areas, open greenspace in a private setting 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 the 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. Developed with help of neighbourhood focus groups.

## QUESTION AND ANSWER PERIOD

### **Comments**

Wally Semenoff

(Manager of Development) Thanked Councillor Huntington for attendance. Opened the floor to questions.

Ann Charlton  
8233 109A Street

(Resident) The three options show access to Modesto and off 82 Avenue. Single-family homes south of 84 will total 84-89 homes and would add 170 cars to circulation. Notes that there has been a vast increase in traffic. Last year's new single-family homes generated more traffic through Gray Elementary and Sands Secondary roads, and the playing fields and Mackie Park. Believes 109B Street and 110 Street will bare the brunt

and note they do not have curbs or sidewalks. The first item on the planning principles is for a safe, convenient walking experience for the new subdivision. 100 cars adding to the mix of walking to school. An alternate access plan to eliminate high volume of traffic to existing neighbourhoods needed.

Merv Romily (Delsom Estates Ltd.) There is no short answer. There is no question that a project of this size requires all access to be open – but a balance is required. In response to the first application, area residents provided a written campaign as they did not want any traffic. Resulting in a rejected option. Solution is to integrate single-family traffic with single-family neighbourhoods only. The traffic engineer estimated the number of trip generations created during the peak hours as less than 1 per unit during peak hours; 80 cars dissipated through 4-5 streets would not be a significant amount to cause concern.

Ann Charlton (Resident) Noted that her calculations differ. Her and her neighbours think 80 cars is a significant amount. It is a feeder street to elementary and high school; concern is on an on-going basis. Even now traffic is backed up accessing 84 Avenue and 112 Street. Will you continue to look for other measures to redirect and slow down traffic?  
8322 – 109A Street

Merv Romily (Delsom Estates Ltd.) Will continue to look at options.

Effie Kline (Resident) Traffic is a concern during peak hours. Backups already exist on Nordel Way. Already a 30 minute wait to access the Alex Fraser Bridge.  
10872 Brandy Drive

Tim Murphy (Manager, Roads & Transportation) Traffic on Nordel Way is regional traffic accessing a Provincial Hwy / bridge. The river crossing is at capacity. The Gateway Program is looking at twinning the Port Mann Bridge and the South Fraser Perimeter Road. Population forecasts have been done to 2031 and show Surrey traffic redirected to the Port Mann Bridge. By 2031, the level of congestion on Nordel Way would be slightly less than today – compared to past decade. In GVRD, Surrey generates most traffic. It takes a big project.

Nordel contains traffic from Surrey and Langley because it is perceived as fastest route. As traffic in Delta increases, Surrey traffic will take the brunt.

Effie Kline (Resident) Why would people from this development or others access 72 Avenue?  
10872 Brandy Drive

Tim Murphy	(Manager, Roads & Transportation) Surrey and Langley traffic make Nordel Way or 72 Avenue their chosen route.
Effie Kline 10872 Brandy Drive	Those routes already congested.
Tim Murphy Engineering	(Manager, Roads & Transportation) Notes he lives in Surrey. He purposely drives these routes. There is lots of capacity on 64 Avenue and Highway 10. He is familiar with the congestion on Nordel Way.
Effie Kline 10872 Brandy Drive	(Resident) She attends Langara College. It takes 1.5 hours to arrive using 72 Avenue.
Peter Phillips 7874 – 108B Street	(Resident) Look around at average age of 20-23 year olds. No opportunity for young people to buy. Cannot afford to buy a home or most townhouses. Gray school is half empty. An influx of young people and an increase of seniors' residences are needed.
Narinder Brach 10501 84 Avenue	(Resident) Summarized the Plan Option 2 housing choices. Thankful for single-family homes in Dunlop area. 56-57 – 2,300 ft <sup>2</sup> homes with crawl space, and 2 car garages, are planned in the Dunlop area. Are the garages included in the square footage?
Oleg Verbenkov	(Pacific Land Group) The 2 car garages are excluded.
Narinder Brach 10501 84 Avenue	(Resident) Reduce the number of homes on 84 Avenue from 8 homes to 6-7 homes to avoid a congested streetscape. Zoning changed from RS6 to RS8 increasing density - assuming 16-20 additional cars. The corner lot adjacent to overpass should be excluded. Newest home on Harrogate Drive has vehicle access across the neighbours property. Will Council consider relaxing setbacks on new homes on Dunlop Road?
Wally Semenov	(Manager, Roads & Transportation) Currently not dealing with specifics of lot layout.
Oleg Verbenkov	(Pacific Land Group) Concepts only, not detailed. Cul-de-sacs would be larger.
Dan Henhoeffter 8434 109 Street	(Resident) There are currently 13 homes, 7 on 108 Street and 6 on Sullivan Place that have right-of-way access for sanitary sewers running through their backyards. Could access for sanitary be taken of 108 Street allowing access for future

rebuids of single-family homes so they can use their back yards?

Merv Romily (Delsom Estates Ltd.) Too early to address this issue. Will keep it in mind.

Resident What is the average ft<sup>2</sup> of the apartments?

Merve Romily (Delsom Estates Ltd.) Self-contained apartments would be approximately 600 to 900 ft<sup>2</sup>. No detailed plans yet.

Resident What is allowed? Wheelchair access?

Merv Romily (Delsom Estates Ltd.) Premature to look at, but wheelchair accessibility will be worked out.

Ken Davies (Resident) Confirming the number of dwelling units (30 units) 8005 Modesto Drive on the cul-de-sac extended from Modesto Drive.

Filomena Black (Resident) Some traffic calming programs are in place coming up in new developments. On Dunlop Road, many traffic calming measures prove ineffective. Traffic circles, 4 way stops – in the morning people rush through to make it to Nordel Way to River Road. No respect for neighbourhood as it is used as a short-cut. Been given multiple signage for trying to cross the road as pedestrians to indicate to drivers to slow down. This is a neighbourhood populated by all ages and there is a school in the neighbourhood. Often notes rushed drivers during school times. Can't get out of the neighbourhood during peak hours. Traffic is all day. This particular fix is not working. Look at something else and don't further congest the area with more housing.

Narinder Brach (Resident) Solution to Option 1 traffic on 84 Avenue, set 108 10501 84 Avenue Street north area aside for a much needed synthetic turf field. Policy 5 – Council recognizes more sports fields are needed. Decrease arterial clogging on 84 Avenue. The new population would have a place to socialize, promote healthier lifestyles. If there is an overpass by the seniors' and commercial area, concerned that undesirables and teenagers would hang out there.

Brent Unrau (Resident) Part of local initiative for urban green thinking co-housing dynamic. Reduces vehicle uses by 50%. Great solution for extra seniors' housing and flexible options for young families. Is there room to be part of the composition?

Merv Romily	(Delsom Estates Ltd.) Does not believe it is compatible with market orientation for this project. Applaud the concept as it promotes socializing.
Brent Unrau 10840 – 88 Avenue	(Resident) Any room? Would like to lead developers and staff to co-housing possibility. Market needed for grass roots co-housing.
Wally Semenov	(Manager of Development) Affordable housing is an issue in North Delta. Looking for opportunities to provide such.
Resident	Minimum frontage and minimum land mass on the Dunlop site and why are there no basements on 2,300 ft <sup>2</sup> , 2 level houses?
Oleg Verbenkov	(Pacific Land Group) Lots would have 13 m frontage or wider. Basements allowed approximately 50% of lot to be within house area. Not a lot of room. 100 x 45 ft wide lots.
Karen Gordon 8481 – 118A Street	(Resident) Pleased with most changes. Where are access routes for the village commercial area?
Merv Romily	(Delsom Estates Ltd.) Main access routes include a main intersection at 108 Street, right-in and right-out on 84 Avenue halfway down. Nothing on Nordel Way.
Karen Gordon 8481 – 118A Street	(Resident) In favour of Seniors' apartment in Options 2 and 3. They do not need to cross 84 Avenue.
Merv Romily	(Delsom Estates Ltd.) Seniors' said they do not want to be near kids in previous meeting.
Dave Robertson 8159 Turner Place	(Resident) Will there be sound abatement or acoustic engineering?
Merv Romily	(Delsom Estates Ltd.) Acoustic study not yet done. There will be acoustic fencing along Nordel Way corridor.
Dave Robertson 8159 Turner Place	(Resident) Will the fence be beautified with hedging?
Merv Romily	(Delsom Estates Ltd.) Yes, landscape architect is looking at options.
Oleg Verbenkov	(Pacific Land Group) It must not block views.
Dave Robertson 8159 Turner Place	(Resident) Are neighbourhoods going to be separated by greenspace?

Oleg Verbenkov	(Pacific Land Group) Landscape plan will evolve to separate.
Dave Robertson 8159 Turner Place	(Resident) OCP amendment?
Oleg Verbenkov	(Pacific Land Group) Adjustments will be made to the plan, following closely public's input for example, we adding more single-family options than required.
Dave Robertson 8159 Turner Place	(Resident) If you got what you wanted, how are you going to compensate Delta?
Merv Romily	(Delsom Estates Ltd.) The amenities are large. DCC's are in the range of \$8 million, fully developed park at cost is \$3 million, 2 acres of walkways, 14% of land for open space, 2.5 acres of tree stands. If the land were not held so long, this may not have happened.
Narinder Brach 10501 84 Avenue	(Resident) DCC's for all of Delta, including Ladner and Tsawwassen. Will the developer give contribution just for North Delta?
Merv Romily	(Delsom Estates Ltd.) It is currently being negotiated.
Tom Pengelly 7775 112 Street	(Resident) Because of growth of Surrey, the traffic on Nordel Way and 72 Avenue is heavier and a disaster in the morning and afternoon. Traffic from this development and the North Delta Inn proposal will add to that. Any plans to alleviate that will be taken away, by adding homes and vehicles. With 2 car families, where will it end? It takes ½ hr to get down 5 blocks on 72 Avenue. It gets worse with construction and Surrey and Langley growth.
Katherine Bourdon 8154 Wilshire Blvd.	(Resident) What is the timeframe?
Merv Romily	(Delsom Estates Ltd.) 6 year build-out.
Katherine Bourdon 8154 Wilshire Blvd.	(Resident) Will the current lack of trades slow down the project?
Kevin Shoemaker	(Polygon) There is a lack of trades. However, Polygon builds in good and bad times and has dedicated trades to keep quality up, but it is challenging.
Katherine Bourdon	(Resident) Which end will sewer and road construction start?

8154 Wilshire Blvd.

Merv Romily (Delsom Estates Ltd.) It will start at 84 Avenue and 108 Street access. The main access will go from there.

Tom Pengelly (Resident) What is the answer to congestion?  
7775 112 Street

Tim Murphy (Manager, Roads & Transportation) The issue of capacity is regional and Provincial. They are stepping up with twinning of the Port Mann Bridge. Gateway and the Province are to partner with the Patullo. Senior government is also looking. 112 Street is difficult for outside traffic to get to. There will always be days when something happens on Alex Fraser Bridge. Incidents are removed as quickly as possible.

Tom Pengelly (Resident) Twinning of Port Mann Bridge could be 25 years from now. People will still use the Alex Fraser Bridge. There is no short term solution. It is always jammed in am and pm.  
7775 112 Street

Pam Roque (Resident) There are 30 new homes planned off Modesto Drive. Has effective traffic calming been considered for that area?  
8130 Wiltshire Blvd.

Tim Murphy (Manager, Roads & Transportation) All neighbourhoods in Delta were reviewed and traffic calming needs identified in 1999-2000. Traffic and speeding surveys were ranked. Neighbourhoods in the Royal York area in that study are down the list a bit. Other areas were deemed to have a greater problem.

Pam Roque (Resident) She lives down the hill and cars just fly by. Adding another 30 homes will add more traffic using it as a main road going to 80 Avenue. Can this area be reconsidered?  
8130 Wiltshire Blvd.

Tim Murphy (Manager, Roads & Transportation) Will note your concern and look into it.

Dave Robertson (Resident) Richardson Gate road is already there as an access. Why eliminate an existing road?  
8159 Turner Place

Merv Romily (Delsom Estates Ltd.) Traffic engineers looked at it. There has been at least one fatality on that road. Engineering recommended the entrance be further up the road for better visibility on both sides. Don't plan to close it off completely, but make it smaller for emergency access.

Dave Robertson  
8159 Turner Place (Resident) No danger for right turn only. It is a natural entry point.

Merv Romily (Delsom Estates Ltd.) The engineers have not considered a right turn option.

Rita Chaplinsky  
10490 Santa Monica Drive (Resident) When will the first shovel be in the ground if it goes through?

Merv Romily (Delsom Estates Ltd.) If it goes well, in the fall of this year.

Steve Bayley  
8606 Terrace Drive How many homes would access the ring road?

Oleg Verbenkov (Pacific Land Group) 620 homes

Steve Bayley  
8606 Terrace Drive (Resident) 3 out of 4 questions are about traffic. Need more integration, few more homes to come out of Modesto Drive and the 84 Avenue entrance is a huge pinch point. We need to be politically tough . The bottom of Wiltshire Blvd. does not go anywhere - only the traffic that is on that street. Need to mitigate and dissipate traffic more and take away from traffic on 84 Avenue. What is the smallest viable size of the commercial, so there is no blight. Won't get enough businesses if it is not big enough. If the development goes through, is there anyway a walkway can be put in to cross 84 Avenue. A spiral up and down walkway could fit.

Merv Romily (Delsom Estates Ltd.) Greater integration would be great. It is very clear that the project should have all accesses open. However, there was a large write-in campaign for the first application . Residents around 82 Avenue and Modesto Drive objected. We are trying to provide a balance. The size of the neighbourhood centre is at the minimum size. Retail space is approximately 50,000 ft<sup>2</sup>, with 5000 ft<sup>2</sup> of office for doctors and dentists, etc. They need an anchor food store (25,000 ft<sup>2</sup>) to reduce the number of day trips and to fit into the sustainability model. It would also provide services for seniors. Many of these functions help to bring the community together.

Steve Bayley  
8606 Terrace Drive (Resident) Down Nordel Way where Harrogate Drive comes through, to get to Sands Secondary to leave Sunbury, could there be a controlled light as a safety factor.

Wally Semenov (Manager of Development) It is a safety feature that can be looked at irrespective of this development.

Resident	850 homes are not enough to support a 25,000 ft <sup>2</sup> food store. can't see it surviving.
Merv Romily	(Delsom Estates Ltd.) Two independent reports have been done and state that a commercial area like this is not only desirable but necessary. We have to go with the expert opinions.
Wally Semenov	(Manager of Development) Do you think it needs to be bigger.
Resident	(Resident) Don't think there is enough population in the area.
Narinder Brach 10501 84 Avenue	(Resident) Policy 2.1 Housing Choices – to offer housing to enhance properties of existing homes and encourage to upgrade and add new residential roots as a family type neighbourhood. Sustainability 3.1 - Tree Retention – would like to see multiple trees on each lot. The tallest thing in the sky should be the trees. Trees on Dunlop Road would sadly not be retained, but understand they would be replanted. 1.3 - adequate lighting and safety measures should be provided on all walkways in the development.
Jill Gillett 8445 Sullivan Place	(Resident) Does the overall density calculation include the park, right-of-way and tree stands.
Oleg Verbenkov	(Pacific Land Group) It is based on the entire area.
Jill Gillett 8445 Sullivan Place	(Resident) The densities would be higher in each pocket? 8 units per acre? For RS8?
Yvette Luke	(Development Planner) The RS8 minimum lot area is 390 m <sup>2</sup> , but in subdivision, it is not uncommon to see larger lot sizes.
Wally Semenov	(Manager of Development) Road dedication and park dedication is also factored in.
Yvette Luke	(Development Planner) Density of about 25 units/ha calculated from minimum lot size. When calculating density, road dedication is usually included.
Jill Gillett 8445 Sullivan Place	(Resident) Moved to North Delta for the greenspace and density. Seemed like there was more elbow room than Coquitlam and Burnaby. Will the seniors' apartment building be provided with garden or yard areas?
Merv Romily	(Delsom Estates Ltd.) We haven't got to that level of detail yet.

This project provides a significant retention of trees and the latest calculation from the plan is that for every tree that will be cut down there will be a 10 to 1 replacement. Dedication of 2.5 ac of mature trees. If a tree can be retained, we will retain it.

Jill Gillett  
8445 Sullivan Place

(Resident) In the planning guidelines, item 3.2 – says maximize tree retention and habitat conservation. Would like to see words “on each parcel”. She lives close to the Nordel triangle where there is the most wildlife and most trees. Would like to see the new residents able to enjoy that. Delta’s has long term goal of 40% tree canopy.

Oleg Verbenkov

(Pacific Land Group) 90% of the current site is grass. Once the development is done, there will be a lot more trees than you see now.

Jill Gillett  
8445 Sullivan Place

(Resident) Are trying to meet the 40% goal?

Oleg Verbenkov

(Pacific Land Group) We are trying to plant as many trees as we can. Haven’t got to that point in the process yet?

**Adjournment**

There being no other questions or comments, the meeting was adjourned at 9:00 p.m.

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