

**Official Community Plan Amendment Application
at Nordel Way and 84 Avenue (Delsom)**

**Small Group Discussion Session
April 27, 2006**

Group #1 – Facilitated by Barry Konkin and Mike Ruskowski

PLANNING PRINCIPLES:

Additions:

- A community that honours inclusion with the established neighbourhood i.e.
 - Scale
 - Social heart
 - Entry point into North Delta
 - Respects neighbours
 - traffic linked to respect/honour of the community, keep it pedestrian friendly
 - find a way to keep pedestrian character with the new traffic etc.
 - Walking
 - Leisure and destinations—people walk for different reasons here
 - To schools, playgrounds etc.
- Compatibility with Neighbourhood
 - Lack of artist's rendering for housing types provided
 - No picture of what it will look like
 - True mixed development includes bungalows with wider range of options
 - Yards—viable and useable
 - Walkability & Traffic
 - Within Delsom but also outside of Delsom throughout North Delta
 - Home footprint—in relation to yards and setbacks
 - Quality of house, not just quantity
- Nature friendly/walkable neighbourhoods
 - Yards are not big enough
 - Frontage not wide enough
 - Space between the house and the street
 - Birds/bunnies, North Delta feels like being out of the city, & ability to connect to nature and escape city life—Keep this quality of life here; Healthy Delta
- Dog Park
 - Enclosed dog parks idea so that there are not issues with waste
- Amenities
 - Lots of passive space already
 - No “active” space here
 - Amenities charges should stay in North Delta
 - Land could be used here to better advantage for sports/active areas, plan it for here and now, possible upgrades to other parks in area by developer if not provided in new development

- Families will need “play” space, but age appropriate spaces
- Keep the school currently on the site—could be primary school (for K-3)
- Walkover bridge from Harrogate/84th/Nordel—spiral up and down
 - For high school students in the area who cross 84th
- Any DCC revenue money from this project needs to stay in North Delta (one resident would like the DCC Bylaw to be amended to reflect this)
- Seniors
 - Not just apts. but also ranchers/townhouses—more housing choice
- Housing
 - To appreciate in value and enhance the value of existing neighbourhood
 - Appreciation relative to the GVRD (quality homes-Morgan Creek)
 - No rental suites
 - Don't cram the houses in, no tight setbacks
 - No cookie cutter homes, large homes for less people
- Access/Traffic
 - Commercial
 - No access plans shown - Too conceptual
 - One driveway-access would need a long access lane to get out with dividers
 - Traffic on Nordel, access from Nordel?
 - Community not inclusive enough
 - 60 cars coming off is not enough, should draw more onto other neighbourhoods to have decreased pressure on the ring road
 - Doesn't think there will be rat runners through Wiltshire & Hermosa
 - Volume
 - 109th is narrow already because of ditches, so not much room for cars (not safe to walk on streets as it is now, but feels that it would be much worse if more cars are introduced in this area)
 - Adjoining streets need to be upgraded (walkability/safety outside of immediate Delsom community) Curbs, sidewalks etc.
 - If sidewalks, must be separated
 - Hierarchy for road improvements in this area should be more of a priority for the Engineering Department and their capital plans
 - Santa Monica would be impacted if extra cars are introduced as there are safety concerns (not enough room for cars to go in either direction already) can't accommodate them
 - Still too many cars for the area
 - Density is too high
- Commercial
 - What size of stores?
 - No 24 hour stores. No bars. Restaurants and cafes okay, professional offices and amenities for seniors as well as a bakery are good, but no gas stations. IGA Marketplace would be ok
 - Need to be able to walk to the commercial
 - Advertising?
 - Signage?

- Parking required for the mall area (for customers & employees)
 - o Trees need to be preserved
 - o Underground parking to allow maximum tree retention

PLAN OPTIONS:

- 1)
 - o Likes that seniors units are ground level, community is separate and more distinct
 - o Does not like the overpass to the commercial, none of the options are acceptable (too many townhouses and not enough single family), ring road idea, lot sizes are too small, too much traffic onto Wiltshire & Hermosa, village commercial is too far away and not consistent with village concept
 - 2)
 - o Likes passive park, having seniors apartments closer to centre & into the community
 - o Does not like 80 townhouses on upper triangle lands, would like a sports field instead with sound barriers, ring road does not leave enough connection with the adjacent neighbourhoods, the height of the townhouses is too high
 - 3)
 - o Does not like 80 unit condos and no townhouses on 84th
- Would like consensus with the Developer, the Corporation and the Community for any decisions made on the Delsom Lands

Group # 2—Facilitated by Jen Shragge and Pat Lau

PLANNING PRINCIPLES

- Density is still too high
- Do not think that tree retention is being maximized
- More walkways needed-not enough play areas south of Nordel Way, what sizes will the play areas be?
- More greenspace should be provided, could maximize density further (i.e more condos) to get additional greenspace and have same number of residents
- Not certain if proposal has implemented these planning principles fully, but otherwise, the Planning Principles themselves are generally acceptable
- Would like to see more public amenities to serve the greater community and not just the Delsom residents i.e, community gardens, more passive park area

AREA ISSUES

- TRAFFIC
 - More accessible public transit
 - Provide dedicated bus lanes along Nordel way
 - Keep Richardson Gate open—2nd access to 84th Avenue
 - More traffic on Centre Street—how will traffic be dealt with—access with River Road? From Centre Street?
 - Brooke Road—How will new and current residents get out?
 - Option #1, concerned with vehicular traffic access to proposed commercial
 - Is the developer going to provide traffic calming to mitigate increased density and cars into the existing community?
 - Concerned about what kind of traffic will be generated from the live/work space
 - Concerned with location of proposed commercial at 84th Avenue and Nordel Way attracting more traffic into the community
 - Concerned with what type of commercial will be allowed/located in the commercial component and the impact on traffic generation
 - Would like to see more access points rather than just one onto 84th Avenue
 - More traffic into the existing neighbourhoods would be problematic for current residents

PLAN OPTIONS

- Some preference for Plan Option 1 if there was to be an additional access to 84th (Richardson Gate?)
- Would like to see an overhead walkway at 84th Avenue from 108 for the High School Students
- More greenspace needed in the plans but cautious as the current park area may be perceived as a private garden, only for the use of new Delsom residents
- Plan Option 2 — more pedestrian friendly and some support for seniors and commercial closer to the centre of the development
- Would like to see other more varied options, not just three takes on the same one
- Dream option would be an upscale golf course, nature reserve etc.