

## THE CORPORATION OF DELTA

### PUBLIC INFORMATION MEETING

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

Notes of the Public Information Meeting for Official Community Plan Amendment Application at Nordel Way and 84 Avenue (Delsom) held Thursday, April 27, 2006 at 7:00 p.m., Sunbury Hall, 10409 Dunlop Street, Delta, BC, Delta, British Columbia (LU06008)

**PRESENT:** Wally Semenoff, Manager of Development  
Yvette Luke, Development Planner  
Barry Konkin, Development Planner  
Jennifer Shragge, Planner  
Dan Neil, Senior Development Technologist  
Tim Murphy, Manager, Roads & Transportation  
Hon Yee, Transportation Analyst  
Linda Nielsen, Parks, Recreation & Culture  
Councillor Vicki Huntington  
Kathleen Chan, Recording Secretary

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

### WELCOME AND INTRODUCTION

#### Introduction

**Wally Semenoff**, Manager of Development, introduced Councillor Huntington and staff and welcomed the public to the meeting. He gave a brief explanation of the purpose of meeting. He advised that the meeting is being held in order to provide information and receive public commentary regarding an OCP amendment for lands at Nordel Way and 84 Avenue. 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.

#### Overview

**Yvette Luke**, Development Planner, provided an overview of the project and the planning principles.

- 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 and 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 in 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.
- Ring road as a collector road.
- Looking at a Translink shuttle and improved bus service to Annacis Island.
- The sum total addresses most of the concerns raised.
- Have mitigated traffic to the greatest extent possible.

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

### Background

After the public hearing last June, 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:

- 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, 56-57 homes, 2,300 ft<sup>2</sup> houses, 14.5 m – 15 m lot frontage, larger lots on cul-de-sac, strong residential character subject to design guidelines.
  - Originally proposed – 97 Townhouses.
2. Modesto Drive - Small southwest portion of the site.
  - 30 homes, 14.5 m – 15 m lot frontage, larger lots on cul-de-sac.
  - 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 homes.
4. 108 Street - south
    - Single family homes to tie in to single family homes across the street.
    - 15 m lot frontage, 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
    - 5-acre park with small lake and wharf, seating for passive enjoyment, play area for children.
    - Pedestrian connections to surrounding area
    - Loop road servicing townhouse clusters, attractive streetscape.
    - Loop will not connect with single family areas.
  7. Village commercial and senior independent living
    - 84 Avenue and Nordel Way (Option 1)
      - Location is the most viable and best suited for commercial.
      - The area is the most exposed and least livable.
    - At entrance to core area (Option 2)
      - Lost some visibility / exposure.
      - Smaller scale commercial.

### **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 becomes less visible and less viable.
- 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 in all options.
- 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 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 Semenovff	(Manager of Development) Opened the floor to questions.
Margaret Perry 10565 Dunlop Road	(Resident) Thanks council for listening and the developer. Better plan than originally proposed. Preferred Options 2 and 3 at the beginning because the seniors' building is closer to parks access. However, she doesn't like the higher density in Option 3, so is now in favour of Option 1. Concerned with it turning into another disaster like the Fraser Hwy. She hopes it will be a wonderful neighbourhood to continue to live in.
Narinder Brach 10501 84 Avenue	(Resident) Concerned with the pedestrian overpass. Like Option 2 with the seniors and commercial and do not support another pedestrian overpass. The Nordel overpass attracts teens, firecrackers. The layout is bad; motorcycles and bicycles zoom over the overpass. Nordel overpass enhancements needed include: widening the narrow entrance so strollers can better access it, cleaning it up, keeping it free of bees, garbage, and balloons. Surrey has planted prickly holly under overpasses. It needs new shrubs and trees. It is a doorway to trails, lake habitat, and winding walkway.
Wally Semenovff	(Manager of Development) A new overpass could have mesh or netting to prevent thrown objects.
Merv Romily	(Delsom Estates Ltd.) Responding to accessibility to village commercial. Also wanted seniors to be able to access the park

and other areas. Hope to dress up the overpass and make it wheelchair accessible.

Narinder Brach  
10501 84 Avenue

(Resident) Leaning to Option 2. A cage looks ugly. She lives near an overpass.

Don DeMill  
11422 92A Avenue

(Resident) He would prefer much greater density in a smaller area with more park. Feels obligated to bring up making the streams better. The pond or lake would be about ¼ of its current size. Appreciate it is an old gravel pit, but we would be losing a significant amount of habitat. Big towers may be hidden within a mature cedar forest. They wouldn't have a view, but nobody could see them either. The land lends itself well to a Greek amphitheatre. He appreciates the swales, which are more acceptable than culverts only. The surface water is mostly channeled away from the lake. Cougar Creek (interceptor canal) - could put an open feature to have fish possibly able to swim up into the lake; considering loss of viability of salmon streams. Thought that Delsom owned land in Cadam Ravine that may become public property. That ravine is badly abused. None of the ravines should be in private hands.

Merv Romily

(Delsom Estates Ltd.) The pond was from the gravel extraction site. Currently, there is a minimum of flow through the storm sewer down to the creek during heavy rainfalls. The pond is an ephemeral pond which dries up in summer. They plan to make it deeper and enhance water flow from the bottom to Cougar Creek all year round. It would be more beneficial than what is there now.

Diane Hsiung  
10692 Dunlop Road

(Resident) If the commercial development in Option 1 is for the residents, it shouldn't matter if it is visible. She likes Option 2 more, because it is smaller. Thinks it is a mistake to have only single road access off of 84 Avenue for the amount of traffic that will be generated in and out for the townhouses. She likes the improvements, and can live with 840 units.

Merv Romily

(Delsom Estates Ltd.) The commercial centre in that triangle is there for a reason. There are steep berms along the site on Nordel Way. They when it reaches the 84 Avenue it comes to ground level. It is very noisy and least desirable for residential living. At the seniors' meeting, they indicated they don't want to be close to the noise associated with children's activities in the park.

Peter Duyzer

(Resident) On 108 Street, there are ranchers. How do you

10510 Santa Monica Drive justify 2,300 ft<sup>2</sup> size houses; these are not ranchers. There will be traffic from 30 homes coming down his street. The driveways are steep, so everyone parks on the road. It is dangerous. What do you do about this problem?

Tim Murphy (Manager, Roads & Transportation) Santa Monica is out of the main access route to access these lots. It is a longer route.

Peter Duyzer (Resident) Thinks they will take as short cut to 108 Street through his neighbourhood if there is too much traffic.  
10510 Santa Monica Drive

Narinder Brach (Resident) Respecting question 6 on the questionnaire. In favour of proposed road layout for this side of the development with existing traffic calming on Dunlop. 4 out of 5 questions are on traffic. Single family home access of Wiltshire Blvd. and 108 Street south and north is a fair improvement from the last application. 108 north traffic has a disadvantage over all the neighbourhoods. Possible solution is to eliminate the townhouses north of 108 Street and put in a sports field like Bear Creek Park. Another synthetic turf soccer field is needed. This would be the ideal place for an active sports field. Could reduce traffic, encourage and promote healthy living, and create active and passive parks more than just buildings. It is a natural setting and walkable community - use of that land for the benefit of the new and old neighbourhoods.  
10501 84 Avenue

Kerry Block (Resident) Their and their friends' kids are in their 20s and have to move out to Surrey, New Westminster, and Burnaby. Support options for affordable housing, condos for young people and seniors housing.  
11643 Ridgecrest Drive

What happens when accident at the main intersection. How will the residents access in case of emergency?

Wally Semenov (Manager of Development) There are other emergency routes that can be accessed by emergency vehicles.

Kerry Block (Resident) How will the residents get in and out.  
11643 Ridgecrest Drive

Oleg Verbenkov (Pacific Land Group) The access to the development will have 5 lanes. It is unlikely that all lanes would be blocked at the same time. There would be opportunities for people to turn left and right if lanes were blocked. There would also be 2 other emergency accesses.

Kerry Block 11643 Ridgecrest Drive	(Resident) Thanks for sticking to proposal after proposal.
Peter Duyzer 10510 Santa Monica Drive	(Resident) What kind of guarantee do people have that in 5-10 years from now the emergency accesses are not opened up?
Merv Romily	(Delsom Estates Ltd.) The emergency accesses are completely surrounded by private properties. It would be expensive for council to open up at a later time.
Peter Duyzer 10510 Santa Monica Drive	(Resident) What about the cul-de-sacs, could they be extended later?
Wally Semenoff	(Manager of Development) There would be homes and tree protection areas at the ends of the cul-de-sacs.
Oleg Verbenkov	(Pacific Land Group) It would be privately owned property.
Bev Mason 8512 Sullivan Place	(Resident) What would the live work townhouses look like and the viability to turn into commercial or offices.
Kevin Shoemaker	(Polygon) They would be 3-level townhouses, with about 80 ft <sup>2</sup> feet on the ground floor with the door open to the street for office space such as accountants or lawyers. Home occupations are allowed under the bylaw and it would be a little easier to obtain a business licence if chosen.
Bev Mason 8512 Sullivan Place	(Resident) Concern that there would be families in area and the associated noise level from the businesses. Seems like commercial with the living space above. What are kids going to do in tight quarters with seniors across. Leaning towards option 2.
Oleg Verbenkov	(Pacific Land Group) It is an office with living space above. This type of live-work development helps alleviate traffic and is permitted under the bylaw.
Wally Semenoff	(Manager of Development) Clayton village in Surrey has examples of this type of live/work housing.
Kevin Shoemaker	(Polygon) People live in the home and bylaws restrict the type of work that may be done. The builder would put in strata bylaws restrictions on the hours of operation. Don't want to

detract from the sale ability of the property.

Peter Duyzer  
10510 Santa Monica  
Drive

(Resident) Law offices? What about extra parking?

Oleg Verbenkov

(Pacific Land Group) The reason the street fronting townhouses were chosen is there would be street parking in front of them. Simply home based, computer and desk work with, as an example, one visitor a day.

Kevin Shoemaker

(Polygon) 8 ft x10 ft working space is about all that would be allowed.

Diane Hsiung  
10692 Dunlop Road

(Resident) Likes some of Option 1 and Option 2. The live/work is interesting. Are the options firm yet? The commercial in Option 1 is too big – can it change if there are enough residents that have similar concerns?

Oleg Verbenkov

(Pacific Land Group) Looking at public opinion at this stage. There are a lot of considerations.

Diane Hsiung  
10692 Dunlop Road

(Resident) Like some of each of Options 1, 2 or 3 - would like to see all the good things go through.

Oleg Verbenkov

(Pacific Land Group) It is not a huge commercial area. We are not talking shopping centre. It is a village commercial centre about the same size as the commercial centre on the southwest corner of 112 Street and 84 Avenue (where the hardware store is).

Peter Duyzer  
10510 Santa Monica  
Drive

(Resident) Likes where the commercial and seniors are on the west side of 84 Avenue.

Narinder Brach  
10501 84 Avenue

(Resident) – Is it possible for Delta to buy the 108 Street north land from the developer? Would the developer be willing to sell?

Merv Romily

(Delsom Estates Ltd.) In real estate, everything is for sale at the right price.

Narinder Brach  
10501 84 Avenue

(Resident) Would really like to see a sports field there.

Merv Romily

(Delsom Estates Ltd.) Also looking at utilizing the 40 m strip of land under the hydro right of way as a small playing field.

Narinder Brach 10501 84 Avenue	(Resident) That would not reduce traffic. Would like to see Morning Star Homes plans for the 8 - 2,300 ft <sup>2</sup> homes (that have crawl spaces) on 84 Avenue. Is it possible that outer perimeter could remain RS6 and internally RS8? (Across from Sunbury 57 houses are mentioned, 8 of them are on 84 Avenue.)
Oleg Verbenkov	(Pacific Land Group) One of the concerns raised in the area has been about monster homes and suites. The issue is creating a lot size that balances with the size of the home. If they were larger lots, they would likely be larger homes.
Narinder Brach 10501 84 Avenue	(Resident) The 84 Avenue cul-de-sac is a tiny area. Don't want to see congestion of cars on the street and lot. The corner lots are a concern near the overpass, and there will be the same problems down the street. Vehicles there access right in front of someone's house.
Wally Semenoff	(Manager of Development) The developers will have to meet criteria at the design stage so those types of situations will not happen.
Narinder Brach 10501 84 Avenue	(Resident) There is no privacy as the overpass looks right into it.
Resident	Wasn't that the owner's choice?
Narinder Brach 10501 84 Avenue	(Resident) It doesn't impact her, but it does impact her neighbour.
Andrew Block 11643 Ridgecrest Drive	(Resident) Thanks for listening and trying to adjust the proposal. The seniors and young family options with small commercial are not all bad. Commercial areas employ people and can be good neighbours. There would be a limited number of small retail. In North Delta, there is currently no reasonable place to hold small meetings. They provide a service to the community.
Steve Bayley 8606Terrace Drive	(Resident) Five lanes on 84 Avenue?
Oleg Verbenkov	(Pacific Land Group) The entry and exit lanes out of the core area of the site would total five lanes.
Steve Bayley 8606Terrace Drive	(Resident) Thought there would be dedicated left turn lanes into the commercial.

- Oleg Verbenkov (Pacific Land Group) Looking at widening and reworking 84 Avenue and also traffic signal at the intersection. The sight lines would be better than the existing alignment of 108 Street.
- Pat Lavery (Resident) Would like to know what the little square near 10549 River Road Nordel Way off Centre Street is?
- Merv Romily (Delsom Estates Ltd.) It is park. As part of storm water management, a pipe from the Main Street would exit to the Fraser River under Nordel Way. It would facilitate overflow storm water. The rest of the area would be left as park and the little section at entrance next to 104 Street would be designated as park as well.
- Pat Lavery (Resident) Was public transit on Nordel Way considered for 10549 River Road this development?
- Merv Romily (Delsom Estates Ltd.) They have had some conversations with Translink. They are reevaluating their policies. We have put in comments and will continue to.
- Wally Semenov (Manager of Development) Thanked everyone for attending this final meeting of this stage of the process.
- Adjournment** There being no other questions or comments, the meeting was adjourned at 9:02 p.m.

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