

## 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 and Rezoning Application at Nordel Way and 84 Avenue (Delsom) held Wednesday, June 7, 2006 at 7:00 pm, Gray Elementary, 10855 – 80 Avenue, Delta, BC (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 and Transportation  
Bryon Funnell, Deputy Fire Chief  
Gordon Botha, Transportation Engineer  
Linda Nielsen, Parks Planner  
Kathleen Chan, Recording Secretary

**Presentation:** Merv Romily, Delsom Estates Ltd.  
Oleg Verbenkov, Pacific Land Group  
Kevin Shoemaker, Polygon Homes Ltd.  
Neil Chrystal, Polygon Homes Ltd.  
Dale Barron, Morningstar Homes  
Bruce Hemstock, PWL Partnership Landscape Architects Inc.  
David Purcell-Chung, Pacific Land Group  
Scott Baldwin, Polygon Homes Ltd.  
Bob Morris, Morningstar Homes  
Carol Freeman, Delsom Estates

### WELCOME AND INTRODUCTION

#### Introduction

**Wally Semenoff**, Manager of Development, introduced 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 OCP amendment and rezoning applications for lands at Nordel Way and 84 Avenue. He noted that this is the second round of public information meetings authorized by Council at the regular meeting of May 15/06. At that meeting, Council selected a Preferred Plan Option for this 100 acre site. Details of this Plan will be presented tonight. If the application proceeds, a Public Hearing will provide the public with another opportunity for input.

Objectives of the GVRD Livable Region Strategic Plan have been

addressed by:

- Developing in existing urban area allows preservation of the Green Zone.
- Providing housing and transportation choices as well as amenities and commercial services.
- Increasing residential density to achieve a compact metropolitan region.
- Encouraging use of alternative modes of transportation such as walking, cycling and public transit.

Smart Growth principles have been addressed including:

- Mixed land use in a compact, well-designed neighbourhood.
- A range of housing types, commercial centre and recreational space within walking distance.
- Transportation choices include walking/cycling paths, access to transit and major arterial roads.
- Creation of diverse housing opportunities including single family dwellings, a variety of townhouses and seniors' housing units.
- Integration into the existing community.
- Enhancement of the existing pond and maximized tree retention.

There will be two additional meetings held at Sunbury Hall – one on June 13, 2006 and a detailed session for small groups held on June 14, 2006. A questionnaire has been provided for public input. In addition, residents may provide their comments via emails, letters and phone calls, all of which are being logged and will be forwarded to Council for their information.

The public may access all the display boards, questionnaire and handouts from the public information meetings on Delta's website [www.corp.delta.bc.ca](http://www.corp.delta.bc.ca) under Community/Planning Projects.

## **Presentation**

**Merv Romily**, Delsom Estates Ltd., introduced the consultants. After extensive public consultation, we present an overview of the preferred option of the Sunstone Community at Delsom.

- Transition between new and old neighbourhoods and a dynamic village centre.
- To build out over a six year period.
- 850 units are proposed. The unit market includes one third of first-time buyers, one fifth adult and seniors oriented, 180 single family homes, and the remainder would be multi-family homes in the mid price range.

- The commercial centre will serve residents' daily needs and have access from a trail network. It will reduce the number of car trips, which fits in the sustainability model.
- Traffic studies have shown the adequacy of 84 Avenue to 2015.
- At full build out, Nordel Way and bridge access traffic is estimated to be increased by 2% as a direct result of this site.
- The extensive trail network is to promote walking and cycling.
- State of the art stormwater management system.
- Two large tree stands to be retained through covenant. Park areas will contain significant trees.
- Two trees / unit in subdivision.
- Over 3,500 trees in all will be planted. Existing trees will be retained where practical.
- Sustainability is a primary focus.

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

### **Background**

Delsom has completed a series of public meetings, including meeting with neighbours, over the last couple of years. In March and April 2006, three plan options were presented.

44% of the public were in favour of the commercial area in Option 2 on the inside leg of 84 Avenue. The majority were not in favour of the live-work townhomes. The public were in support of the walkable components and single level living (master-on-main) homes, the variety of housing choices, sustainability features and amenities. Based on input from Delta staff and community feedback, Council considered the three options and endorsed Option 2.

Focusing on Option 2, modifications have been made, incorporating more units with the master on the main floor, new right in / right out access into the project at 84 Avenue and Richardson Gate, increased parkland on the Dunlop side, more open space north of 84 Avenue, and quantified the number of units on each parcel.

The overall plan consists of public open spaces, parks, attractive units and streetscape. Higher density housing is next to the commercial centre and lower density is on the periphery, with new single family homes adjacent to existing single family

homes.

**Neighbourhood areas include:**

1. Dunlop Road Area (RS8 & RS6 Zones)
  - 55 lots of single family homes.
  - Confirmed parcel sizes.
  - Largest lot is about 10,000 ft<sup>2</sup>.
  - Lots fronting 84 Avenue will be RS6, which are wider and larger.
  - Smallest lot is under 5,000 ft<sup>2</sup>.
  - Design concept images presented.
2. Modesto Drive (RS8 Zone) - Small southwest portion of the site.
  - 30 lots of single family homes.
  - Largest lot is 10,000 ft<sup>2</sup>; small lots are 4,000-5,000 ft<sup>2</sup>, which back onto the greenbelt.
  - The average home size would be 2,300 ft<sup>2</sup> with 45 ft – 50 ft frontages.
3. 82 Ave (RS8 Zone) – southeast corner
  - Single family homes.
  - cul-de-sac.
  - 34 lots - 4,600 – 8,000 ft<sup>2</sup>.
4. 108 Street South (RS8 & RS6 Zones)
  - Eight RS6 lots
  - 14 RS8 lots – 4,400 ft<sup>2</sup> – 7,000 ft<sup>2</sup>
  - The right-of-way is at an angle, so the lots get shallower towards the south.
5. 108 Street North (RS6 Zone)
  - Cul-de-sac will not access 84 Avenue.
  - 13 lots ranging from 5,500 - 6800 ft<sup>2</sup>.
  - Deeper because the right-of-way is a little further away.
6. Ring Road South (RS8 & RS6 Zones)
  - 24 lots will take access from the ring road.
  - 15 m in width at setback line.
  - 4,600 - 8,500 ft<sup>2</sup> lots.

**Dale Barron**, Morningstar Homes. Preliminary single family house plans will include master-on-the-main on 15 m wide lots. Morningstar would like public input on proposing an 11.5 m lot with 1,700 ft<sup>2</sup> home with crawl space.

The typical two-storey single family home, on a crawl space, will be 2,300 ft<sup>2</sup>. It would be a diverse neighbourhood including five distinct architectural styles which include craftsman, Georgian, Tudor, neo-traditional and neo-heritage.

**Kevin Shoemaker**, Polygon Homes Ltd., outlined the broad range of townhomes offered. The three main groups include:

1. 3-level townhomes
  - More affordable
  - 1,300 – 1,600 ft<sup>2</sup>, 2, 3 & 4 bedrooms
  - Market for young families, couples, and singles
  - Architectural Styles: Craftsman, Tudor, and Georgian styles
  - Wide range of floor plans
  - Central green within each area, with a play structure, play area style greenspace.
2. 2-3 level townhomes
  - mid price range
  - larger and wider
  - 3-4 bedrooms, 1,700 - 2,000 ft<sup>2</sup>
  - wide variety of plans
  - Central green not as oriented to young children.
3. Single level living
  - Adult oriented
  - 1,700 – 2,000 ft<sup>2</sup>, occupants live on one level with guest or older children's bedrooms upstairs.
  - Greenspace more of a quiet area.

**Oleg Verbenkov**, Pacific Land Group, preliminary details for the commercial village centre include the entry to the development from 84 Avenue.

- Larger building would be a 30,000 ft<sup>2</sup> food store such as Thrifty's or Choices size of store.
- The seniors building last time was presented as 4 storeys, but are now looking at a 3 level building, possibly over the food store.
- 3,000 - 4,000 ft<sup>2</sup> commercial retail unit free-standing buildings.
- Second storey for offices on some buildings.
- A total of 55,000 ft<sup>2</sup> of commercial floor space.
- Village centre concept – looking towards townhouses to west with a lively pedestrian friendly streetscape.

- Entry boulevard towards clubhouse kitty corner from the traffic circle.

## **Public Realm & Housing**

**Bruce Hemstock**, PWL Partnership Landscape Architects Inc., provided an overview of landscaping features, public spaces and boulevards

- Tree lined boulevard for Nordel Way, 84 Avenue, and at the main entry.
- Tree preservation zones, public park with pond and playground area.
- Trails branch out, wind through the right-of-way and through community. Residents can stroll through and walk on paths or street network.
- Entryway – sets the stage with a formal entry with stone walk, water feature and trees.
- Neighbourhood park – combines more of developed landscape, lawns, play area, gathering space, naturalized area, keeping habitat and augmenting it, songbirds can nest.
- Traffic circle – safer and interesting.
- Community square, which can include public art.

**Oleg Verbenkov**, Pacific Land Group. Since the last Public Information Meeting, an inventory of houses around the site has been taken. Have looked at how to mix the old with the new. Studies found that Westcoast modern and neo-classical are featured in the area.

The design guidelines will set out a bridge between existing and new styles by introducing neo-classical, neo-heritage and neo-traditional elements, interest and variety. Comprehensive guidelines developed will guide construction and contain criteria and principles for general architecture, building conditions, heights, sizes, colours, windows, porches, for the single family homes, townhomes, clubhouse, seniors complex, and commercial centre to provide overall guidance for the design teams.

### **Phasing Plan**

- Single family areas along 108 Street would proceed as the project begins. The entry to the site would develop in years 1-3 of the plan and then later years as you move deeper into the core of the site. The peripheral single family homes on Nordel are proposed to be built in year six; however, the houses could also be built in year 1.

## Summary

The Sunstone Community at Delsom has been developed with a lot of input over the last couple of years. There has been a lot of thinking behind creating a livable plan that will be a benefit to the community. A variety of homes suiting different lifestyles from the young buyer and working the way through as needs change. Thank you for the public input, and support to move forward through the process would be appreciated.

## QUESTION AND ANSWER PERIOD

### Comments

- Wally Semenovff (Manager of Development) Opened the floor to questions.
- Carol St. Jean  
8051 Modesto Drive (Resident) Would like to know what impact studies have been done on the soundscape and vibrations that the Gateway project will have on this development. It will have a huge impact on livability.
- Wally Semenovff (Manager of Development) That analysis has not been done yet as the Gateway project is currently still evolving.
- Peter Duyzer  
10510 Santa Monica Drive (Resident) Sound impact buffering has been proposed for the new residents; what about the existing residents? Would like clarification on single level houses that have bedrooms upstairs. Preservation of habitat was mentioned – where will the wildlife go, particularly when trees are cut down. How will the footprint of 2,300 ft<sup>2</sup> homes fit on lots less than 5,000 ft<sup>2</sup>? Houses will end up with 10 ft backyards, which are too small for kids to play in. Traffic adequate to 2015? How? It is not OK now.
- Kevin Shoemaker (Polygon) Single level living – the intent is for the occupants living area to be on one level. The term used is for 2-level townhomes where occupants predominantly live on the main level.
- Most of the yards for single family homes zoned RS8 and RS6 back onto a greenbelt.
- Oleg Verbenkov (Pacific Land Group) The greenbelt offers a unique opportunity not seen elsewhere.
- Stuart Evans  
7993 Modesto Drive (Resident) The proposal has improved over last time presented, but more work needs to be done. Have the 11.5 m

lots been approved?

Dale Barron (Morningstar Homes) The 11.5 m lots are conceptual. Looking at an affordable rancher plan and small home market. They are similar to 38 ft wide lots in Vancouver.

Stuart Evans (Resident) Sees room on the street frontage. Concerned that 7993 Modesto Drive there isn't enough access capacity for 600 or so dwellings and don't want to see traffic spilling onto Modesto Drive.

Merv Romily (Delsom Estates Ltd.) The plan has been designed in such a way that, at approximately \$3 million to create a roadway through, it would be prohibitively expensive.

Stuart Evans (Resident) Instead of open space there, could that area be 7993 Modesto Drive private property?

Merv Romily (Delsom Estates Ltd.) Referring to the treed area on Modesto extension, it is private property. Access to strata roads is an entirely different process.

Stuart Evans (Resident) There has been improvement in the traffic trip 7993 Modesto Drive numbers for the commercial centre. The trip numbers now work. For the design guidelines, would it look like Westwood Plateau – what kind of housing are you looking at?

Merv Romily (Delsom Estates Ltd.) We have presented representative homes and gone to great lengths to present diversity in the house designs. There are 4-5 different designs, being careful not to repeat the same style very often. Whether it matches Westwood Plateau; it may or may not.

Stuart Evans (Resident) At the transit meeting, this area didn't show up on 7993 Modesto Drive the map. What steps are being taken to encourage transit to come out to this area? Will the roads be built to accommodate shuttles?

Merv Romily (Delsom Estates Ltd.) TransLink is in the process of evaluating the whole South Fraser area. At our preliminary meeting, we gave suggestions for shuttles to access existing routes and Skytrain. The roads will be built to accommodate shuttle buses.

Terry Rigby (Resident) The projected amount of access into and out of 8078 Modesto Drive 84 Avenue is not realistic. With the Gateway project, should look into access that will work.

Merv Romily (Delsom Estates Ltd.) With all due respect, we have to go with the findings of the experts including service standards and all of the traffic projections based on actual counts. The legend beside the plan includes the dates taken. We cannot dispute the traffic engineers, who are credible sources and the manager from the traffic division for Delta.

Terry Rigby (Resident) You need to go back to the drawing board. Have received different answers from different people, including the Engineering Department. An independent body is needed. In the morning between 5:30 am and 8:30 am it will be difficult for cars to leave the area. Another access opened for emergency.  
8078 Modesto Drive

Bob Heckle (Resident) What about traffic counts for a day or two when there is snowfall? Can't enter Nordel Way from 84 Avenue because traffic is backed up. You want to add 1600 more vehicles to that. Have not addressed the traffic - doesn't work for him. The development is approximately 100 ac – out of 100 ac there is approximately 60 ac to build parks, roadways. This will be a density of about 14 units / ac.  
8111 110 Street

Bob Heckle Blending with surrounding community. Six lots on one side and eight on the other, single level townhouses, matchstick houses that are planned to be built. Problem with some of building lots are 4,600 ft<sup>2</sup> and up, with the majority 4,600 ft<sup>2</sup> lots and 2,300 ft<sup>2</sup> buildings. Where do little kids play – there are no back yards for kids. Lot widths are 47 ft wide, with only 5 feet on each side. It is too dense and traffic won't accommodate more. It will be a slum in 10 years.  
8111 110 Street

Wally Semenoff (Manager of Development) The traffic impact will be reviewed by Delta's traffic engineers.

Oleg Verbenkov (Pacific Land Group) The overall site is used to calculate density. The roads and parks spaces taken out. It will be 8.5 units / ac density. Virtually every house has greenbelts around the homes and lot sizes and yards meet bylaw requirements. In terms of house sizes, we are trying to blend need for affordable sized homes large enough, but yet preclude monster homes.

David Robertson (Resident) How can you say it is a seamless transition? The interface west of 108 Street with 12 tall single family houses. Main floor living should be more compatible with what is there.  
8159 Turner Place

Merv Romily (Delsom Estates Ltd.) After hearing comments from the last Public Hearing, we made sure we comply with zoning

requirements as closely as possible. This dictates the size of the lot, setbacks, back yard sizes. The variances requested are minimal. In terms of seamless transition, the design consultants took pictures of houses in the area and borrowed some of elements from the old to incorporate into the new housing designs.

David Robertson  
8159 Turner Place

(Resident) Why aren't there basements in the single family homes?

Dale Barron

(Morningstar Homes) The maximum allowable house size in that zone is 2,300 ft<sup>2</sup>. Basements have to be calculated in the 2,300 ft<sup>2</sup> floor space. It is still conceptual and subject to analysis and Delta's bylaws.

David Robertson  
8159 Turner Place

(Resident) You could take a second look. Polygon sets the standards. What about blocking the noise from Nordel Way?

Dale Barron

(Morningstar Homes) Homes in this area will have triple glazing and 2x6 construction. There will be berming, acoustic fencing and planting along Nordel Way.

David Robertson  
8159 Turner Place

(Resident) Will there be landscaping for the green strip along Nordel Way on either side of the fencing?

Bruce Hemstock

(PWL Partnership Landscape Architects Inc.) It is planned to add planting on both sides of the sound fence.

Kathleen Higgins  
8278 108 Street

(Resident) All traffic will have to come out onto 84 Avenue for rush hour. Wondering if Council has considered an option having a connection to Nordel Way to be the last area to be developed and see how it works. If predictions are not in line with the traffic funneling into 84 Avenue – add a connection to Nordel Way so traffic can access it directly instead of clogging 84 Avenue.

Tim Murphy

(Manager, Roads & Transportation) That option was examined and was ruled out. There are issues of traffic coming up Nordel Way. There is a bend, and it is steep where vehicles have to stop on an incline. There is quite a crash history on this piece of Nordel Way. The grade is different on Nordel Way and the north end of the Delsom property. The proposed option has shown to be workable even when there was the higher density proposed in the previous application.

Jill Gillett  
8445 Sullivan Place

(Resident) Is the Public Realm Plan drawn to scale? What are the light green spaces between buildings? Where is the visitor

parking?

Oleg Verbenkov (Pacific Land Group) It is 1:1000 on the board. The areas indicated in light green are non-built areas within the townhouses. The pavement is white. At this time the units are still conceptual, so visitor parking is not shown at this time.

Jill Gillett (Resident) On the north side of 84 Avenue, along Nordel Way, sound levels were previously a concern. Is the intent to build a berm there for the townhouse complex?  
8445 Sullivan Place

Kevin Shoemaker (Polygon) There will be a berm and / or acoustic fencing.

Dan Paradis (Resident) Concerned with 84 Avenue and traffic issues. Would the commercial area attract non-Delsom residents?  
8485 112 Street

Merv Romily (Resident) The commercial area would attract residents from other areas, but we are promoting pedestrian traffic. Residents from other areas would need to use the shopping centre to make it viable.

Dan Paradis (Resident) A large commercial area is proposed. Has this traffic been studied?  
8485 112 Street

Merv Romily (Delsom Estates Ltd.) All elements were put into the model and seem to work well. At full build out, the added percentage of Nordel Way and bridge traffic would increase by 2% from this development. Surrey is adding 2% every six months.

Dan Paradis (Resident) Hope more than 2% is being added to Delta's coffers.  
8485 112 Street

Cherly Stafford (Resident) The plan needs more changes. Is it the OCP amendment application then zoning?  
10601 Hermosa Dr

Wally Semenov (Manager of Development) The application is for the OCP Amendment and Rezoning at this time.

Cherly Stafford (Resident) What variances are being requested? Concerned with the exit lanes particularly traffic going to Brooke and Gray Elementary schools. Right turns will have to sit and wait to go to school.  
10601 Hermosa Dr.

Oleg Verbenkov (Pacific Land Group) There is a variance for lot depth.

Wally Semenov (Manager of Development) There are a few variances for depth as the developers chose not to run lots into the right-of-way.

- Oleg Verbenkov (Pacific Land Group) There will be two lanes going out, one in, and one dedicated left. There will also be two access and egress lanes added at Richardson Gate.
- Cherly Stafford (Resident) Has the density in the core area actually been lowered?  
10601 Hermosa Dr.
- Merv Romily (Delsom Estates Ltd.) Density was 10.5 / ac and is now 8.5 / ac. The area north of Nordel Way has about 6 units / ac. There are about 172 fewer townhouses than previously proposed for the site.
- Cherly Stafford (Resident) What about the zoning for the 11.5 m lots?  
10601 Hermosa Dr.
- Merv Romily (Delsom Estates Ltd.) RS7 is an existing zone. There has been a public outcry for single level living and more affordable homes. The application now has models for a few more single level homes that show 15 m lot widths.
- Oleg Verbenkov (Pacific Land Group) 11.5 m width lots are not proposed at this time – simply an option.
- Cherly Stafford (Resident) Will multi-family units be strata. What will be the height of the crawlspaces? Where will recreation vehicles be stored?  
10601 Hermosa Dr.
- Oleg Verbenkov (Pacific Land Group) Multi-family will be strata. The crawlspaces will be under 6 ft as per Delta's Zoning Bylaw. Recreation vehicles will park off-site.
- Cherly Stafford (Resident) For Canterbury heights will there be trees along the berm and tree-lined backyards? What will the width of the crushed rock pathway be?  
10601 Hermosa Dr.
- Oleg Verbenkov (Pacific Land Group) Trees will be required as per the design guidelines.
- Merv Romily (Delsom Estates Ltd.) The guidelines will require one tree at the front and one at the back. The walkway would also be augmented. The pathway will be 3 m.
- Cherly Stafford (Resident) What about noise buffering for existing neighbourhoods from bridge traffic? Concerned with existing levels of traffic and the trees being cut down which currently block noise. How many play areas?  
10601 Hermosa Dr.

Oleg Verbenkov (Pacific Land Group) There will be sound buffers. 90% of the site is now grass. There will be seven play areas in the townhouse areas.

Cherly Stafford (Resident) Will the neighbours be able to use the amenity building? What is the cost of affordable housing?  
10601 Hermosa Dr.

Merv Romily (Delsom Estates Ltd.) Originally, a joint use community building was proposed, but was rejected by Council. The amenity building will be private. The cost of affordable housing can depend on what economic grouping one comes from – for some, it may be \$200,000, for others \$400,000.

Bob Heckel (Resident) It was mentioned that seniors housing and commercial would be 3 floors, but the drawing shows 4 floors.  
8111 – 110 Street

Oleg Verbenkov (Pacific Land Group) At the last set of meetings, we said the seniors building would be 4 storeys. As we are developing the plans, we are looking at combining the seniors units (3 storeys) over the food store.

Bob Heckel (Resident) Delta's OCP identifies 84 Avenue and 112 Street as a commercial centre. Why are you building a 55,000 ft<sup>2</sup> retail centre only four blocks from 112 Street commercial?  
8111 – 110 Street

Oleg Verbenkov (Pacific Land Group) There have been two studies, both suggesting that not only is a commercial area desirable, it is needed. We are encouraging pedestrian traffic for day-to-day needs as part of the sustainability model.

Bob Heckel (Resident) The OCP was developed through community discussions and the commercial area at 112 Street was wanted. 55,000 ft<sup>2</sup> of commercial space shouldn't be there. It is duplicating existing commercial services at Nordel.  
8111 – 110 Street

Oleg Verbenkov (Pacific Land Group) The Nordel shopping centre is already at capacity. We are proposing a complete community where people live, work and shop in the local area. Also, there are a limited number of commercial spaces in the area.

Marcel St. Jean (Resident) It is an interesting plan, but way too big. There are no soccer or baseball fields or real parks of any kind. It looks like an interesting money making affair. The greenery is very sparse. There is already a greenbelt that cannot be built on where the gas right-of-way is. It is not a place for children to go and play. Reduce the housing by 25%. Re-examine the traffic  
8051 Modesto Drive

issues. All of you should sit and look at what the engineers are telling you. A few years ago, they said the Alex Fraser Bridge would have lots of capacity to 2050. After 2 yrs, it was already backed up. Take a close look at real traffic in the morning. Where are the parks where the kids are going to play? I hope they are more than 6-8 feet wide.

- Bruce Hemstock (PWL Partnership Landscape Architects Inc.) The main park is public, and connects by a series of greenways / walkways which includes the gas right-of-way.
- Marcel St. Jean  
8051 Modesto Drive (Resident) The gas right-of-way is not large enough to play in.
- Bruce Hemstock (PWL Partnership Landscape Architects Inc.) The gas right-of-way is about 100 ft wide. There was opposition to using the strip to the east for recreation. Each neighbourhood also has a park area.
- Marcel St. Jean  
8051 Modesto Drive (Resident) How much of the land mass is represented as greenspace. How much are you going to give us?
- Oleg Verbenkov (Pacific Land Group) The public park space is 15%.
- Marcel St. Jean  
8051 Modesto Drive (Residents) Taxing parks at Gray Elementary and Surrey residents already come here to use the soccer park. Where are they going to go. Are you building an overpass for park access?
- Oleg Verbenkov (Pacific Land Group) Sunbury and Mackie parks are existing parks already in the area also. There is an existing overpass for access.
- Bruce Hemstock (PWL Partnership Landscape Architects Inc.) There will be a greenway to access the overpass and the public open greenspace will be improved.
- Marcel St. Jean  
8051 Modesto Drive (Resident) It is about 25% too big. There is too much traffic. Do any live in the neighbourhood? When was last looked at traffic at 7:30 in the morning?
- Merv Romily (Delsom Estates Ltd.) I have an office in the area and have to attend meetings, etc. The measurements are for normal traffic. One cannot plan for accidents. Whether density is reduced or not, you will suffer the same living at a bridge head even at minimum density.

Marcel St. Jean 8051 Modesto Drive	(Resident) Regarding the 37 ft lots – what is permissible in Delta? For the largest amount of houses in Delta – don't feel effort was made to have less people.
Wally Semenov	(Manager of Development) The smaller lot size is a proposal.
Marcel St. Jean 8051 Modesto Drive	(Resident) Reduce the number of people. Seem wishy-washy on reduced lot size.
Peter Duyzer 10510 Santa Monica Drive	(Resident) The park was private? What is the actual footprint percentage of the lots. Earlier someone mentioned 10 ft backyard – more than 50%? In his day it was 40%. Has it changed in Delta? What is the house square footage, 2,300 – 2,700 ft <sup>2</sup> ?
Wally Semenov	(Manager of Development) The parks are public. The average house footprint is 45%. Square footage would be 2,300 ft <sup>2</sup> on two levels.
Dale Barron	(Morningstar Homes) 2,300 ft <sup>2</sup> plus garage.
Peter Duyzer 10510 Santa Monica Drive	(Resident) A 30,000 ft <sup>2</sup> Thrifty's style grocery store – thought it was going to be boutique style not a huge store. Why can't the neighbours use the clubhouse, but we can go shop?
Oleg Verbenkov	(Pacific Land Group) In order to offer enough variety, the food store needs to be about the size of an IGA marketplace store. People paying strata fees from the townhomes will have access to the clubhouse.
Earl Ellett 8759 Delcrest Drive	(Resident) Commend bringing the plan altogether, including commercial on site, addressing integration into the community, single family near single family, having the density inside the site, access to Modesto Drive only for local traffic. Traffic is the biggest issue. Glad to see that you're still listening. Would choose to live there in the future.
Jill Gillett 8445 Sullivan Place	(Resident) Still trying to figure out the map – for the triangle parcel, don't see a pedestrian pathway on the hydro right-of-way.
Oleg Verbenkov	(Pacific Land Group) There isn't currently a path there, but can put one there if the neighbours want to see it.
Jill Gillett 8445 Sullivan Place	(Resident) No, we don't want to see a path there. Will the sidewalk of 108 Street, south of 84 Avenue, and also North of

84 Avenue to Sands School be tree lined boulevards?

- Bruce Hemstock (PWL Partnership Landscape Architects Inc.) Yes, 108 Street will be tree lined.
- Oleg Verbenkov (Pacific Land Group) Trees will be on one side of 108 Street. North of 84 Avenue will have one side with sidewalk and tree lined.
- Jill Gillett (Resident) You have chosen not to extend the backyards to include part of the right-of-way. How deep will the RS6 lots north of 108 Street be?  
8445 Sullivan Place
- Oleg Verbenkov (Pacific Land Group) Approximately 34 m to 27 m deep at the south end.
- Jill Gillett (Residents) Where the houses will go – where there currently are deer, bunnies, raccoons and birds, will there be new planting of trees or tree retention?  
8445 Sullivan Place
- Oleg Verbenkov (Pacific Land Group) Will look at planting in rear yards. An arborist looked at tree retention only in a preliminary study in 2004. They will mostly be new plantings.
- Jill Gillett (Resident) What size will they be? They shield the view of high tension wires. What is Polygon's record for 5 year tree survival rate?  
8445 Sullivan Place
- Oleg Verbenkov (Pacific Land Group) Don't know the size offhand, but a size that can be easily transported and planted.
- Kevin Shoemaker (Polygon Homes Ltd.) We are required to bond for one year. Die off usually happens within the first year.
- Bruce Hemstock (PWL Partnership Landscape Architects Inc.) There is a range of tree sizes. The sizes take into account the trees best survival chances when transplanted.
- Jill Gillett (Resident) Will the hydro right-of-way area be conveyed to Delta after development? When will 108 Street development begin in the phasing plan?  
8445 Sullivan Place
- Oleg Verbenkov (Pacific Land Group) The hydro right-of-way will be conveyed to Delta. 108 Street development could proceed in the first part of the plan.
- Christine Norton (Resident) Would like to move into the single family homes.

7988 117 Street                      Understands the concern with traffic. Alex Fraser Bridge access is the problem. Is Delta looking at revamping the roadways. There are 4 lanes trying to access 1 lane onto the bridge. Understand it is a regional problem, not a Delsom problem.

Tim Murphy                              (Manager, Roads & Transportation) The lane south of the railway is Ministry of Transportation. There are 3 lanes and a bus lane. The bridgehead only has so much capacity. There are other ways for traffic to choose to approach other than Nordel Way, including 72 Avenue, 64 Avenue, and Hwy 10. Traffic will choose a different route if another way is less congested.

Dan Paradis  
8485 112 Street                      (Resident) Traffic congestion is a nightmare. People going to Richmond airport are not going over that bridge. 72 Avenue and 64 Avenue are going to jam up with hundreds of homes and 1500 more cars adding more traffic this way. Doesn't matter whether it is municipal or regional.

Wally Semenoff                      (Manager of Development) Thanked everyone for attending and for their comments.

**Adjournment**                      There being no other questions or comments, the meeting was adjourned at 9:10 p.m.

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