

Traffic and Infrastructure

Q: How much additional traffic volume would the proposed development generate on Scott Road?

A: The traffic impact assessment notes that the development is expected to generate 427 net new trips during the morning peak hour and 462 net new trips during the afternoon peak hour.

Q: What kinds of improvements would be made to Scott Road to handle the increased volume of traffic generated by the proposed development?

A: The developer would be required to upgrade the existing pedestrian controlled traffic signal on Scott Road located mid-block between 80 Ave and 82 Ave into a full traffic signal. The developer's consultant would also look for opportunities to increase left turn storage at nearby intersections during the detailed civil engineering review following a decision from Council.

Q: Would Sharma Boulevard be able to accommodate the amount of traffic expected from the proposed Development?

A: Access to the subject site from Sharma Boulevard would be closed and Sharma Boulevard would provide access to The Rise only.

Q: Why is the traffic impact assessment prepared by the developer's engineer?

A: The City of Delta requires that the applicant submit a traffic impact assessment as part of their application. The person undertaking the traffic impact assessment must be a Professional Engineer registered with the Engineers and Geoscientists of British Columbia (EGBC). Professional Engineers are required to act in the public's interest and must honestly, fairly and impartially consider the engineering impacts of a project. Prior to accepting the traffic impact assessment, Delta staff from both the Development and Engineering Departments review the assessment and have the opportunity to provide comments or ask questions. A copy of the traffic impact assessment reviewed by the City of Delta's Engineering Department is available at <https://letstalk.delta.ca/lu009522>.

Q: Would the existing infrastructure be able to support this additional density?

A: The developer is providing the City with preliminary capacity analyses for water, storm sewer and sanitary sewer to assess anticipated impacts to existing infrastructure. The developer would be required to pay for upgrades as necessary to service the development. In addition, the developer would be required to pay development cost charges to help fund new or expanded infrastructure such as sewer, water, drainage, parks and roads necessary to adequately service the demands of the new development.

Q: Will the development have enough parking spaces to accommodate all of the residents, employees and customers?

A: The developer is proposing to have 1,577 parking spaces in an underground parkade which exceeds minimum parking requirements prescribed in "Delta Zoning Bylaw No. 7600, 2017".

Q: Will the nearby schools be able to accommodate the additional children this development would bring to the area?

A: Staff have consulted with Delta School District No. 37. The affected schools would be McCloskey Elementary and North Delta Secondary. McCloskey Elementary has the capacity to absorb the additional enrollments expected from the development. North Delta Secondary would have to plan for the additional enrollments. Given that the build out for a development this large is measured in years, the Delta School District No. 37 has indicated that they would have sufficient time to plan for the increase in enrollments.

Process

Q: Is the developer receiving any financial incentives from the City of Delta for this development?

A: The developer will not be receiving any financial incentives from the City of Delta as there are no revitalization incentive bylaws applicable to the subject site.

Q: Why didn't every household in North Delta receive a notice in the mail about the development?

A: Delta's "*Development Application Procedures Bylaw No. 4918, 1992*" establishes the minimum notification area for a development application as a 100 m (328 ft) radius around the subject site. At the February 13, 2023 Regular Meeting, Delta Council endorsed a notification area exceeding the minimum requirement. The notification area extends from Scott Road to the east, 116 Street to the west, 88 Avenue to the north and 72 Avenue to the south. A small area in Surrey is also included in the notification area. In addition to the notification letters, the public information meeting dates will be promoted through: newspaper advertisements, social media campaign, portable electronic message boards, static message boards in Nordel Social Heart and a Let's Talk Delta web page.

Q: Why isn't there going to be a Public Hearing for this development?

A: Under Section 464(2) of the *Local Government Act*, a Public Hearing is not required for rezoning applications that are consistent with the Official Community Plan. Given that the proposal is consistent with Delta's Official Community Plan, a Public Hearing has not been planned. Council may use their discretion to refer the application to a Public Hearing when they consider the application for first, second and third readings of the bylaws.

Q: How will Council hear my comments?

A: Any comments submitted at a Public Information Meeting or on Let's Talk Delta will be compiled and presented to Council for their information prior to Council's consideration of first, second and third readings of the bylaws.

Q: What are the next steps in this project and when will Council make a decision?

A: Staff are preparing to bring the bylaws to Council shortly after the Public Information Meetings are held (proposed Council meeting date is September 28, 2023 but this is subject to change). At that point, Council will make a decision whether the rezoning should proceed or not. Notice of the Council date will be sent to residents in the notification area 10 days prior to the meeting date. The meeting date will also be posted in the Delta Optimist and North Delta Reporter in the two Thursday publications prior to the meeting date. The Let's Talk Delta website will also be updated to include information on the Council meeting date.

Q: Why are the Public Information Meetings being held in the summer?

A: We appreciate that late August is a busy time for many folks as they are either away on holiday or planning for the upcoming school year. That said, given the current housing crisis and the Provincial Government's initiative to develop more housing and rising interest rates, it is important to keep development projects moving. To accommodate various schedules, staff will be hosting four Public Information Meetings held at different times across two weeks. Those who are unable to attend an in-person meeting are able to view the application online at <https://letstalk.delta.ca/lu009522> and submit comments digitally by August 25, 2023. Any comments after August 25, 2023 may be sent directly to mayor-council@delta.ca.

Q: Why doesn't this project have to comply with the 18-storey height recommended for this area in the Mayor's Housing Task Force for Scott Road Recommendations Report?

A: The Mayor's Housing Task Force for Scott Road Recommendations Report was received by Council for information at the October 26, 2020 Regular Meeting; however, bylaw amendments to change existing land use designations have not been adopted and the MU(ND)1 designation, which allows mixed-use developments up to 32 storeys in height and a 4.0 floor space ratio, is still in place for the subject site.

The Task Force report identified the subject site as being in the City Plaza Neighbourhood portion of the Central District. The concept for this neighbourhood is to permit building types including townhouses, mixed use and residential apartments, with low rise buildings up to 6 storeys and mid-rise buildings up to 18 storeys. The proposed development exceeds the maximum building height recommended for the City Plaza Neighbourhood, however, it is consistent with the following components of the Task Force Report:

- the vision to create a new urban plaza near 80 Avenue and 120 Street that invites active uses to go along with the shopping environment that supports it;
- includes diverse forms of housing (range of unit sizes and mix of market, rental and seniors housing);
- provides a component of below-market rental housing;
- features a high quality design; and
- includes a north-south bike route along the west edge of the subject site.