

NO: R201

COUNCIL DATE: **OCTOBER 7, 2013**

REGULAR COUNCIL

TO: Mayor & Council **DATE: October 7, 2013**

FROM: General Manager, Planning and Development **FILE: 6520-20 (GH NCP #4)**
General Manager, Engineering

SUBJECT: Grandview Heights Area #4 Neighbourhood Concept Plan - Stage 1 Land Use Concept

RECOMMENDATION

The Planning and Development Department and the Engineering Department recommend that Council:

1. Receive this report as information;
2. Approve the Stage 1 Land Use Concept for the Grandview Heights Area #4 Neighbourhood Concept Plan (to be named the "Redwood Heights" NCP) as described in this report and in Appendix I attached to this report;
3. Authorize staff to forward a copy of this report and the related Council resolution to the Grandview Height NCP Area #4 Owners' Group (the "Owners' Group") and confirm that the Owners' Group wishes to proceed with the preparation of the Stage 2 component of the NCP pursuant to the agreement with the City dated September 21, 2009, a copy of which is attached as Appendix II to this report; and
4. If the Owner's Group agrees to proceed to the preparation of the Stage 2 component of the NCP, authorize staff to proceed with all necessary actions associated with the preparation of the Stage 2 component of the NCP as generally described in this report.

INTENT

The purpose of this report is to:

- Provide a synopsis of the results of a public open house regarding the Draft Preferred Land Use Concept Plan for the Grandview Heights NCP Area #4;

- Provide an overview of and seek Council's approval of the final Stage 1 Land Use Concept component of the NCP, which will form the basis for more detailed planning related to the Stage 2 component of the NCP, including resolution of outstanding issues;
- Provide an overview of the preliminary servicing studies, transportation infrastructure requirements and cost estimates related to the implementation of the Stage 1 Land Use Plan as a basis to move forward with the completion of the Stage 2 component of the NCP; and
- Seek authorization to proceed with the Stage 2 component of the NCP subject to the agreement of the Owner's Group.

BACKGROUND

On September 14, 2009 Council adopted the recommendations of Corporate Report No. R175, which included the approval of a Terms of Reference for the preparation of a Stage 1 Land Use Plan for the Grandview Heights Area #4 NCP and authorization for staff to retain a consultant to assist in the development of this NCP. Stantec Consulting Ltd. was retained as the consultant to support the preparation of the Stage 1 component of the NCP. Council also approved an amendment to a draft agreement between the City and the Owners' Group regarding the preparation of an NCP for this area. The Owners' Group is a subset of the NCP area property owners who petitioned Council to advance the preparation of this NCP. A copy of the final agreement, dated September 21, 2009, ("the Agreement") is attached to this report as Appendix II.

Normally, work on the Stage 2 component of an NCP begins immediately upon the completion of the Stage 1 component; however, for this NCP, an Agreement with the Owner's Group stipulates that, before starting the Stage 2 planning process, a further agreement will be required with the Owners' Group that will provide for that Group to pay all costs associated with the detailed servicing studies required to complete the Stage 2 component. The preparation of the Stage 2 component, including the selection of qualified consultants to complete all necessary studies, will be managed by the City.

On December 13, 2010, Council adopted the recommendations of Corporate Report No. R263 and thereby authorized staff to hold a second public open house to obtain comments from the public on a draft vision for the NCP, on a set of planning principles for the preparation of the NCP and on three draft land use options for the NCP area. This public open house was held on May 3, 2011.

On January 28, 2013, Council adopted the recommendations of Corporate Report No. R018 and thereby authorized staff to hold a third public open house to obtain feedback on a draft Preferred Land Use Concept for the NCP. This public open house was held on February 6, 2013.

Context - Grandview Heights Area#4 NCP

Grandview Heights Area #4 NCP is located within the Grandview Heights Community General Land Use Plan area. Since the approval of the General Land Use Plan in 2005 a number of neighbourhood plans have been completed in the area, including Area #1 (Morgan Heights, 2005), Area #2 (Sunnyside Heights, 2010) and Area #5A (Orchard Grove, 2011). Urban development in Morgan Heights is well advanced, with most of the neighbourhood built out or in the

development application process. Urban development is in the early stages in Sunnyside Heights and Orchard Grove, with significant development capacity remaining in each of these NCP areas.

The Plan Area

Grandview Heights Area #4 is located at the easterly end of the Grandview Heights community. It is bounded by the Agricultural Land Reserve ("ALR") to the north and east, 20 Avenue and the northerly boundary of the existing Redwood Park Estates subdivision to the south and 176 Street (Highway 15) to the west. It has an area of approximately 201 hectares (497 acres) and includes 92 properties. The entire NCP area is designated "Suburban" in the Official Community Plan and is zoned in part A-1 (General Agriculture), in part A-2 (Intensive Agriculture) and in part RA (One Acre Residential).

The area is characterized by north-easterly slopes ranging from gentle slopes of about 5% in much of the uplands area in the south-westerly portion of the NCP to steeper slopes of 8% to 15% in the north-easterly portion of the area adjacent to the ALR boundary. A number of ravines and riparian areas bisect the area, draining from the uplands to the lowlands within the ALR. A portion of the historic Great Northern Railway right-of-way, now owned by the City, is located between 180 Street and 184 Street along the ALR boundary at the toe of the slope along the northerly boundary of the NCP area. The current land uses are predominantly rural residential on lots ranging in area from one acre to 40 acres. A number of vacant properties are covered with second-growth forest and old field vegetation. The "Science of the Soul" (a religious worship and retreat centre) is located on a lot fronting 176 Street (Highway 15) in the northerly part of the planning area. The Roman Catholic Archdiocese of Vancouver owns two properties in the area to the northeast of the intersection of 176 Street and 24 Avenue and one property in the area to the southeast of 24 Avenue and the future 182 Street. In the future, the Archdiocese intends to construct a secondary school on the property located at 24 Avenue and 182 Street.

A significant portion of the NCP area between 24 Avenue and 28 Avenue, and portions of the area to the south of 24 Avenue are identified in the Ecosystem Management Study (and other environmental studies conducted for the City) as having moderate to moderately high environmental value. These areas are relatively intact natural hubs and corridors of woodland that provide wildlife habitat and support fish habitat in tributaries to Erickson Creek.

Planning and Public Consultation Process

The NCP planning and public consultation process was initiated with a start-up meeting/public open house on May 12, 2010. At this meeting, staff provided background information on the NCP area and planning process. A Citizen's Advisory Committee ("CAC") was established at this meeting to work with City staff and consultants in preparing the NCP. Following this meeting, staff and consultants met with the CAC on a regular basis to review land use options leading to a Preferred Land Use Plan.

A second public open house was held on May 3, 2011 to review land use options, and a third public open house was held on February 6, 2013 to review the Preferred Land Use Plan. Staff also held numerous meetings with stakeholders including neighbourhood associations, landowners, prospective developers and residents of neighbouring areas as the Stage 1 Land Use Concept was

being developed. A team of youth planners was retained to assist in engaging youth through workshops to obtain input into the emerging land use options.

Appendix III provides a summary of the NCP consultation process in more detail.

DISCUSSION

Overview of the Stage 1 NCP – Land Use Concept Plan

The draft Land Use Concept for the Grandview Heights NCP Area #4 (Stage 1), documented in Appendix I, reflects the Vision and Planning Principles which are contained in Appendix IV. It incorporates refinements to the draft Preferred Land Use Concept following discussions with property owners, the CAC and other stakeholders, such as the residents from the adjacent neighbourhoods. The comments received from the public after the February 2013 public open house have also been considered in the Land Use Concept.

Changes incorporated in the Stage 1 Draft Land Use Concept in Comparison to the Draft Preferred Land Use Concept

Appendix I(a) illustrates the location of the more significant changes between the draft Preferred Land Use Concept and the Stage 1 Draft Land Use Concept. These changes are described below:

- in the area to the northeast of 24 Avenue and 180 Street, a road crossing the riparian area and watercourse and connecting 180 Street to 182 Street has been removed as it is not essential for vehicular circulation purposes, would be expensive to construct, and could impact an environmentally sensitive red-coded watercourse;
- a neighbourhood park situated near the ALR edge has been relocated to a more central location that serves a larger percentage of residents that will live in the higher density residential areas of the NCP;
- adjustments have been made to the multiple residential designations between 176 Street and 177 Street both north and south of 24 Avenue; and
- the existing 28 Avenue right-of-way between 176 Street and 177 Street, which was designated as a greenway is now proposed as a local road to allow right-in/right-out vehicle access to and from 176 Street. A greenway will be located on the north side of this road. 28A Avenue, which was proposed as a local road, is now designated as a collector road. Its intersection with 176 Street will be signalized in the future when warranted, subject to the approval of the Ministry of Transportation & Infrastructure.

Stage 1 Land Use Concept – Opportunities, Land Uses and Features

The NCP is envisioned as a complete community. Its social, economic and environmental sustainability will be supported by:

- a diversity of housing types serving a diversity of household types including large-lot and small-lot single family houses, low-density cluster housing, townhouses and rowhouses and low-rise apartments;
- safe and convenient travel on foot, by bicycle or by automobile via an inter-connected, modified grid of streets, multi-use pathways and walkways. The street network is designed to accommodate a route for a community shuttle bus in the future, which will allow most residents to walk to a bus stop within about 6 minutes of their homes (400 metres);
- shopping for "everyday" needs by two neighbourhood commercial centres (a larger one at 177 Street and 24 Avenue and a smaller centre at 182 Street and 24 Avenue) both located within a convenient walking distance of most homes in the NCP;
- active living and outdoor recreation through a series of easily accessible neighbourhood parks, greenways and trails;
- employment opportunities close to home in the neighbourhood commercial centre and in the nearby Campbell Heights industrial area, located approximately 1.6 kilometres (1 mile) from the easterly boundary of the NCP area; and
- habitat protection areas supporting the preservation of wildlife, in addition to riparian setbacks from creeks for the protection of fish habitat.

The following sections provide a description of each of the significant features of the proposed Land Use Concept Plan.

Mixed Use Commercial Residential Areas

Two mixed-use commercial/residential areas are proposed as follows:

- The larger of the two areas is to the northeast of 24 Avenue and 177 Street, focussed on a pedestrian-oriented "Main Street" (24A Avenue) between 177 Street and 178 Street. This area will accommodate up to approximately 9,300 square metres (100,000 square feet) of commercial space including a small (20,000-30,000 square foot) anchor store such as a drug store or grocery store and additional space for smaller retail shops and service commercial outlets. It would also allow for residential development of up to four storeys above the ground floor commercial space. The commercial area will be supported by apartments to the north, west and south. The mixed use area will be the primary commercial centre for the neighbourhood and, together with a central neighbourhood park and elementary school, is envisioned as the focus for neighbourhood activities and events; and
- A second, smaller "corner store" commercial area is proposed on the south side of 24 Avenue at the corner of the future 182 Street. This will serve the day-to-day commercial needs of residents in the easterly part of the NCP area.

Residential Areas

A range of housing types are proposed in the neighbourhood to meet the needs of different households, including single detached homes, duplexes, townhouses, row houses and four to six storey apartment buildings.

- Single detached housing is proposed in the area near 20 Avenue across from Redwood Park and in the area south of 24 Avenue and east of 180 Street. This would include single family developments permitted under the RF, RF-12 and RF-10 Zones;
- A low-density Residential Transition area is proposed along the interface with the existing one acre lots in Redwood Park Estates at the southerly edge of the NCP area. Further, a 3 metre (10 feet) wide landscaped buffer is proposed to separate the Residential Transition lots from the Redwood Park Estates lots and enhance the transition. A maximum of four units per acre will be permitted in this designation with the lots to be about 25 to 30 metres (80 to 100 feet) in width;
- Low density residential areas at a maximum gross density of 10 units per acre are proposed near the ALR edge to reduce urban impacts on adjacent farmland. These residential developments will be separated from the ALR by a 30 metres (100 feet) wide landscaped buffer. Wherever possible, existing trees will be retained in portions of the buffer that are currently forested, and on the residential sites. On parts of the buffer area where stormwater facilities are proposed, trees will need to be removed, while other portions of the buffer will be landscaped. The low-density residential designations allow for detached homes, duplexes and row housing forms or innovative concepts such as detached "cottages" in a strata form of development;
- Cluster residential uses at gross densities of up to 12 units per acre are proposed in a small area south of 24 Avenue to achieve tree preservation. These cluster residential areas allow for duplexes and row housing forms or innovative forms such as detached "cottages" in a strata form of development;
- Areas of higher density development are generally located around the neighbourhood centre, in close proximity to a future frequent transit corridor along 24 Avenue, and adjacent to Highway 15. The highest density areas are envisioned as primarily four storey apartment buildings adjacent to the larger mixed-use commercial residential area, transitioning to two to three storey townhouse developments. Taller apartment buildings, up to six storeys in height, may be permitted at specific locations, such as at the neighbourhood gateway area near the intersection of 176 Street and 24 Avenue; and
- Residential developments along Highway 15 are proposed to be mostly townhouse and apartment type developments. These homes will be separated from the highway by a 15 metres (50 feet) wide landscaped buffer to mitigate impacts from the highway traffic. Design guidelines in Stage 2 will encourage mitigation strategies such as building orientation, the number and locations of windows facing the highway, provision for dense landscaping, berms and construction details such as triple-glazed windows or sound barrier insulation to ensure residential liveability along the Highway 15 corridor.

Institutional Uses

Institutional designations are illustrated in Appendix I as follows:

- A proposed elementary school site near 26 Avenue and 180 Street due to its central location and relatively gentle sloping topography;
- A site owned by the Roman Catholic Archdiocese of Vancouver, planned in the long term for a Catholic secondary school;
- The existing Science of the Soul worship and retreat centre; and
- The existing Fire Hall at 20 Avenue and 176 Street.

Parks and Natural Areas

Parks

A total of six neighbourhood park sites are proposed in the NCP area as follows:

- The largest neighbourhood park is located adjacent to the proposed elementary school site. This park, having an area just under 4 hectares (10 acres), will serve the passive and active outdoor recreation needs of the entire neighbourhood;
- The other five parks are smaller, ranging in area from about 0.6 hectares (1.5 acres) to 1.2 hectares (3 acres), and are located in the different quadrants of the neighbourhood within easy walking distance of most homes. These parks will accommodate play areas for children and provide opportunities for the residents to access "green" space within walking distance of their homes; and
- In addition to the neighbourhood parks within the NCP, Redwood Park is a large City park located immediately south of the NCP area. The City has plans for its expansion by acquiring additional lands in the vicinity of 176 Street and 20 Avenue to provide sports fields, which will complement the existing natural areas and passive recreation uses at this Park.

Natural Areas

A network of natural areas is proposed in the neighbourhood to protect the existing watercourses that contain or support fish habitat, and to establish a large natural hub and corridor area in the core of the neighbourhood to support wildlife populations.

A large contiguous area (9.22 hectares/23 acres) of existing forested lands identified as having significant ecological value in the Ecosystem Management Study and the draft Biodiversity Conservation Strategy is proposed as a wildlife hub. It is located adjacent to the ALR and contains several riparian areas. The wildlife hub will be linked to Redwood Park by a north-south corridor, comprising mostly forested areas, to facilitate wildlife movement. The wildlife hub and corridor

areas are shown on the "green infrastructure plan" (see Appendix V), and together have an area of about 16.8 hectares (41.5 acres), representing approximately 8% of the gross NCP area.

The total of all of the "green" areas in the plan is 46.5 hectares (115 acres), or 23% of the total NCP area. This includes buffers, riparian areas, parks and the greenspace. In addition, tree retention within cluster residential and multiple residential sites located within existing forested areas will increase the actual proportion of the "green" area in the neighbourhood, making Redwood Heights the "greenest" NCP in Surrey to date.

The wildlife hub and corridor ("greenspace") are considered to be a community amenity and, therefore, will be acquired by the City. As part of the Financial Strategy, and in advance of the completion of the Stage 2 component of the NCP, staff will develop and recommend a detailed financial strategy to fund the acquisition of these lands. Implementation may include the use of development cost charges and/or the establishment of an environmental parcel charge as part of the City's drainage parcel tax.

Pedestrian and Bicycle Circulation

To reduce dependence on cars for travel within the NCP area and to promote active living in keeping with the vision of creating a healthy neighbourhood, a system of greenways and pathways is proposed to allow pedestrian and bicycle circulation on paved, multi-use paved pathways. The greenways, which will connect with and form part of the city-wide greenway system, are located as follows:

- along both sides of 24 Avenue;
- along the north side of 20 Avenue;
- within the former railway corridor and the existing (currently unopened) 28 Avenue right-of-way;
- within a proposed 15-metre buffer along 176 Street from 20 Avenue to the future 28A Avenue; and
- along one side of the north-south wildlife corridor.

Place-making opportunities

To provide identity and create a sense of place and community, a number of place-making elements and strategies are proposed in the NCP as follows:

- The intersections of 24 Avenue at 176 Street and 184 Street are the main gateways into the neighbourhood. To enhance the sense of arrival into a distinct community, design guidelines for the area of 24 Avenue between 176 Street and 177 Street and between 183 Street and 184 Street will include considerations such as:

- planting of double rows of street trees in tree grates, which may be of special design referencing the heritage or other characteristics of the neighbourhood;
 - selecting types of trees to be distinct (e.g., distinct in characteristics such as foliage, form, height and canopy) from the other street trees on 24 Avenue;
 - incorporating curb-side shrub plantings between the street trees;
 - incorporating distinct pavement surfaces for the multi-use pathways on each side; and
 - providing landmarks and complementary building siting and design;
- The intersections of 24 Avenue with the future 177 Street and 182 Street are entrances into the respective sub-neighbourhoods, and will be marked with elements such as plazas, landmarks and public art supported by complementary architectural designs of flanking buildings;
 - The mixed use commercial/residential area at 177 Street and 24 Avenue with the adjacent park and school will be the "heart" of the neighbourhood. 24 A Avenue between 177 Street and 178 Street will be the "Main Street" of the commercial area. The urban design envisioned for this area includes:
 - 24A Avenue designed as a "village" street with angle parking;
 - wide sidewalks with special paving and street trees;
 - a public plaza to be located on the "village" street at the east end near the intersection of 178 Street and a complementary design for the park entrance to mark this intersection as the focal point for community gatherings and celebrations; and
 - public art and designs of the plaza and park entrance incorporating references to the area's rural, agricultural or environmental features alluding to the heritage of the NCP area;
 - To enhance way-finding and marking of the significance of the area's ecological heritage, the entrance point to the greenway at 28 Avenue on 176 Street and the trailheads of the multi-use greenway trail within the wildlife hub and corridor could be marked with trail markers, special landscaping and interpretive art and story boards related to the vegetation and wildlife in the area; and
 - The NCP area provides panoramic view opportunities to the north-east and east. To enhance the sense of place, key viewpoints could be identified and provided with interpretive signage. The provision of seating at key viewpoint areas on public lands could be explored as park designs are prepared in the future. Potential viewpoint opportunities include places along the greenway within the former railway corridor and at or near the intersection of 24 Avenue with 184 Street.

Naming of the NCP Area

The sense of identity, place, and community will be enhanced through the naming the NCP area with a name associated with the history, heritage or a distinguishing feature of the area. During the public open house, people were asked to identify a preferred name for the NCP area from a list of 6 potential names that were developed in consultation with the CAC (see Appendix II). Based on feedback from the public meeting and the CAC, "Redwood Heights" has been selected as the name for this NCP Area. The iconic Redwood Park which is adjacent to the NCP area was significant in relation to this name along with the Surrey tradition of naming upland areas as "heights".

Build-out Projections for Number of Dwelling Units and Population

The total number of dwelling units anticipated at full build-out of this NCP area in accordance with the proposed Land Use Concept will range from approximately 3,200 to 5,050. This will result in a build out population of between 8,200 and 12,970 individuals.

Overview of Engineering Servicing and Transportation Infrastructure

The NCP Plan requires a significant amount of municipal infrastructure to accommodate the growth anticipated for the area.

Preliminary transportation, water distribution, sanitary sewer and stormwater system servicing strategies have been developed as part of the Stage 1 planning process as well as preliminary cost estimates for all these major infrastructure elements. Given the servicing challenges in this area considerably more details have been provided in this servicing plan than would be typical of a Stage 1 servicing strategy. The following is a brief description of the servicing strategy in relation to each service.

Transportation

The transportation servicing plan for the NCP is based on the guiding principles contained in the City's Transportation Strategic Plan and is structured around a modified grid road system that takes into account property lines, tree and environmental protection, topography and adjacent land uses. The grid system provides a level of multi-modal connectedness comparable with other NCPs that have been approved over the last few years including Sunnyside Heights and Orchard Grove. Block sizes are not uniform within the NCP and reflect the adjacent land uses and densities. In those areas where densities are higher and there is a greater need to distribute traffic, typical block sizes in the range of 200 m x 100 m have been established. In those areas of the NCP where there is lower density or significant barriers, the block spacing is larger and the number of road connections adjusted accordingly.

Walking and Cycling

The planned road network provides for walking and cycling connections throughout the NCP. All roads are designed to provide sidewalks on both sides separated from traffic by boulevards that will be able to sustain large street trees. All roads will be safe and comfortable to use by pedestrians. In addition, the City's road design standards include bicycle lanes on all collector and arterial roads with all local roads available to cyclists to share with automobile traffic. Although the on-street walking and cycling network represents the backbone of the network, the NCP also includes a number of greenways, multi-use paths and other pathways.

The network of greenways, pathways, and the public road system will support safe and comfortable routes for walking and cycling within the community to help reduce the need to drive to local shops, services and schools and will support access to future transit service in the area.

Transit

The proposed NCP provides transit supportive land uses and densities adjacent to those roads where transit service is expected in the future. Transit availability in this part of the City is currently very limited with service currently only operating along 24 Avenue between Langley and Semiahmoo town centre at a frequency of every 30 minutes. In support of the delivery of successful transit service within the NCP, the proposed road network provides routing options for future transit. The neighbourhood road and pathway system is well connected ensuring access to transit service is possible on foot or by bicycle and will allow buses to effectively reach all parts of the NCP area. The City's arterial and collector road standards accommodate transit vehicles. As part of Stage 2 of the NCP, staff will consult with TransLink and its subsidiary, Coast Mountain Bus Company, related to future transit routes in the area and will identify the location of individual bus stops and the timing of transit service to the area.

General Traffic

The modified grid road network is designed to provide connectivity both within the NCP area and with the adjacent transportation network. It will also distribute traffic reasonably throughout the neighbourhood so as to minimize traffic impacts on any particular street. A number of specific local residential roads are shown as 'Flex Roads' to ensure connectivity but allow adjustments to their alignment and/or cross section. On-street parking will be permitted on both sides of the majority of the local and collector roads within the NCP. A few unique cross sections will also be developed during the Stage 2 planning process in recognition of the Agricultural Land Reserve, wildlife corridors and to protect environmentally sensitive areas. As well, a special "high street" is planned within the proposed commercial area. Within the NCP traffic signals and roundabouts have been identified and as part of the Stage 2 process, more detailed assessment of intersection control will be undertaken.

The only existing arterial road within the NCP area is 24 Avenue which is identified as having an ultimate 6-lane cross section. Short sections of the 6 lane cross section have been constructed on 24 Avenue at Grandview Corners. It is anticipated that 24 Avenue east of 168 Street to 196 Street will be constructed to a 4-lane arterial standard with the right-of-way protected for future

widening to 6 lanes either when traffic volumes increase or space is needed for dedicated transit ways.

Integration with adjacent transportation networks

The transportation network has been established to allow reasonable access to the adjacent road network, including a number of full movement intersections on Highway 15 and 24 Avenue, as well as ensuring integration with future NCP areas. The Plan also protects the ability to provide local road connections into and through adjacent areas currently not within the NCP, if and when development occurs.

In relation to the integration of streets with surrounding neighbourhoods, concern has been expressed by Country Woods Residents Association through their representative on the CAC that the recommended street network may encourage traffic to impact their established low density neighbourhood. Staff will continue to work with the residents of the surrounding neighbourhoods as part of the Stage 2 planning process.

Lot Consolidation Areas

Within the NCP there are some areas where consolidation will be important to ensure that dedications for road connections are achieved and that the construction costs of these connections are distributed equitably. Stage 2 of the NCP will identify those locations where consolidation of properties will be required.

Off Site Servicing Costs

The NCP area is currently remote from urban development and, as such, there will be a need for enhancements to roads external to the NCP; in particular, to sections of 184 Street, 32 Avenue and 24 Avenue.

Water

The area is currently serviced with municipal water by way of small diameter mains, with some properties serviced by private ground water wells. The existing water infrastructure does not have sufficient capacity to service the development densities contemplated by the proposed Land Use Concept for the NCP area. A system of new feeder mains, pressure reducing stations, and distribution water mains will be required to support the proposed land uses and densities within the NCP area. The design of the proposed water feeder and distribution network will allow for the phased development of the area.

The topography of the area requires that three separate pressure zones be established. Lands located at higher elevations of the NCP area, primarily the southwest part of the NCP, will be serviced by a high pressure zone (142m). To service the 142m pressure zone, a new feeder main is required from the existing Grandview Pump Station which has adequate capacity to service the NCP. The easterly and central parts of the NCP will be serviced by an intermediate pressure zone (110m), which will be supplied by a new gravity feeder main fed from the existing Grandview Reservoir. Lands located in the north, and at lower elevations, will be serviced by a 90m pressure

zone, which will be fed by the gravity main from Grandview Reservoir through a system of pressure reducing stations. The installation of the gravity feeder main from the Grandview Reservoir will reduce pumping and energy costs, and more significantly, eliminate the need for a second pump station. Also, a separate gravity feeder main would allow phased development of the major water infrastructure since the feeder main from the pump station will service all three pressure zones in the early stage of development of the NCP.

The significant water infrastructure needed to support the development of the NCP area is illustrated in the map attached to this report as Appendix VI.

Sanitary Sewer

There is currently no community sanitary sewer system in the NCP area. Individual properties currently rely on on-site in-ground disposal systems for sewage disposal.

A new pump station, the Grandview Heights East pump station, located south of 32 Avenue and east of 152 Street, and a network of gravity sewers are required to service the NCP area. In general the proposed sewer system is designed to flow by gravity toward the northwest corner of the NCP area where the wastewater is collected by a trunk sewer that will convey the flow to the Grandview East pump station. This station will pump the flow to the future Grandview Heights Interceptor Phase 3 located in the 2800 Block east of 172 Street.

An overview of the significant sanitary sewer infrastructure to support the development of the NCP area is illustrated in the map attached to this report as Appendix VII.

Stormwater

The NCP area is within the Erickson Creek watershed which contains fish-bearing watercourses that drain through the agricultural lowlands prior to entering the Nicomekl River. An Integrated Stormwater Management Plan (ISMP) was completed for the Erickson Creek watershed in 2010. Downstream flooding, channel erosion, and diminishing summer base flows in watercourses are common stormwater concerns resulting from increased urbanization. To mitigate these potential problems, the ISMP provides guidance in relation to protecting the natural environment while accommodating urban development. Taking into consideration the limited infiltration capacity of the surficial soils in the watershed, the ISMP recommends a stormwater management strategy of conventional community-based Best Management Practices (BMP) and Low Impact Development (LID) measures.

The proposed community-based BMP consists of eight stormwater detention ponds located throughout the NCP. The proposed stormwater detention pond locations are generally consistent with the locations proposed in the ISMP and are intended to maintain current flow regimes in downstream creeks. The number of stormwater detention ponds and their proposed locations reflect the connectivity of the current "pre-development" drainage system. Significant changes to the catchment areas and flow routing will affect the flow regimes of downstream watercourses and is not recommended.

The location of each of the stormwater detention ponds needed to support development of the NCP area is illustrated on the map attached to this report as Appendix VIII.

An assortment of LID measures are proposed for the NCP including pervious paving of paths and driveways, vegetated buffer strips, and absorbent landscaping. LID measures are designed to encourage infiltration from smaller, more frequent storm events. They are not intended to replace drainage infrastructure or service the minor and major storm events. For some land uses, water quality BMPs such as inlet sumps, oil-water separators, and water quality swales are also recommended in this NCP. It is proposed that both LID measures and water quality BMPs be incorporated within development sites as needed. Due to the high cost of drainage infrastructure, further analysis and value engineering will be conducted as part of the Stage 2 planning process for the NCP.

Impacts on the Serpentine and Nicomekl Lowlands Flood Control Project

With the above-described mitigation measures in place, stormwater generated by development in the Plan Area will not negatively impact the City's lowlands. This is consistent with the Serpentine and Nicomekl Lowlands Flood Control Project that includes flood control standards based on the Agri-Food Regional Development Subsidiary Agreement (ARDSA) criteria.

Unplanned Areas Immediately Adjacent to the NCP Area

The owners of a small pocket of land immediately south of the NCP area elected not be included in the NCP area. This area is bounded by 179 Street, 180 Street, 22 Avenue and 23A Avenue. This area is similar to the area known as Aloha Estates that elected not be included in the East Clayton NCP.

Since the completion of the East Clayton NCP, some land owners within the area known as Aloha Estates are seeking to redevelop their properties in an urban form. Unfortunately redevelopment of this area requires significant infrastructure improvements as the infrastructure constructed to support the development of the East Clayton NCP area was not sized to support the redevelopment of the Aloha Estates area. In addition to costs associated with new infrastructure or replacing recently constructed infrastructure, the redevelopment of Aloha Estates will also result in some disruption to the residents of the East Clayton NCP area. In an effort to avoid future infrastructure improvements within the NCP area should redevelopment of this pocket be contemplated in the future, infrastructure will be sized to service the future redevelopment of this area at comparable densities to the adjacent land within the NCP.

Preliminary Financial Analysis for Engineering Infrastructure

The water, sanitary sewer, storm sewer and transportation infrastructure required to support development in the NCP area is expensive. The following table summarizes the projected DCC revenues and construction costs for each of the major infrastructure systems that will be needed to support build out of this NCP area.

Service	Estimated DCC Revenues	DCC-Eligible Costs Attributable to the Plan Area	DCC Surplus/Shortfall
Sanitary Sewer	\$7,790,000	\$22,260,000	-\$14,470,000
Water	\$5,940,000	\$13,770,000	-\$7,830,000
Drainage	\$7,660,000	\$36,240,000	-\$28,580,000
Non-Arterial Roads	\$6,790,000	\$4,160,000	\$2,630,000
Arterial Roads	\$31,060,000	\$48,850,000	-\$17,790,000
TOTAL	\$59,240,000	\$125,280,000	-\$66,040,000

The revenues are based on the current DCC rates that came into effect on March 15, 2013, and include the DCC municipal assist factor for each utility as follows:

Service	Municipal Assist Factor
Sanitary Sewer	10%
Water	10%
Drainage	10%
Non-Arterial and Arterial Roads	5%

Included in these costs are road improvements that will be necessary for the development of this NCP but that will also benefit development outside of this NCP area. In this regard, the NCP has only been burdened with a proportionate share of the total costs related to the road improvements.

Preliminary Financial Analysis – Financing Alternatives

As summarized above, the costs to provide the necessary infrastructure to support development in the NCP area exceeds the expected DCC revenues from development in the area.

The estimated DCC revenue shortfall as documented above will likely necessitate the introduction of additional levies to support development of this NCP area. The use of special development levies is not new in the City. They have been used in other NCP areas to assist in funding the costs of new infrastructure where the DCC revenues on their own are not sufficient to fund the necessary infrastructure. However, the magnitude of the additional development fees in this NCP area is expected to be significantly higher than those introduced in other NCP areas, and are comparable to those recently introduced in the Anniedale-Tynehead NCP area.

The following table provides a comparison of current city-wide DCC rates, Anniedale-Tynehead DCC rates, and a preliminary estimate of the DCC rates that would be required to fully fund all of the works in the Redwood Heights NCP area. These rates were developed in accordance with guidelines contained in the DCC Best Practices Guide as published by the Ministry of Community, Sport and Cultural Development.

Land Use	Existing City Wide DCC Rate	Existing Anniedale-Tynehead DCC Rate	Estimated Area #4 DCC Rate	Proposed Rate as a % of Existing City Wide DCC Rate
SF (RF, RF-12, RFC)	\$27,053 per lot	\$41,346 per lot	\$48,147 per lot	178%
SF Small Lot (RF-10)	\$23,511 per lot	\$36,035 per lot	\$38,956 per lot	166%
RM-10, RM-15 & RM-30	\$15.73 per sq.ft.	\$21.77 per sq.ft.	\$24.55 per sq.ft.	156%
RM-45 and RM-70	\$17.31 per sq.ft.	\$24.67 per sq.ft.	\$25.55 per sq.ft.	148%
Commercial (ground floor)	\$9.37 per sq.ft.	\$15.84 per sq.ft.	\$20.69 per sq.ft.	221%

Staff will be exploring options for reducing this revenue shortfall as part of the Stage 2 planning process for the NCP during which detailed servicing plans and cost estimates will be prepared. The Stage 2 component of the planning process will include a financial strategy for the NCP. Financing options that will be evaluated as part of the Stage 2 process include:

- including the full cost of all DCC-eligible infrastructure in the City's 10-Year Servicing Plan;
- including all DCC-eligible infrastructure in the 10-Year Servicing Plan but limiting recoverable costs to anticipated DCC revenues; and
- developing an Area-Specific DCC program for the NCP area (similar to the approach implemented for the Anniedale-Tynehead NCP area).

Staff will also be exploring options for financing the infrastructure expenditures to support the future development of the small pocket of lands immediately south of the NCP area that elected to not be included in the NCP, as the costs to support the future development of this area should not be borne by the development in the NCP.

In addition to the costs noted above, in advance of the Stage 2 component of the NCP, staff will also be recommending a financial strategy to fund the acquisition of the greenspace lands which may include the use of DCCs and/or the establishment of an environmental charge as part of the City's drainage parcel tax.

Next Steps

Prior to commencing the planning process for the Stage 2 component of the NCP plan, staff will dialogue with the Owners' Group to confirm that they want to proceed with the Stage 2 process. This is in keeping with the conditions stipulated in the Agreement with the Owner's Group that was executed in advance of the commencement of the Stage 1 NCP planning process. If the Owner's Group want to proceed to Stage 2 staff will:

- draft an agreement between the City and the Owners' Group by which the Owner's Group will agree to pay for the cost of the Stage 2 component of the planning process;
- draft a Terms of Reference for the Stage 2 component, which will be finalized in consultation with the Owners' Group; and

- forward both the draft agreement and the Stage 2 Terms of Reference for Council's consideration and approval.

As part of the Stage 2 work, staff will resolve all outstanding issues, including:

- confirming the block sizes for some of the multiple residential sites and, if necessary, adjusting the plan to ensure the block sizes will allow for efficient site layouts;
- determining the estimated cost of the "greenspace" and preparing a financing strategy to acquire the lands;
- confirming the details, requirements and cost estimates of the engineering servicing and transportation infrastructure; and
- preparing a servicing plan and financial strategy.

Additional items to be addressed in Stage 2 include the following:

- prepare development policies and design guidelines for the various land uses and features such as greenways, walkways, selected streets, neighbourhood gateways, entrance points, gathering places and buffers, shown on the Stage 1 Land Use Concept Plan;
- establish the list of amenities that are needed to serve the population of the NCP area including park development, fire and police protection services and library needs, develop cost estimates to provide these amenities and establish the appropriate amenity contributions required from each new development in the NCP area towards the provision of the amenities;
- finalize the engineering servicing plans, cost estimates and anticipated DCC revenues, and prepare a financing and implementation strategy including options to address any anticipated shortfall between the costs and DCC revenues;
- prepare an implementation strategy to guide the development of this NCP area in keeping with the NCP's Vision, Planning Principles and the Stage 1 land Use Concept Plan; and
- prior to the final approval of the NCP and implementation of any works required for the development of the NCP area as defined by the Agreement (Appendix II), draft a further agreement between the City and the Owners' Group, specifying how the works will be implemented and financed.

CONCLUSION

The draft Preferred Land Use Concept for the Grandview Height Area #4 NCP, which was presented at a public open house on February 6, 2013, has been further reviewed and refined with the CAC. The comments from the public and other stakeholders have been considered in the finalization of the Concept. Based on the above discussion it is recommended that Council:

- Approve the Stage 1 Land Use Concept for the Grandview Heights Area #4 Neighbourhood Concept Plan (to be named the "Redwood Heights" NCP) as described in this report and in Appendix I attached to this report;
- Authorize staff to forward a copy of this report and the related Council resolution to the Grandview Height NCP Area #4 Owners' Group (the "Owners' Group") and confirm that the Owners' Group wishes to proceed with the preparation of the Stage 2 component of the NCP pursuant to the agreement with the City dated September 21, 2009, a copy of which is attached as Appendix II to this report; and
- If the Owner's Group agrees to proceed to the preparation of the Stage 2 component of the NCP, authorize staff to proceed with all necessary actions associated with the preparation of the Stage 2 component of the NCP as generally described in this report.

Original signed by
Jean Lamontagne
General Manager,
Planning and Development

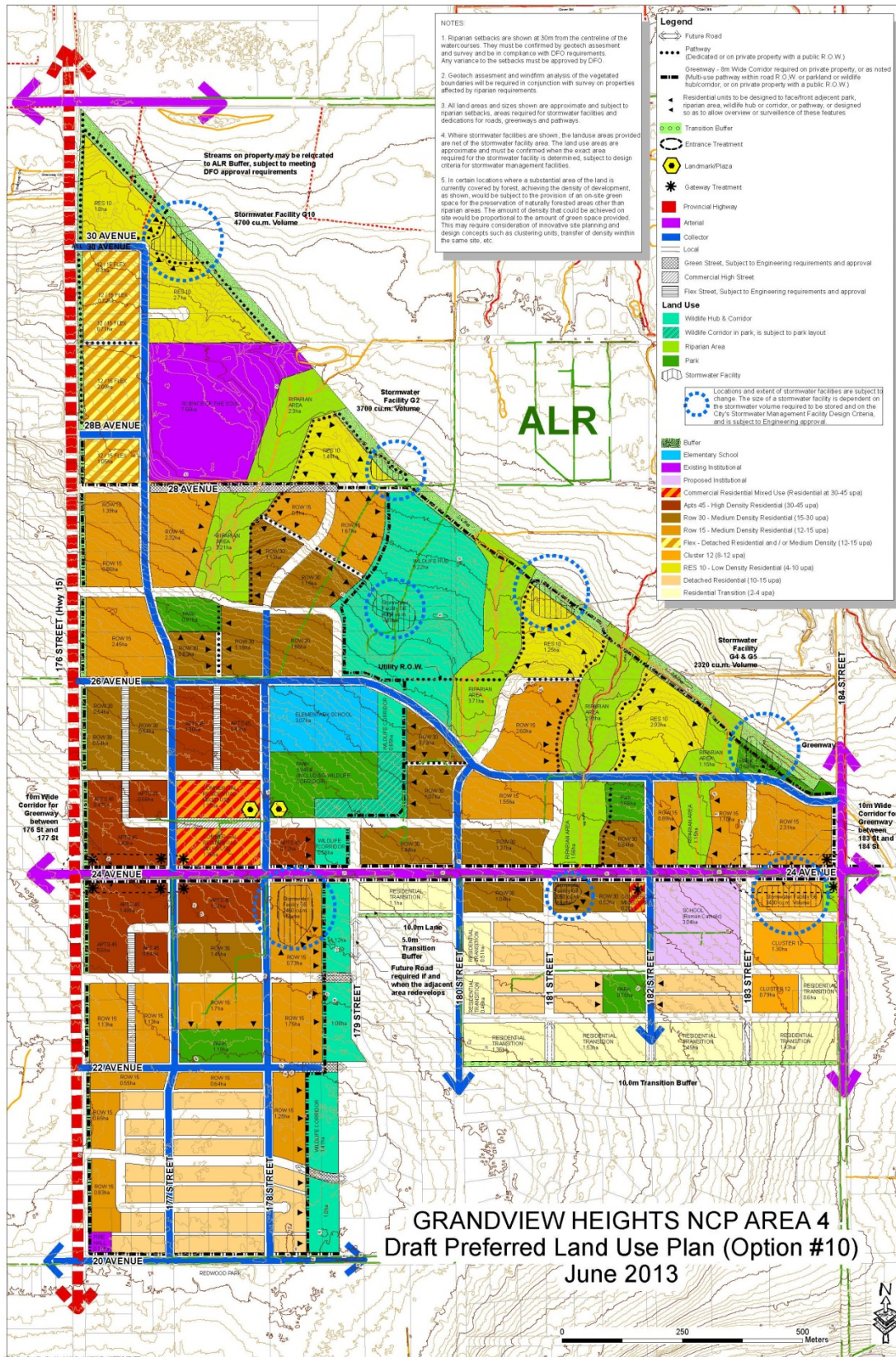
Original signed by
Vincent Lalonde, P. Eng.
General Manager,
Engineering

BP/da/saw

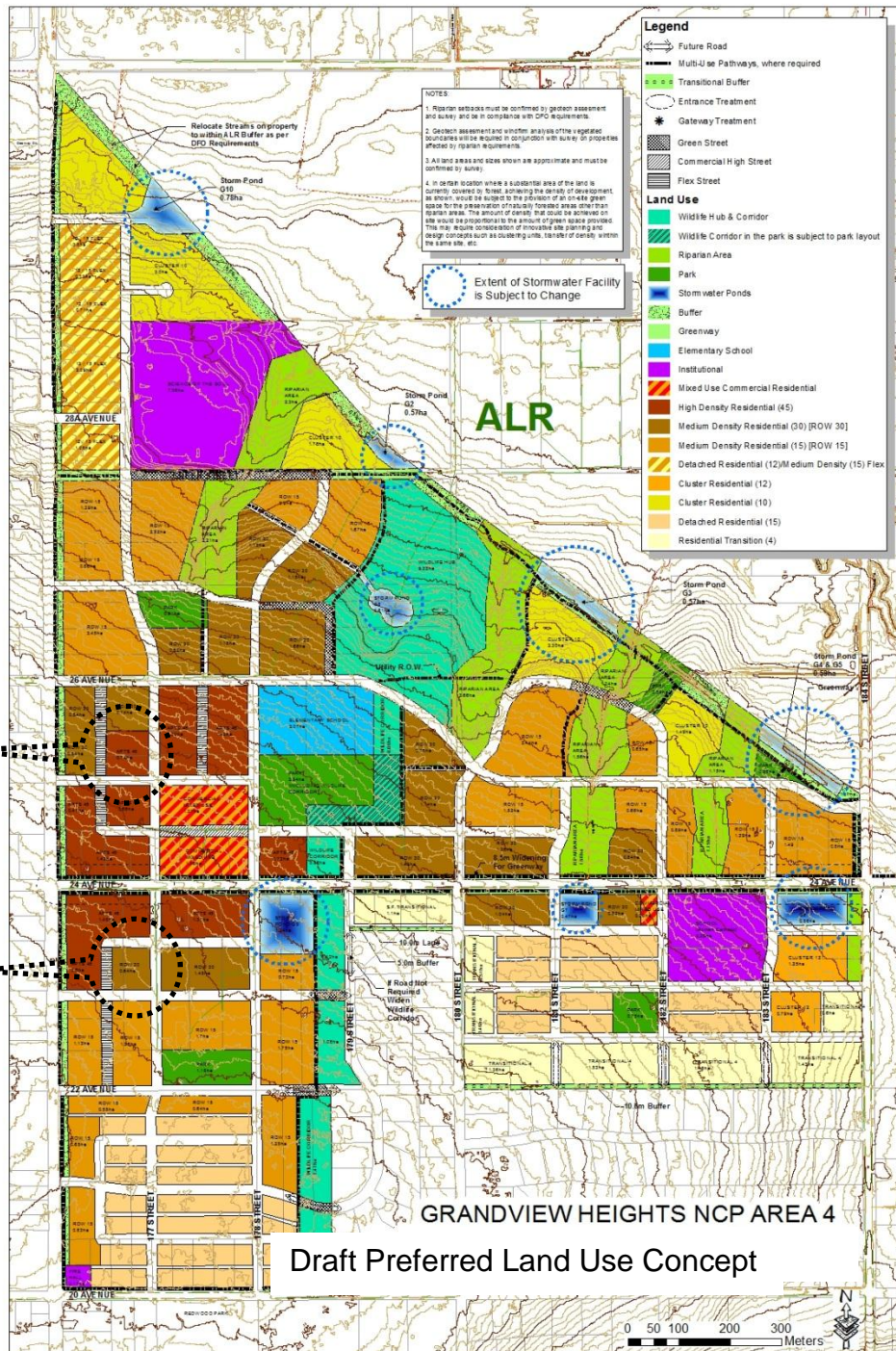
Attachments:

- Appendix I Draft Stage 1 Land Use Concept – Grandview Heights NCP Area #4
- Appendix I(a) Locations of the changes incorporated into the Draft Stage 1 Land Use Concept in Appendix I
- Appendix II Agreement between the City and the Owners' Group
- Appendix III Planning and Public Consultation Process
- Appendix IV The Vision and Planning Principles
- Appendix V The "Green" Infrastructure Plan
- Appendix VI Significant Water Distribution Infrastructure
- Appendix VII Significant Sanitary Sewer Infrastructure
- Appendix VIII Stormwater Detention Ponds

Draft Stage 1 Land Use Concept – Grandview Heights NCP Area #4

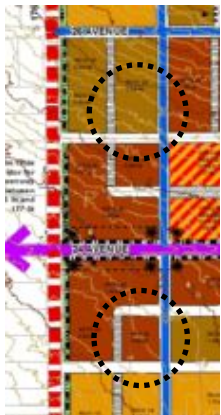


Locations of the changes Made to the Draft Preferred Land Use Concept and incorporated into the Draft Stage 1 Land Use Concept in Appendix I



2 - Changes made to these two areas and incorporated into the Draft Stage 1 Land Use Concept.

The two areas, as changed, are shown below. (see Appendix I)



Changes include:

- Adjustments to the land use designations

1 - Changes made to this area and incorporated into the Draft Stage 1 Land Use Concept.

The area, as changed, is shown below. (see Appendix I)



Changes include:

- Road across the riparian area deleted
- Park near the ALR edge relocated to the south of 26 Avenue

Agreement between the City & the Owners' Group

AGREEMENT

GRANDVIEW HEIGHTS AREA #4 NEIGHBOURHOOD CONCEPT PLAN

THIS AGREEMENT is dated the 21st day of September, 2009.

BETWEEN:

CITY OF SURREY

14245 – 56 Avenue
Surrey, British Columbia V3X 3A2

(the "City")

OF THE FIRST PART

AND:

PLATINUM ENTERPRISES LTD., a British Columbia corporation having its registered office at #201 – 12837 76 Avenue, Surrey, British Columbia V3W 2V2

and

SOUTH SURREY DEVELOPMENT CORP., a British Columbia Corporation having its registered office at #100 – 1450 Creekside Drive, Vancouver, British Columbia V6J 5B3

(the "Owners' Group")

OF THE SECOND PART

WHEREAS:

- A. Grandview Heights Area #4 "Area #4" consists of 92 individual properties and approximately 195 hectares (481 acres) of land bounded by 176 Street (Highway 15) to the west, the Agricultural Land Reserve to the north and east, and the Redwood Park Community to the South, as shown on the map attached as Schedule I to this Agreement.
- B. On July 24, 2006, Council resolved as follows:

"Direct staff to bring forward a Terms of Reference for the preparation of an NCP for Grandview Heights Area #4 subject to the proponents agreeing to:

- a) *pay the costs for construction and maintenance of all interim engineering services required for opening the area to development (such costs are not eligible for DCC rebates);*
- b) *pay to the City, all costs the City incurs in retaining consultants for studies and plan preparation work in support of preparing the subject NCP;*

- c) *the NCP planning process commencing when the Stage I component of the NCP for Grandview Heights Area #2 has been completed and approved by Council; and*
- d) *that conditions a) and b) be incorporated in an agreement, prior to the commencement of the NCP process".*

C. The Owners' Group, representing themselves and the owners of certain properties within Area #4 as set out in Schedule II as the proponent, has advised the City that it wishes to proceed with the preparation of a Neighbourhood Concept Plan ("NCP") for Area #4 in advance of the anticipated normal phasing of development from west to east in Grandview Heights.

D. The Stage I component of the NCP for Grandview Heights Area #2 has been completed.

THEREFORE in consideration of the payment of ONE (\$1.00) DOLLAR and other good and valuable consideration paid by each of the parties to the other (the receipt and sufficiency of which is hereby acknowledged) the City and the Owners' Group agree as follows:

1. The City will undertake the Stage I component of the NCP for Area #4 which will consist of a Land Use Concept showing the distribution of uses, densities and population, preliminary engineering concepts and a preliminary financial analysis as outlined in the NCP Checklist attached as Schedule III to this Agreement.
2. Subject to the approval of the Stage I NCP by the City, the preparation of the Stage II component of the NCP will be dependent on the Owners' Group agreeing to pay for all costs associated with the detailed servicing studies required to complete the Stage II component of the NCP process.
3. Subject to the approval of the Stage II NCP by the City, in order for development to proceed the Owners' Group will agree to pay the costs for design, construction and maintenance of all works required for the opening of the NCP area to development.
4. For the purposes of this Agreement, the "Works" shall mean any works that are required to be constructed for the development of the NCP area, including and without limitation sewer, water, drainage, transportation services and parkland development.

PHASE 1 – NCP STUDY

5. The City shall, in consultation with the Owners' Group, finalize a Terms of Reference for the preparation of the NCP.
6. The City will initiate a process to recoup its costs for the Stage I NCP and to recoup and return to the Owners' Group, the costs of Stage II NCP preparation, through a per unit or area charge applied to all owners in Area #4 which is payable at the time of development.
7. The City will retain qualified consultants through a "Request for Proposals" process and will pay for other costs directly associated with the preparation of the NCP, excluding the Stage II studies. The City will select and manage the work of the consultants under its normal process for undertaking the Stage I and Stage II components of the NCPs.

PHASE 2 – NCP IMPLEMENTATION

8. Upon completion of the NCP and prior to its final approval by the City and the implementation of any Works, the City will require a further agreement to be signed between the City and the Owners' Group specifying how the works will be implemented and financed. To the extent that there is an inconsistency between section 3 and section 8 of this Agreement, section 8 shall prevail.
9. The Owners' Group understands and agrees that only permanent trunk works will be eligible for Development Cost Charge (DCC) reimbursement and for possible inclusion in the City's 10 Year Servicing Plan.
10. The Owners' Group acknowledges that permanent, DCC eligible works may not necessarily be included in the current 10 Year Servicing Plan. The DCC Works will be assessed in relation to the total cost of servicing the area and the area's DCC revenue. If the estimated costs for the DCC eligible Works exceed projected DCC revenues for the area it is agreed that the additional costs may be covered by a special area levy, or other such cost recovery mechanism, for the NCP area to cover all permanent infrastructure costs. Such a levy will be charged and can be available to reimburse front ending proponents only once the DCC eligible works are included in the City's 10 Year Servicing Plan. If the DCC eligible Works are not included in the City's 10 Year Servicing Plan at time of development, costs recovery may be achieved through the Development Works Agreement process, which requires successful petitioning of benefiting properties and a By-law.
11. The Owners' Group agrees that because the NCP is proceeding out of sequence with regard to the normal west to east progression of the construction of services anticipated for Grandview Heights, the NCP study will include the upsizing of any infrastructure within or outside Area #4. This upsizing will accommodate potential future growth in the areas to be serviced by the system, namely Grandview Heights NCP#5 and North Grandview NCP areas. This may be greater than the densities currently suggested in the Grandview Heights General Land Use Plan and North Grandview NCP. Should development proceed based on the approved NCP, the Owners' Group will agree to construct and pay for the reasonable upsizing of infrastructure as identified in the approved NCP, before proceeding to development. This upsizing, although part of permanent infrastructure, shall not be eligible for the 10 Year Servicing Plan, but its cost may be recovered through the Development Works Agreement process.
12. The Owners' Group agrees that because the NCP is proceeding out of sequence with regard to the normal west to east progression of the construction of services anticipated for Grandview Heights, the NCP study will include an analysis of additional operational costs associated with the services to ensure the proposed works do not impose an unreasonable burden on the City's operational budgets.

- 13. In the event that the Owners' Group attempt to circumvent the spirit of this Agreement or to change its terms and conditions, Surrey retains the right to cease all work on the NCP.

THIS AGREEMENT has been executed as of the day and year first above written.

CITY OF SURREY by its authorized)
signatories)

_____)
authorized signatory)

_____)
authorized signatory)

PLATINUM ENTERPRISES LTD. by its)
authorized signatory(ies))

_____)
authorized signatory)

_____)
authorized signatory)

SOUTH SURREY DEVELOPMENT CORP)
by its authorized signatory(ies))

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authorized signatory)

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authorized signatory)

**Planning & Public Consultation Process
Grandview Heights Area #4 NCP**

The consultation process for the Grandview Heights NCP Area #4 included:

- Ten meetings with the CAC;
- Three public open houses including the Public Open House on the Draft Preferred Land Use Concept Plan held on February 6, 2013;
- Comments gathered from several children at a pre-teen dance event on their image of a good neighbourhood and on the draft land use options from youth at a workshop held by staff;
- Two meetings held with the representatives of the external agencies such as the Ministry of Transportation & Infrastructure (MoTI), Ministry of Agriculture, TransLink, etc;
- Meetings with the School District representatives;
- Meetings with the Agricultural Advisory Committee (now Agriculture and Food Security Advisory Committee and the Environmental Advisory Committee (now Environmental Sustainability Advisory Committee); and
- Numerous meetings were held with the property owners including meetings with the representatives of the Owners' Group and one meeting with the Redwood Park Neighbourhood Association.

February 6, 2013, Public Open House on the Draft Preferred Land Use Concept

The public open House was attended by approximately 165 people. Information on the draft preferred land use concept was provided at this open house through a series of display boards and a staff presentation, which was followed by a question & answer session. Comment sheets requesting feedback on the draft preferred land use concept were distributed at the open house and also posted on the City's website. 69 completed comment sheets were received following the public open house. This represented comments from the owners of 57 properties including 15 properties located within 1 km (0.62 mile) of the NCP area boundaries.

51% of the respondents generally supported the draft preferred land use concept and 25% supported the concept with density and insufficient natural area as two areas of concern. In response to the question about the features of the plan they like, most people cited the proposed wildlife hub and corridor area as the most liked features followed by the mix and distribution of densities, parks and road layout. To a lesser degree, people also indicated that they like features such as the transition buffer proposed next to the existing Redwood Estates homes, greenways, the concept of a greenspace levy and locations of the elementary school and commercial area.

The most frequently cited areas of concern are noted below, along with staff's response to each concern.

- The potential amount of traffic specifically on 24 Avenue and 176 Street (Hwy. 15) and resulting traffic congestion and impact on traffic safety. Some people also expressed concerns about the number of intersections and connections to 176 Street.

The land use concept proposes major intersections at every 400 metres with 176 St/Hwy 15 except at 28 Avenue. 28 Avenue is an existing unopened road right-of-way. The portion of this right-of-way between 176 Street and future 177 Street is designated as a greenway with no road access to 176 Street. The proposed distance between intersections is based on the previous discussions that the Engineering Department has had with the Ministry of Transportation and Infrastructure (MoTI). The land use concept also shows intersections at the intermediate 200 metre distances. These intermediate intersections are proposed to be limited movement intersections to permit right-in & right-out turns only. While all of the intersections at 400 m intervals are envisioned as full-access, all-way intersections, they will not all be signalized at once. The number of intersections, including the number of full-access and signalized intersections, and their phasing, will be confirmed at Stage 2 in consultation with MoTI. The intersections of 20 Avenue, 24 Avenue and 32 Avenue at 176 Street are all existing intersections. 24 Avenue and 32 Avenue intersections are signalized and the intersection of 20 Avenue has a pedestrian-activated signal.

The proposed fine-grid road layout resulting in additional intersections on 24 Avenue is required to safely carry the future traffic and provide multiple routes for its dispersal. The construction of the roads will occur over time in conjunction with the development, which should allow residents time to adjust to the emerging traffic patterns and vary or change driving habits. Again, as with the intersections along 176 Street, the number of full-access and signalized intersections on 24 Avenue will be confirmed during Stage 2. The road grid has been modified in portions of the neighbourhood to minimize crossing of the existing watercourses and the proposed wildlife hub and corridor.

- Stormwater drainage from the new development is not adequately addressed. Some people did not support stormwater ponds as the solution.

The use of stormwater ponds to manage the stormwater from the future development is in keeping with the recommendations of the Integrated Stormwater Management Plan prepared for the Erickson Creek watershed. It recommends a strategy comprising a series of detention ponds to manage peak flow and Low Impact Development measures, such as absorbent landscaping, maximizing the retention of the existing tree cover, ensuring a minimum depth of organic soil cover, etc., in order to maintain the hydrology of the area.

- The density is too high near the Redwood Park and on 176 St/Hwy 15.

The draft preferred land use concept shows single family residential land use in most of the area to the north of 20 Avenue across from the Redwood Park. The land use concept also shows a 68 m/225 ft. wide wildlife corridor within this area. This land use is appropriate considering that the Redwood Park is a major public amenity containing a forested area and trails. Also, the City is in the process of acquiring lands near the intersection of 20 Avenue and 176 Street with the intention to develop sports and athletic fields. The additional population generated by the single family lots will provide more opportunities for public access, use and enjoyment of the park and the future sports and athletic facility.

The proposed land uses along 176 Street comprise primarily a mix of townhouses, low-rise (4-6 storey) apartments, and a flexible land use designation to permit either single family lots or townhouses or a combination of these two types of land. These land uses are appropriate to benefit from the proximity and access to the major transportation corridor capable of absorbing impact from increased density. A 15 m wide buffer is proposed along 176 Street and the design and construction of the future developments will be required to mitigate impact from the noise of traffic. A greenway consisting of a multi-use pathway will be located within the 15m buffer, which will provide pedestrian and bicycling opportunities.

- Inadequate buffer to the ALR and concerns about the maintenance of the buffer.

The width of the buffer proposed along the ALR edge is 30m, which is twice the 15m width required under Council's policy A-023. The land use proposed next to the buffer is residential at a density of 4-10 units per acre. This density will allow the development of single detached units and/or combination of single detached units, duplex units and townhouses. While the proposed density range is somewhat higher than the density allowable under policy A-023 (a maximum of 2 units per acre within 200 m of the ALR edge and 4 units per acre within the next 200 m), the residential development at that density would need to be designed, where feasible, to preserve existing trees near the ALR edge and increase the setback to the ALR by clustering units. Also, the land, where this density is proposed, slopes away from the ALR which would enhance the effectiveness of the buffer.

Most of the buffer is located on the city-owned former railway corridor between 180 Street to 184 Street, which would allow for the maintenance of the buffer. The remaining buffer would be on private property, but NCP policies would require that the residential development be a strata form of development. A restrictive covenant would need to be registered on the buffer, which would stipulate that the buffer be maintained by the strata corporation.

- Natural areas and wildlife habitat areas are insufficient in size. Also, there are concerns about the wildlife crossing of roads.

The proposed wildlife hub and corridor, together, contain 15.5 hectares (38 acres). This amounts to approximately 8% of the NCP area and 36% of the lands designated for "green" land uses such as parks, riparian areas and ALR buffer. This is reasonable and significant considering it represents the largest and most significant area specifically designated for wildlife protection in any NCP to date. The issue of the crossing of the roads by wildlife will be addressed in Stage 2 of the NCP, depending on which species of the wildlife is expected to frequent the NCP area.

In addition to the comments on the draft land use concept, the participants at the public open house were also asked to choose a name for the NCP area from a list of selected names, as listed below, or suggest another name.

NAME	ASSOCIATION
Redwood Village Redwood Heights	<ul style="list-style-type: none"> • Names associated with Redwood Park
Walker's Hill Village	<ul style="list-style-type: none"> • Name associated with a historical figure • Samuel Walker was a pioneer who arrived in 1884 and homesteaded on a piece of land near 176 St (Coast Meridian Rd) and 32 Ave (Brown Rd), close to the NCP

	area. The hill on 176 St from 32 Ave is named Walker Hill, after him.
Kensington Heights Kensington Woods	<ul style="list-style-type: none">• Names associated with the historic name of the community or the forested areas in NCP Area #4
Grandview Forest Ridge	<ul style="list-style-type: none">• Name associated with Grandview Heights area and the forested hillside of NCP Area #4

Redwood Heights and Redwood Village were the two most favoured names.

The Vision and Planning Principles – Grandview Heights NCP Area #4

1. Introduction

As planning is a goal directed exercise, it is useful to define the intentions that the planning process is aimed towards achieving. This is, obviously, an early task, but one that continues through the planning steps as ideas are considered, tried, and refined. The vision and principles have been revised in consideration of comments received from CAC members. They were discussed at the September 9, 2010 CAC meeting, then slightly revised.

2. Themes

When people were asked on the open house comment sheets and at the first two Citizens Advisory Committee meetings to briefly describe and discuss important characteristics of the proposed neighbourhood, three basic themes emerged: a neighbourhood that is on the leading edge, a plan that can be practically implemented, and a diverse community with exceptional and unique character.

3. Vision

The vision statement is intended to be general but represent the enduring, long term, value and character of the neighbourhood. The revised draft vision, for discussion, is as follows:

This is a livable village with a diversity of housing types, inter-connected transportation choices and local amenities that serves a varied population of different ages and lifestyles to promote aspects of a healthy and sustainable community. The neighbourhood centre, easily accessible by bike and walking, has a range of community and commercial services. It includes a vibrant gathering place.

We have natural areas and parks that are protected and cherished. The neighbourhood is in harmony with the existing natural systems that make it socially and economically sustainable now and in the future.

Our relationship with our neighbour communities is respectful. We work to preserve and enhance the overall area's natural and built assets, fostering a sense of place.

Our community has been designed with innovation and quality; these unique features have made a place that is a happy and healthy 'home', embodied with community pride and spirit. Our neighborhood is a place that is safe and welcoming.

4. Planning Principles

The specific planning principles—to be used by the planning team, CAC and the City of Surrey to prepare and evaluate alternatives—address Surrey's policies (including the general intent of the Grandview Land Use Concept: GLUP) and the specific considerations of both the site and its context.

4.1 Overall

- . The GLUP will be the general starting point for design and land uses (alternatives will be explored, but where changes are proposed, they will have to be justified on sound planning innovative ideas, and new information).

- . The overall form will be compact to ensure land resources are used responsibly and efficiently.

4.2 Environment

- . Natural features will be integrated into the overall pattern of the neighbourhood so people feel interconnected with nature.
- . Stream courses will be protected with appropriate riparian setbacks from the high water mark, depending on adjacent use (15.0 m for low density; 30.0 m for high density residential and commercial) for red and yellow coded streams.
- . Density transfer may be used to increase open space.
- . There should be continuous greenspaces and wildlife corridors, maintaining the better treed areas and areas that support & enhance biodiversity, connecting north/south and with the stream corridors.
- . Local park sites, where possible, should be adjacent to or extend open space corridors.
- . The plan should provide for the long term optimization of the overall tree canopy in the neighbourhood, considering both existing treed areas and trees to be added to the new urban setting.
- . A tree management, preservation and enhancement strategy will be incorporated in the Neighbourhood Concept Plan.
- . Facilitate the achievement of 'green' practices in neighbourhood design, infrastructure, and buildings.
- . 4.3 Edges & Transitions
- . Transitions (density, use, mitigation, buffering) will be provided along the edge of the Agricultural Land Reserve in keeping with Surrey policies.
- . There will be positive drainage impacts on the adjoining agricultural lands.
- . There will be transitional density provided along the edge of the rural residential areas.
- . There will be attractive landscaped buffering, fencing, and setbacks from Highway 15 (176 Street).
- . Locate land uses to minimize conflict between uses within the neighbourhood.

4.4 Housing

- . There will be a variety of housing (4 storey apartments, ground oriented and stacked row/town houses—both street and project oriented, apartments above commercial, and urban single detached housing, etc. to be consistent with GLUP policies) to foster a more complete, resilient and healthy neighbourhood.
- . There will be a mix of unit types (families, other households, live/work, etc.) for a variety of demographic (seniors, young families, empty nesters, etc.).
- . It is desirable to have a broad mix of consumer choice (high end to more affordable housing).
- . Density will be allocated based on having higher density near community amenities and services, areas of higher accessibility, and to promote the provision of open space through clustering.

4.5 Commercial/Community Focus

- . The commercial amenities should be easily accessible, within walking distance of most residences, generally be area focused, and integrated with the community to ensure they contribute to place making in a unique neighbourhood.
- . The commercial focus should include a significant residential component and community gathering place to ensure viability and vibrancy.

4.6 Transportation & Mobility

- . New all directional access from Highway 15 into the plan area should be minimized (approximately 400 m spacing) with adjacent properties serviced from avenues and roadways internal to the neighbourhood. Additional right in/right access can be provided to foster more neighbourhood interconnection.
- . There will be more collector connections to the neighbourhood from 20 and 24 Avenues (at approximately 200 m spacing).
- . The basic internal block will generally be on a grid of about 100 m by 200 m, as adjusted by site factors to provide multiple choices for getting around within the village and enhance walkability and bicycling.
- . Multi-use trails will be provided along both sides of 24 Avenue.
- . A legible and interconnected system of internal streets, trails and greenways will provide options that favour cycling and walking, particularly to community amenities (schools, parks, commercial services, etc.) to provide opportunities for active living in support of creating a healthy neighbourhood.
- . The system will be designed to ensure safety within the neighbourhood as well as addressing connections across the major roads (176 Street, 24 Avenue).
- . Provide connections to adjacent communities and facilities (e.g. Redwood Park).
- . A greenway within the former GNR rail alignment around the edge of the neighbourhood will be provided and extended across the neighbourhood to align with a connection west of 176 Street.
- . The neighbourhood will be designed to support public transit.

4.7 Amenities

- . An elementary school site will be provided on a joint site with local park space. The site should be north of 24 Avenue in a location relatively central to the neighbourhood.
- . The elementary school site should be accessible from local or collector roads and have frontage on at least two roads.
- . Some smaller local parks should be provided at strategic locations (to ensure proximity and easy accessibility to future residents, combined with natural features where possible, etc.).
- . There should be a mix of recreational opportunities (active, passive, natural, etc.).

4.8 Servicing

- . Ensure the neighbourhood is serviced to full urban standards in an efficient manner consistent with the overall servicing plan for the area (Note, this may require significant of-site property and/or right-of-way acquisition for transportation and utilities and the cost of this is to be paid by the developers)

- . Incorporate sustainable low impact development standards and best management practices in the design of the neighbourhood where appropriate.
- . Ensure the overall storm water management system protects existing streams and downstream agricultural lowlands.

4.9 Urban Design

- . Given the intended higher density of this neighbourhood, there will be an emphasis on the quality of urban design in both built form and the public realm.
- . Community amenities should be located to help in "place making," helping to create community identity and foster social interaction as an aspect of a healthy community.
- . At least one central gathering place, such as a plaza, will be provided to promote opportunities for neighbourhood celebrations, social interaction, place making and public art
- . Design residential streets which are pedestrian and bike friendly, safe, and form an integral and attractive part of the public realm.
- . There shall be a mix of building design to provide more aesthetic variety.
- . Design will foster a safe community by being responsive to principles of crime prevention through environmental design.
- . Design of the transportation component should be aimed at 'complete streets' which are multi-modal, safe, accessible, etc.
- . Provide sustainable and cost effective landscape development of open spaces with the use of native plant species and the reestablishment of natural habitat.

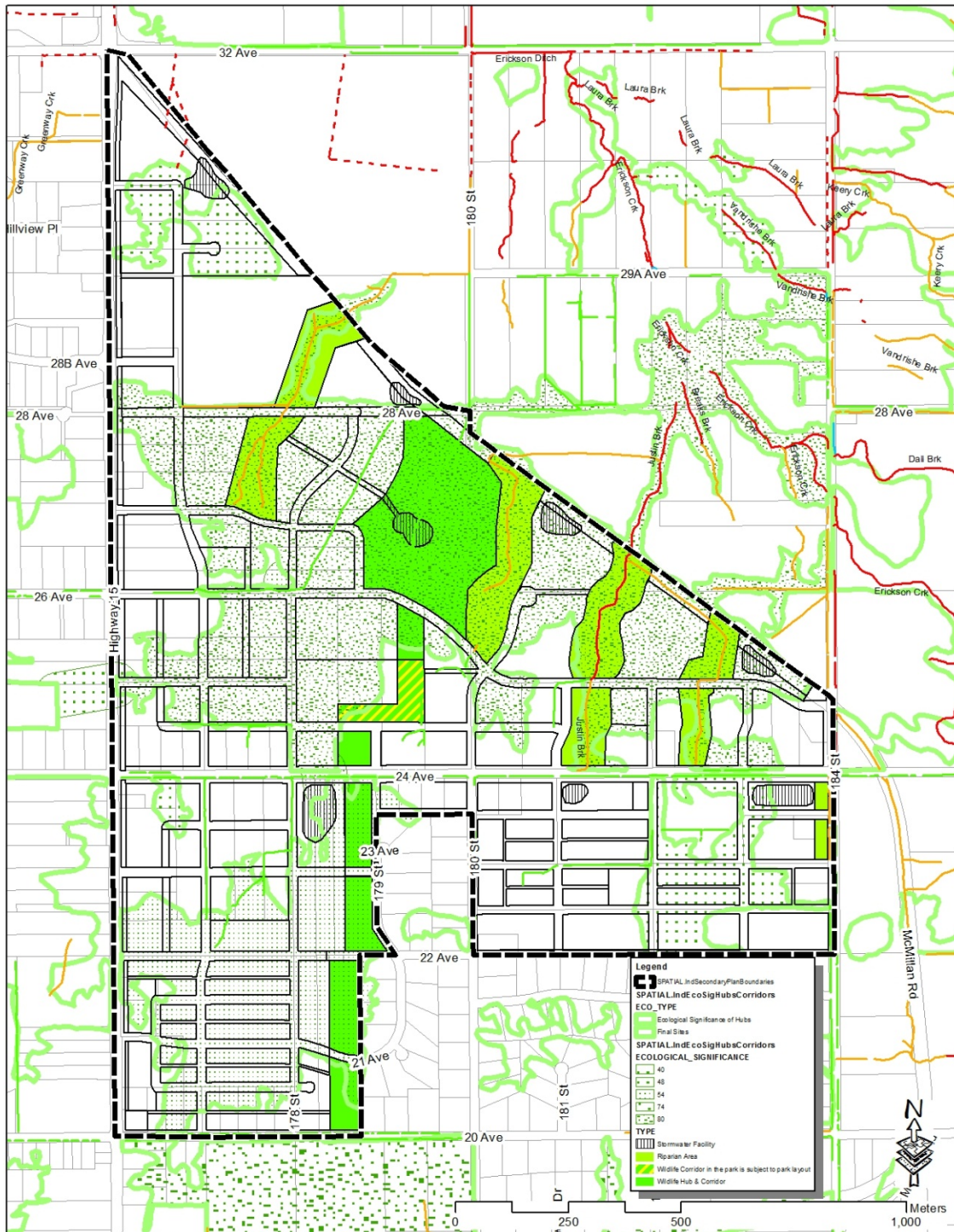
4.10 Heritage

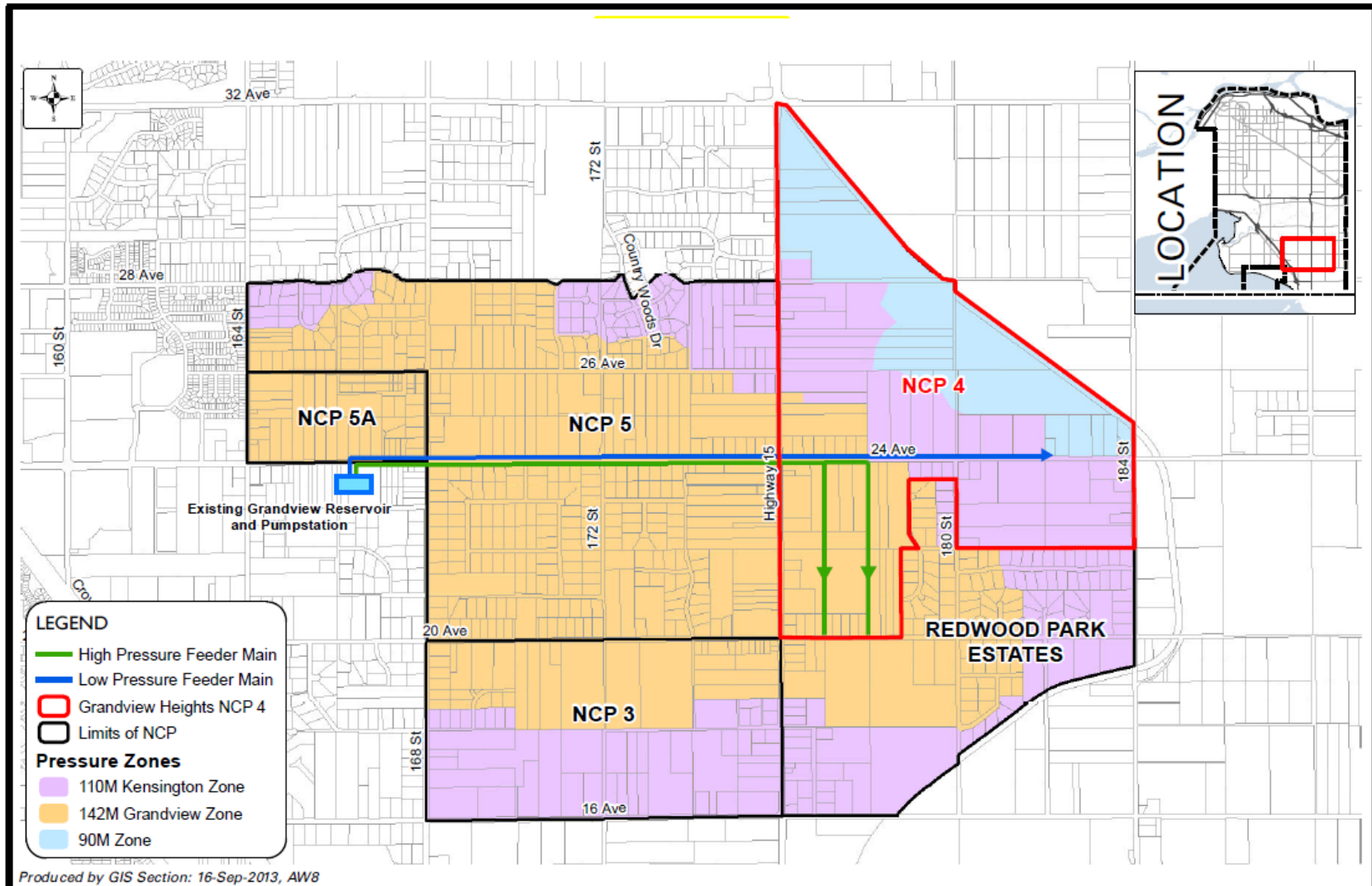
- . There should be recognition of local and natural heritage in creating a sense of place.
- . A neighbourhood name should help define the neighbourhood based on its history or natural heritage.

4.11 Implementation

- . The plan should be designed so that it can be effectively and economically serviced.
- . The project will be implemented through phased rezonings and subdivisions to fulfill market demand over time.
- . An implementation strategy will have to be developed to address the provision of school, parks, and other open space.

The "Green" Infrastructure Plan – Grandview Heights NCP Area #4





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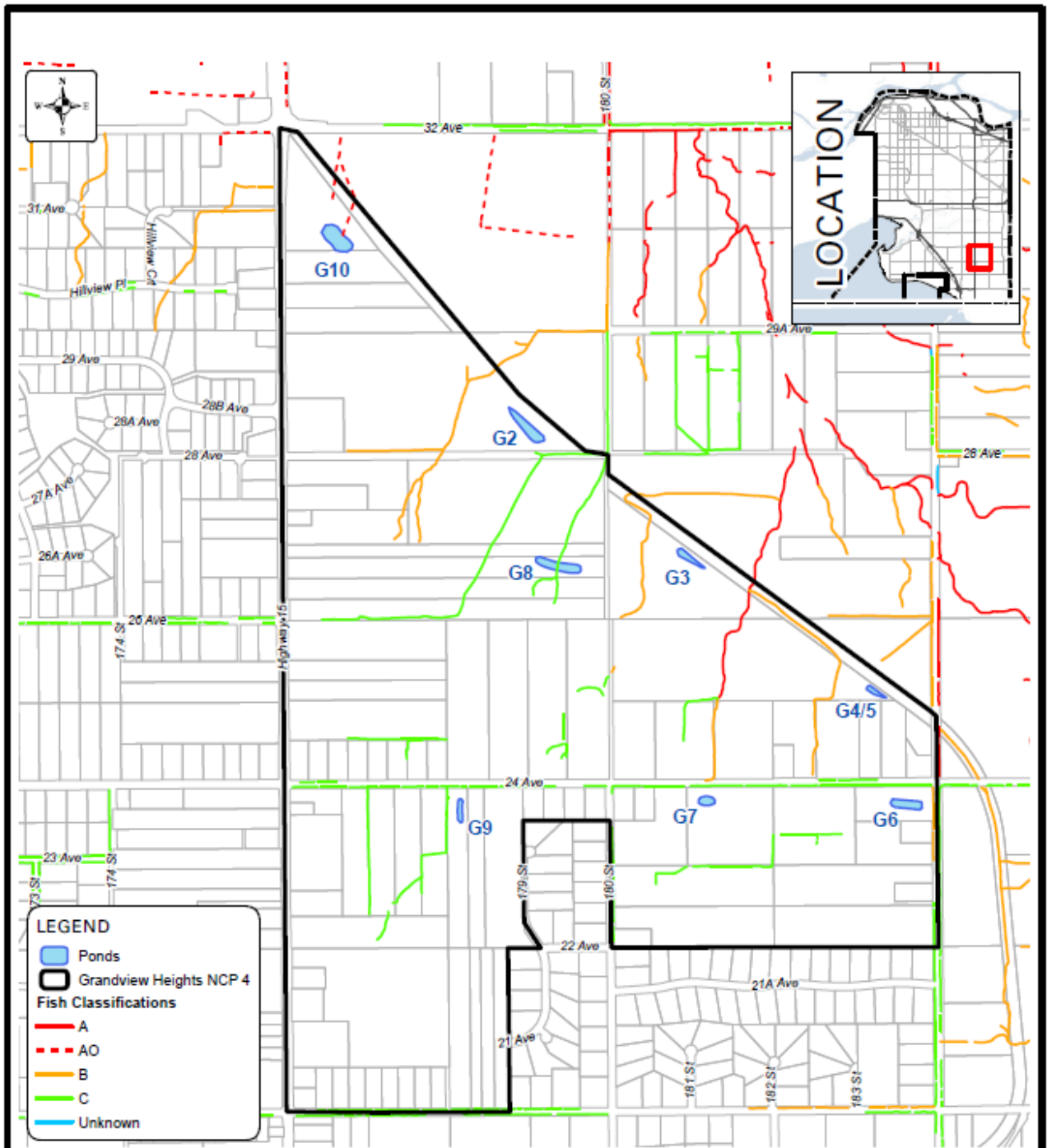


GRANDVIEW HEIGHTS NCP AREA #4 SIGNIFICANT WATER DISTRIBUTION INFRASTRUCTURE

ENGINEERING
DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey.
This information is provided for information and convenience purposes only.
Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.

Source: G:\MAPPING\GIS\Maps\CorporateRep\Utility\AW-GrandviewHeightsPressureZones-A.mxd



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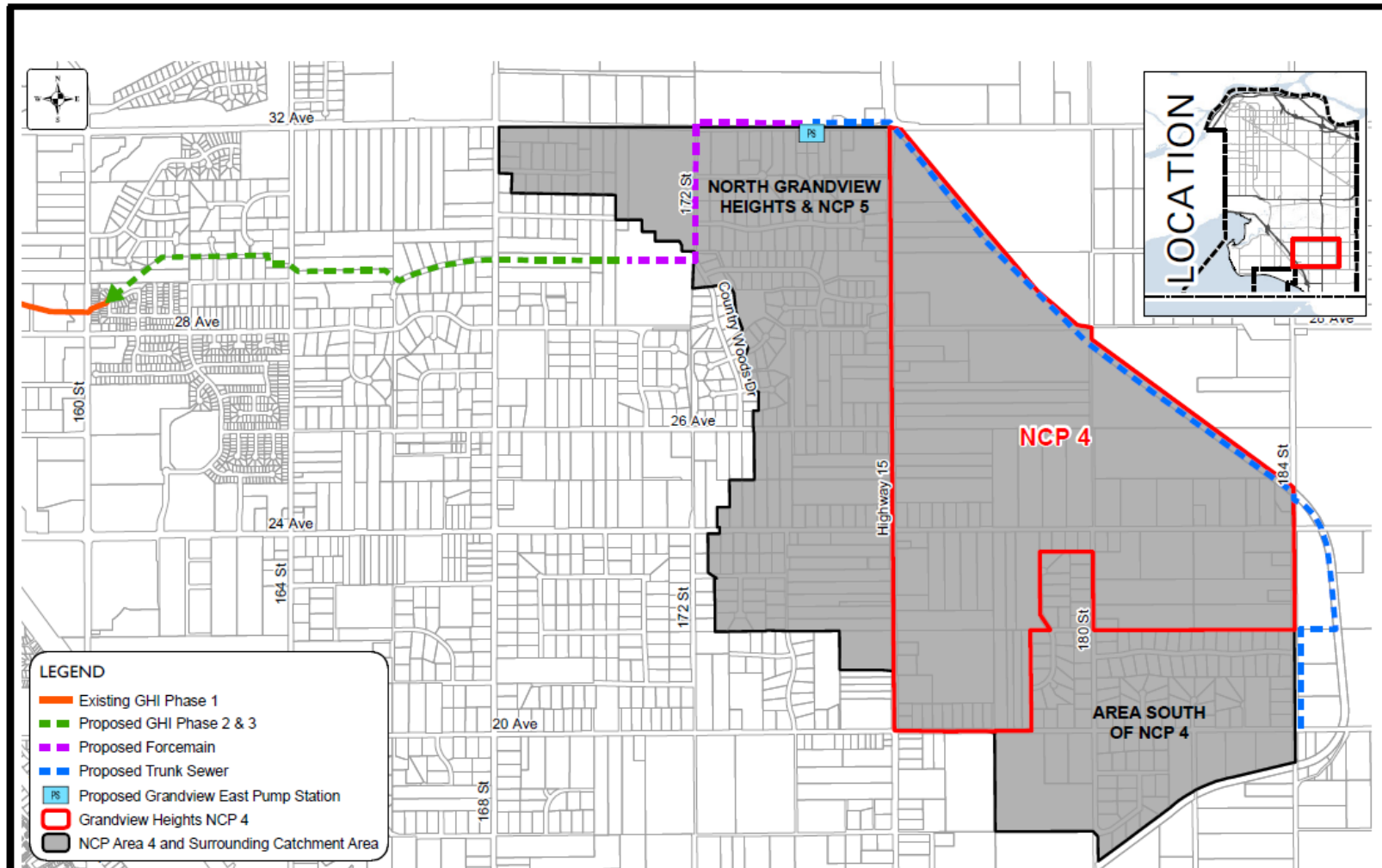


**GRANDVIEW HEIGHTS NCP AREA #4
STORM WATER DETENTION PONDS**

**ENGINEERING
DEPARTMENT**

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey.
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Source: G:\MAPP\N\GIS\Maps\Corporate\Rep\Utility\AW-GrandviewHeights\W\Course&Ponds-A.mxd



Produced by GIS Section: 16-Sep-2013, AW8



GRANDVIEW HEIGHTS NCP AREA #4 SIGNIFICANT SANITARY SEWER INFRASTRUCTURE

ENGINEERING
DEPARTMENT

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Source:
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