

NO: **R018**

COUNCIL DATE: **January 28, 2013**

---

## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **January 28, 2013**

FROM: **General Manager, Planning and Development**

FILE: **6520-20 (GH NCP#4)**

SUBJECT: **Grandview Heights Neighbourhood Concept Plan Area #4  
Draft Preferred Land Use Concept**

---

## RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report for information; and
2. Authorize staff to hold a public open house to seek feedback on a Draft Preferred Land Use Concept, as illustrated in Appendix I of this report, related to the Grandview Heights Area #4 Neighbourhood Concept Plan.

## INTENT

The purpose of this report is to provide an update on the development of a Preferred Land Use Concept for the Grandview Heights Area #4 Neighbourhood Concept Plan ("NCP"), and to seek authorization to proceed to a public open house to obtain public input on the Draft Preferred Land Use Concept.

## BACKGROUND

### Planning Process

The planning process for the Grandview Heights Area #4 NCP was initiated in September 2009, when Council approved the recommendations of Corporate Report No. R175; 2009, including a Terms of Reference and authorized staff to retain a consultant to assist in the preparation of a Stage 1 Land Use Plan for this NCP. Stantec Consulting Ltd was retained to assist in the preparation of the NCP.

On December 13, 2010, Council considered Corporate Report No. R263 and authorized staff to hold an open house to obtain comments from the public on a draft vision and planning principles for the NCP along with three draft land use options for the NCP. The public open house was held on May 3, 2011.

Following the open house, a Draft Preferred Land Use Concept, attached to this report as Figure 1 in Appendix I, was developed in consultation with a Citizen's Advisory Committee ("CAC") that was organized at the outset of the NCP planning process, consultants and other stakeholders,

including local youth. The Draft Preferred Land Use Concept takes into consideration the comments received during and after the May 2011 open house. An open house to seek public input on the Draft Land Use Concept is tentatively scheduled for Thursday, February 7, 2013 to obtain public input that will be considered in preparing the final Preferred Land Use Plan (Stage I). It is expected this Final Plan will be forwarded to Council for consideration during Spring 2013.

### **Existing Conditions**

The Grandview Heights Area #4 area is bounded by the Agricultural Land Reserve ("ALR") boundary 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 comprises approximately 201 hectares (497 acres) and includes 92 properties. The entire NCP area is designated "Suburban" in the Official Community Plan. The current zoning in the area is primarily A-1 (General Agriculture), A-2 (Intensive Agriculture) and RA (One Acre Residential), with a few parcels zoned CD (Comprehensive Development).

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 8-15% in the north-easterly portion adjacent to the ALR boundary. A number of ravines and riparian areas bisect the area, draining from the upland to the lowlands in the ALR. A portion of the historic Great Northern Railway right-of-way is located between 180 Street and 184 Street along the ALR boundary at the toe of the slope. The current land uses are predominantly rural residential on lots ranging in area from one acre to 40 acres, with a number of vacant properties that 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 and the Roman Catholic Archdiocese of Vancouver owns property in the area for the purpose of constructing a secondary school at some point in the future.

A significant portion the area between 24 Avenue and 28 Avenue, and smaller portions in the area to the north of 28 Avenue and the area 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 large and relatively intact hubs and corridors of woodland that support wildlife habitats and riparian habitat areas of the Erickson Creek tributaries.

## **DISCUSSION**

### **May 3, 2011 Public Open House**

Approximately 133 people attended the public open house on May 3, 2011, including several youth, who participated in a focused youth session. This is the first NCP that includes a separate youth consultation process, conducted by "youth planners" hired by the City.

The presentation and display at the public open house included a draft vision statement and planning principles, and a set of key planning issues that were addressed in different ways and illustrated in three land use options.

The key planning issues presented at the open house included:

- The location and size of a neighbourhood commercial centre;

- The location of an elementary school and its relationship with the commercial centre and other land uses;
- A connected open space system including active and passive parkland and wildlife conservation areas;
- A comprehensive circulation system for vehicles, bicycles and pedestrians;
- The interface of the neighbourhood with Highway 15 (176 Street) and access points into the neighbourhood from the highway;
- Housing density and mix of unit types;
- The location, size and integration of stormwater ponds into the neighbourhood; and
- The interface between the neighbourhood and the ALR.

Alternative approaches were presented for each of the key planning issues. Various combinations of these alternative approaches were illustrated in three Land Use Options (A, B and C).

Open house attendees were provided with a comment sheet package on which to record their comments related to the proposed vision and planning principles and on the alternative approaches to each of the key planning issues. The comment sheet package was also made available on the City's website.

The City received 147 completed comment sheet packages. Fifty of these packages were submitted by the landowners of 53 properties within the NCP area or by owners of properties within one kilometre of the NCP boundary. In addition, 97 comment sheets were submitted as a group. These responses were virtually identical and represented residents from other parts of Surrey and beyond. The responses were analyzed by staff and are summarized in Appendix II.

### **Overview of the Draft Preferred Land use Concept**

The Draft Preferred Land Use Concept shown in Figure 1, Appendix I generally reflects the preferences expressed in the public comments on the alternatives presented at the public open house and incorporates refinements following discussions with the CAC, staff from various City Departments, Advisory Committees of Council and the Surrey School District. The Draft Preferred Land Use Concept also incorporates feedback received following the public open house in focused neighbourhood meetings with residents of the Redwood Park Estates and Country Woods neighbourhoods.

Highlights of the Draft Preferred Land Use Concept include the following:

#### ***Neighbourhood Centre***

The neighbourhood centre located to the north of 24 Avenue at the intersection with the future 177 Street is intended to provide a sense of place and identity and form the heart of the neighbourhood. The neighbourhood centre is envisioned as a mixed use commercial and residential development focused on a pedestrian-friendly "high" street parallel with 24 Avenue and incorporating place-making elements such as landmarks and a public gathering place. The commercial area will be supported by medium to high density residential developments within a five minute walking distance. It will provide for a small 1,900-2,800 square metres (20,000-30,000 square feet) anchor store such as a grocery or drug store and other supporting shops and services. This would act as the primary commercial centre of the NCP area.

A second, smaller commercial node is located on the south side of 24 Avenue at the intersection with the future 182 Street, to serve the local commercial needs of the easterly part of the NCP.

### ***Residential Areas***

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

Single detached housing is located in the area near 20 Avenue across from the Redwood Park and in the area south of 24 Avenue and east of 180 Street. An appropriate transition to the existing Redwood Park Estates "Rural" designated subdivision is achieved by locating larger lots (minimum of a ¼ acre in size) and a 10-metre (30 foot) wide landscaped buffer along the north boundary of the Redwood Park Estates. Cluster residential areas are proposed near the ALR along the north-easterly boundary of the area to reduce urban impacts on farmland and in a small area south of 24 Avenue near 184 Street to achieve tree preservation. The Cluster residential development could accommodate 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 four to six storey apartment buildings adjacent to the neighbourhood centre, transitioning to two to three storey townhouse developments. Areas of lower densities are located adjacent to the existing Redwood Park Estates neighbourhood, and in areas adjacent to the ALR.

### ***Institutional Uses***

There are several existing Institutional uses that are accommodated in the Draft Preferred Land Use Concept, including the existing Fire Hall at the corner of 176 Street and 20 Avenue and the Science of the Soul worship and retreat centre along Highway 15 near 28 Avenue.

The Roman Catholic Archdiocese of Vancouver owns property in the NCP area with the long term intention of constructing a secondary school. This is reflected in the Institutional designation shown on the south side of 24 Avenue at the future 182 Street.

### ***Street Network***

The NCP is bisected by 24 Avenue, a major east-west arterial road that is planned to become a frequent transit corridor linking South Surrey/White Rock with the Campbell Heights employment area and South Langley. Highway 15 forms the western boundary of the NCP area and is major north-south truck route linking the International Border crossing to the south with Highway 1 and the South Fraser Perimeter Road to the north. These major roads provide good access for the neighbourhood, but pose a challenge to neighbourhood integration and inter-connection. Stage 2 of the NCP will include more detailed consideration of the design of these roads and the neighbourhood interface.

The proposed collector and local street network within the neighbourhood is based on an interconnected "modified grid" pattern. This allows for effective traffic distribution and dispersal within the neighbourhood and for enhanced pedestrian and bicycle connectivity. The basic block

size is 100m by 200m, although this is varied in response to topographic constraints and to support the integrity and connectivity of natural systems. During Stage 2 of the NCP process, road classifications will be confirmed and more detailed plans for transit infrastructure, bicycle connections and detailed street cross-sections will be defined, including specialized street sections in unique situations or environmentally-sensitive areas.

### ***Neighbourhood Gateways***

The main entrances into the NCP area are by way of 24 Avenue at Highway 15 (176 Street) and by way of 184 Street. Stage 2 of the NCP planning process will include designs for these entrances incorporating special features such as wider boulevards and sidewalks, landscaped centre medians, double rows of trees and special pavement for sidewalks. The intersections of 24 Avenue with the future 177 Street and 182 Street will function as gateways into the respective sub-neighbourhoods of the NCP, and will be marked with elements such as plazas, landmarks and public art supported by complementary architectural designs of flanking buildings.

### ***Neighbourhood Parks***

A total of six park and playground sites are proposed in the NCP area, including one larger neighbourhood park adjacent to the proposed elementary school that serves the entire neighbourhood. In addition, there are five smaller parks and playgrounds, located in different quadrants of the neighbourhood, within easy walking distance of most homes.

In addition to the neighbourhood parks within the NCP, Redwood Park is a large City park located immediately south of the NCP area. This park is being expanded through land acquisitions to include sports fields, complementing its existing natural areas and passive recreation uses.

### ***Natural Areas***

A network of natural areas is proposed to protect existing watercourses and riparian areas and to establish a large natural hub and wildlife corridor in the core of the neighbourhood to support wildlife populations in the area (Figure 2 in Appendix I).

The proposed wildlife hub is 9.22 hectares (23 acres) in area and is located adjacent to the ALR and several riparian areas to enhance its ecological value. The proposed wildlife hub is within a larger, existing natural area that was identified in the Ecosystem Management Study as having significant ecological value.

The wildlife hub is linked to Redwood Park by a natural wildlife corridor. This north-south corridor, which averages 60 metres (200 feet) in width, facilitates wildlife movement between the environmental hubs and sites identified by the Ecosystem Management Study both within and adjacent to the Grandview Heights area including the Redwood Park and farmlands.

The proposed wildlife hub and corridor together contain 15 hectares (37 acres), which amounts to approximately 7% of the gross area within the NCP, and 30% of the 50 hectares (120 acres) of lands that are designated for "green" uses such as parks, riparian areas, stormwater ponds, ALR buffers and greenways. The wildlife hub and corridor represent the largest and most significant area specifically designated for wildlife protection in any NCP in Surrey to date and is an environmental amenity benefitting the local community and the City-at-large.

### Greenspace Levy

The proposed wildlife hub and corridor areas ("Greenspace") are a significant community amenity but, unlike riparian areas, there is no statutory protection for these areas from development. Therefore, these lands will need to be acquired to ensure their protection. The estimated cost of acquiring the land required for the wildlife hub and corridor at current market value is \$45 million, and there is no established source of funding such as DCCs available to purchase the land. Through discussions with the CAC, it was decided that a "green space levy" should be applied to all residential development within the NCP area as an effective and equitable way to secure the proposed Greenspace. A consultant was retained to determine the cost and to recommend the best method of determining and implementing such a green space levy. The results of this study are summarized in Appendix III.

### ***Greenways and Paths***

The Draft Preferred Land Use Concept incorporates greenways and multi-use paths connecting the various parts of the NCP. These paths link key destinations such as Redwood Park, the elementary school and the neighbourhood centre, and provide attractive and convenient walking and cycling routes through the neighbourhood. Multi-use paths are proposed along both sides of 24 Avenue and along the east side of Highway 15. Greenways are proposed along the former Great Northern Railway corridor adjacent to the ALR, and along the wildlife corridor that runs in a north-south direction through the heart of the neighbourhood.

### ***ALR Buffer***

Along the ALR interface a continuous 30-metre wide green buffer partly located within the former Great Northern Rail Corridor provides separation between urban development in the NCP area and the farm operations on the adjacent land in the ALR. This buffer area incorporates a greenway with trails and fencing as well as stormwater ponds which enhance its effectiveness as a buffer and as wildlife habitat.

### ***Stormwater Ponds***

Stormwater ponds are generally located in keeping with the Erickson Creek Integrated Stormwater Management Plan, except in the area to the west of 180 Street where the locations and/or sizes of some of the ponds have been modified to ensure that a reasonable area for development is available on affected properties. Of the eight stormwater ponds proposed, four are located within the ALR buffer, adding to its ecological effectiveness. One of the proposed ponds is located within the wildlife hub, and will be designed to enhance the wildlife habitat quality and function of that natural hub.

### **Anticipated Number of Dwelling Units and Population**

At build-out based on the land uses shown in the draft Preferred Land Use Concept the NCP will have between 3,274 and 4,680 dwelling units, generating a potential population ranging from 8,389 to 11,887. This range reflects the potential development scenarios that are possible within the NCP land use designations. The expected breakdown of housing types is approximately 20% detached housing, 55% townhouses and 25% apartments.

## **Servicing Infrastructure**

Considering that existing urban services such as trunk sanitary sewers and water mains are relatively distant from this NCP the Terms of Reference (Corporate Report No. R175; 2009 considered by Council on September 14, 2009) included assessing the works necessary to service the NCP area and estimating the related costs in more detail than is typical for the Stage 1 component of an NCP. This would allow the "Owners Group," a group of property owners who petitioned Council to initiate the NCP, to determine whether to proceed to Stage 2. On September 21, 2009, the Owners Group signed an agreement with the City to pay all costs associated with Stage 2 of the NCP and all costs for the construction and maintenance of works required to open the NCP area for development.

Preliminary servicing concepts for water distribution, sanitary sewers, drainage and transportation infrastructure are currently being prepared based on the Draft Preferred Land Use Plan. High-level, preliminary cost estimates are also being prepared for the DCC-eligible works required to support urban development. These servicing concepts and preliminary cost estimates, along with anticipated DCC revenues for the NCP are being refined, and will be presented as part of the final NCP Stage 1 report to Council. If Stage 2 of the NCP is initiated by the Owners Group the servicing concepts and a detailed financing strategy for implementing the necessary infrastructure will be developed as part of Stage 2.

## **Next Steps**

The next steps in the preparation of the Grandview Heights NCP #4 are:

- Subject to Council authorization, a Public Open House will be held on February 7, 2013 to seek input on the Draft Preferred Land Use Concept;
- Refinements will be made to the estimated servicing costs and DCC revenue projections for the NCP prior to forwarding the NCP Stage 1 report to Council for consideration;
- After receiving the public input, the Draft Preferred Land Use Concept will be revised as required and a Corporate Report to Council on Stage 1 of the NCP will be prepared and forward to Council for consideration and approval; and
- Prior to the commencement of the Stage 2 component of the NCP, a decision by the Owners Group will be sought as to whether or not they wish to proceed with the completion of Stage 2 of the NCP.

## **SUSTAINABILITY CONSIDERATIONS**

The Draft Preferred Land Use Concept responds to a number of goals and objectives in the City's *Sustainability Charter*; in particular, the protection of a significant wildlife hub and corridor in addition to riparian areas and parks is consistent with:

### *Environmental Goals:*

- *1a: Interconnecting Surrey and the areas outside Surrey through wildlife corridors, parks and natural areas;*
- *1b: Protecting to the extent possible, existing urban forests and natural coverage, protecting trees and maximizing the City's tree canopy.*

The land use concept that provides for an integrated, interconnected, walkable neighbourhood responds to many of the goals and objectives of the Sustainability Charter, most notably:

*Environmental Goals:*

3. 4. *Establish a built environment that is balanced with the City's role as a good steward of the environment;*

*Socio-Cultural Goals:*

4. 2. *Promote the development of a range of affordable and appropriate housing to meet the needs of households of varying incomes and housing composition, and for people with special needs;*
5. 6. *Create neighbourhoods that have distinct identities, diverse populations, lively public spaces that promote social connections, and a range of accessible services and opportunities;*
6. 7. *Design neighbourhoods that are friendly and responsive to the unique needs of children, youth, seniors and those with special needs*

## CONCLUSION

A Draft Preferred Land Use Concept for Grandview Heights Area #4 NCP has been prepared. This concept has taken into consideration the input received from the public following the presentation of three draft land use concepts at the open house on May 3, 2011, and was prepared by City staff and a project consultant in consultation with a Citizens Advisory Committee and stakeholders, including young people.

Based on the above discussion it is recommended that Council authorize staff to proceed to a public open house to seek feedback on a Draft Preferred Land Use Concept, as illustrated in Appendix I of this report, for the Grandview Heights Area #4 NCP.

*Original signed by*  
Jean Lamontagne  
General Manager,  
Planning and Development

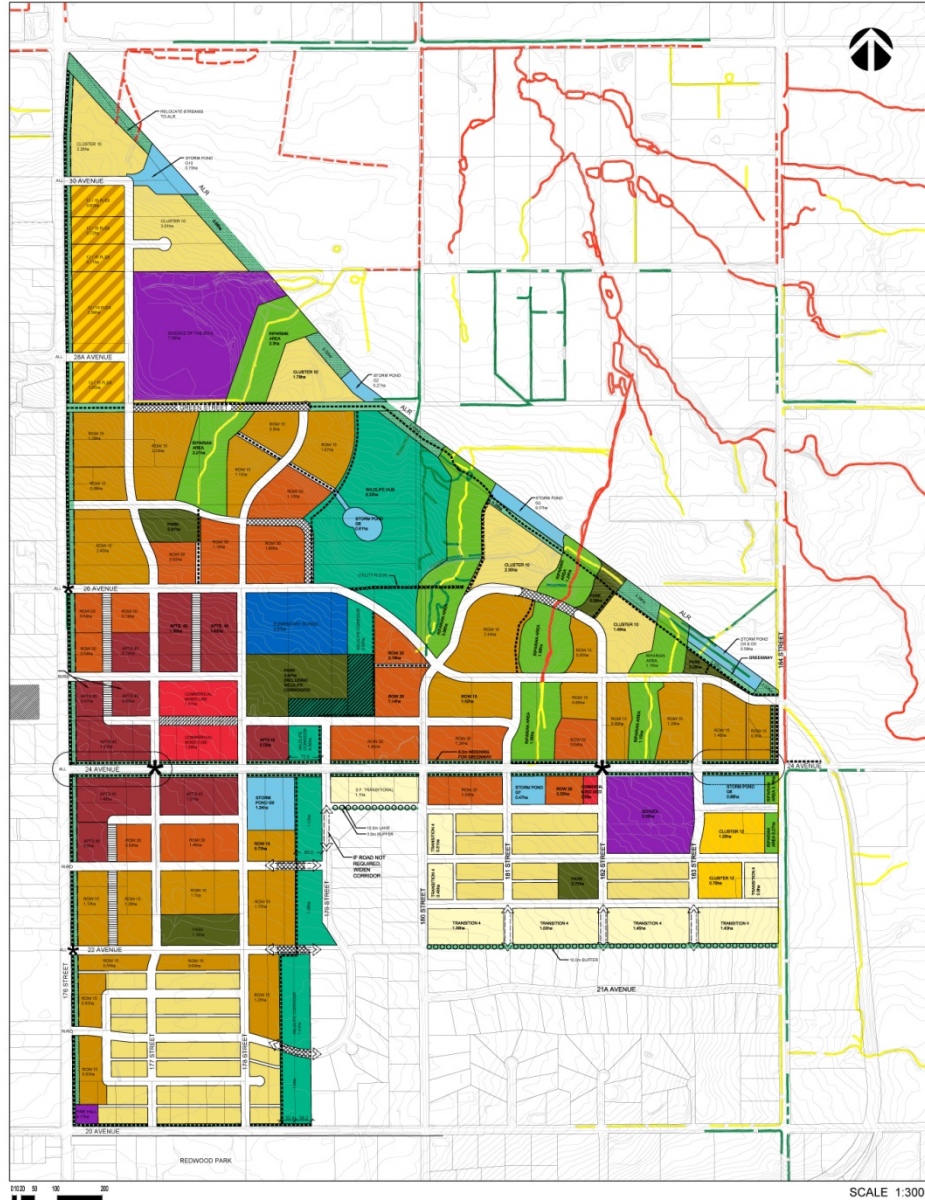
DL:saw

Attachments:

- Appendix I Draft Preferred Land Use Concept – Grandview Heights NCP Area #4
- Appendix II Summary of Comments – May 3, 2011 Public Open House
- Appendix III Summary of Results – Greenspace Levy Study



**Figure 1**  
**Draft Preferred Land Use Concept**  
**Grandview Heights NCP Area #4**



**GRANDVIEW HEIGHTS NCP4: 8TH DRAFT PREFERRED OPTION**  
 DECEMBER 2012

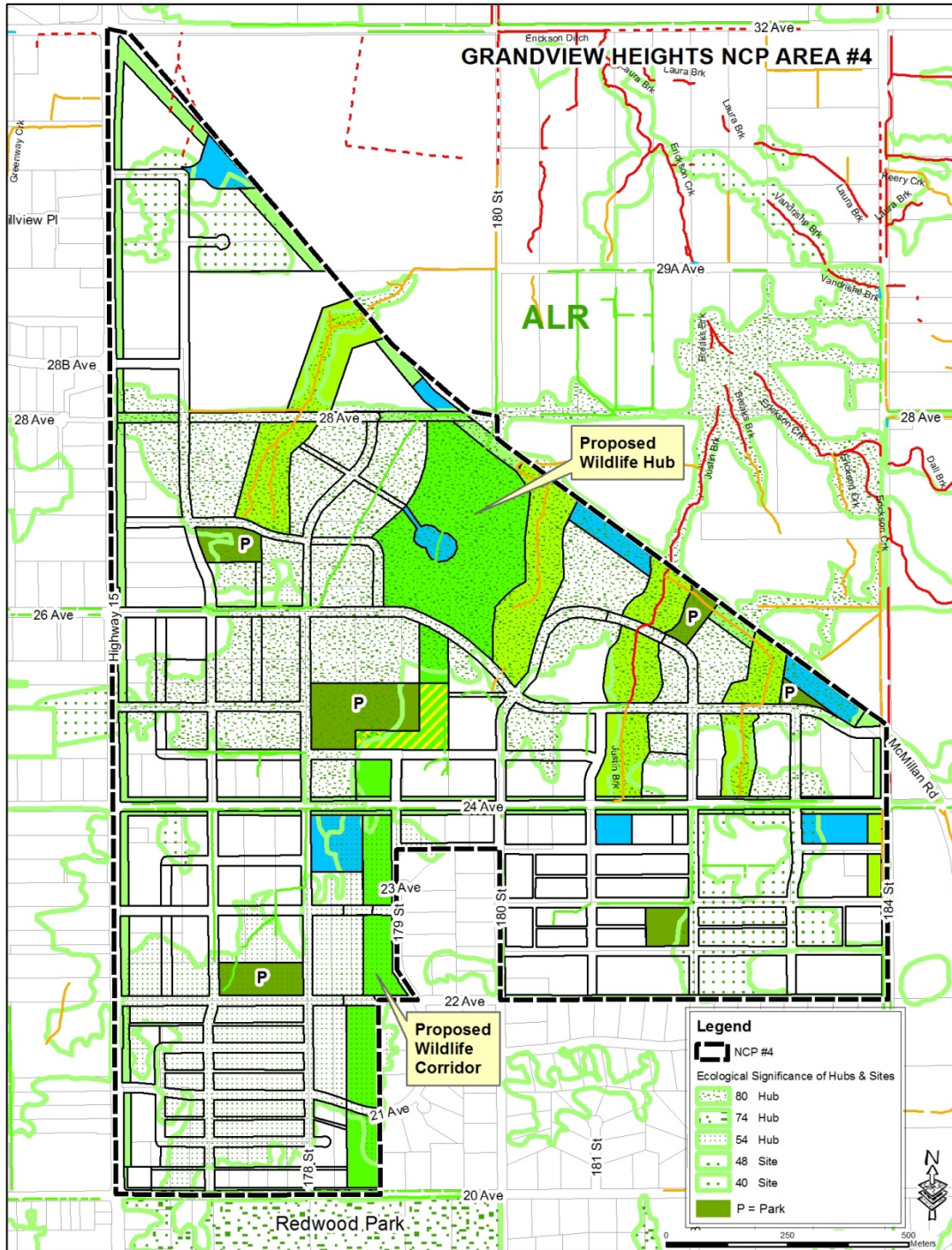


WILDLIFE HUB & CORRIDOR	GREENWAY	MEDIUM DENSITY RESIDENTIAL (30)	FUTURE ROAD (to be required in the future if and when the adjacent "rural" area is redeveloped)
WILDLIFE CORRIDOR IN THE PARK IS SUBJECT TO PARK LAYOUT	ELEMENTARY SCHOOL	MEDIUM DENSITY RESIDENTIAL (15)	GREEN STREET (subject to special standards)
RIPARIAN AREAS	INSTITUTIONAL	DETACHED RESIDENTIAL (12) / MEDIUM DENSITY (15) FLEX	COMMERCIAL HIGH STREET (subject to special standards)
PARKS	MIXED USE COMMERCIAL RESIDENTIAL	CLUSTER RESIDENTIAL (12)	FLEX STREET (subject to special standards)
STORMWATER PONDS	HIGH DENSITY RESIDENTIAL (45)	CLUSTER RESIDENTIAL (10)	ENTRANCE TREATMENT
BUFFER	MULTI-USE PATHWAY	DETACHED RESIDENTIAL (15)	GATEWAY TREATMENT
	TRANSITIONAL BUFFER	RESIDENTIAL TRANSITION (4)	RIGHT IN/ RIGHT OUT ACCESS ONLY
			ALL DIRECTIONAL ACCESS

**NOTES:**

- Riparian setbacks must be confirmed by geotech assessment and survey and be in compliance with SPD requirements.
- Stormwater pond locations are conceptual. Any changes to them are subject to approval by City's Engineering and Parks Departments.
- All land areas and sizes shown are approximate and must be confirmed by survey.
- Geotech assessments and windfirm analysis of the vegetated boundaries will be required in conjunction with survey on properties affected by riparian requirements.
- In certain locations where a substantial area of the land is currently covered by forest, achieving the density of development, as shown, would be subject to the provision of an on-site green space for the preservation of naturally forested areas other than riparian areas. The amount of density that could be achieved on-site would be proportional to the amount of green space provided. This may require consideration of innovative site planning and design concepts such as clustering units, transfer of density within the same site, etc.

**Figure 2**  
**Parks and Greenspace Areas Compared with EMS Hubs and Sites**  
**Grandview Height NCP#4**



V:\Policy\Long Range\Plans\Grandview Heights Planning\NCP #4\Map\CAD MAP\_STAIR\EC\Wildlife Hub and Corridor.dwg (Landscape).mxd

**Results – Summary of Comments following the May 3, 2011 Public Open House  
Grandview Heights NCP Area #4**

***Vision & Planning Principles:***

20 of the 50 comment sheets included comments on the vision and planning principles. 55% of these respondents supported the vision statement. 35% liked the planning principles. Some of the other comments, to a varying degree, included concern about preserving the natural systems while keeping the plan viable, suggestions for more density, the need to look beyond the plan area and to be considerate of the edges and transitions, and concern about the impact of many intersections on Highway 15 (176 Street) traffic.

***Planning Issues:***

<b>Issues</b>	<b>How is this Planning Issue addressed by each of the three draft Land Use Options?</b>		<b>Percentage of support for the way the Planning Issue is addressed by each Land Use Option &amp; Sampling of Comments</b>	
<b>Neighbourhood Commercial Centre</b> <ul style="list-style-type: none"> <li>• Location and size of the neighbourhood commercial centre</li> </ul>	A	<ul style="list-style-type: none"> <li>• Proposed at 179 St , north of 24 Ave</li> </ul>	43%	<ul style="list-style-type: none"> <li>• Like the central location of the neighbourhood centre. It will provide a sense of place and identity for the neighbourhood.</li> <li>• Some people, however, the supplementary commercial nodes to increase convenient access to shopping.</li> </ul>
	B	<ul style="list-style-type: none"> <li>• Same as on Option A, but larger in size. Also, the primary neighbourhood commercial centre is supplemented by three smaller commercial nodes at other locations within area</li> </ul>	38%	
	C	<ul style="list-style-type: none"> <li>• At 176 St, north of 24 Ave, and approximately of the same size as on Option B. This is supplemented by a small node south of 24 Ave at 182 St.</li> </ul>	9%	
<b>Elementary School</b> <ul style="list-style-type: none"> <li>• Location of the school and its relationship with commercial centre and other land uses</li> </ul>	A	<ul style="list-style-type: none"> <li>• Proposed at 178 St &amp; 25 Ave, next to the commercial centre. Separated from park by a road</li> </ul>	15%	<ul style="list-style-type: none"> <li>• School should not be close to the commercial area and 24 Avenue. Like the location near the wildlife corridor and park without a road separating the school.</li> <li>• Some people, however, liked the location of the school next to commercial in order to create a central hub for the neighbourhood.</li> </ul>
	B	<ul style="list-style-type: none"> <li>• Proposed at 180 St&amp; approx. 25 Ave; it is separated from the commercial centre by a wildlife corridor. Separated from park by a road</li> </ul>	58%	
	C	<ul style="list-style-type: none"> <li>• Proposed on 24 Ave with access from 178 St and located farther away from the commercial centre ; No road between park and</li> </ul>	8%	

		school		
<b>Open Space System</b> <ul style="list-style-type: none"> <li>Provision of parks, wildlife areas and other open spaces including the riparian areas of creeks and ALR buffer</li> </ul>	A	<ul style="list-style-type: none"> <li>36% of the natural area proposed as protected area for wildlife (This is in addition to creek riparian areas which are a statutory requirement). Also, includes an east-west wildlife corridor.</li> </ul>	32%	<ul style="list-style-type: none"> <li>The wide corridor will provide a good link for wildlife between the ALR and Redwood Park. Maximum retention of green space, hubs and corridors is critical.</li> <li>Need to preserve as much as possible, but the wildlife hub &amp; corridor may not be financially realistic in urban environment. Expand open space network as opposed to wildlife corridors.</li> </ul>
	B	<ul style="list-style-type: none"> <li>28% of the natural area to be protected. No east-west corridor, but fewer road crossings through the north-south corridor.</li> </ul>	45%	
	C	<ul style="list-style-type: none"> <li>30% of the natural area to be protected. School and park site forms part of the wildlife corridor.</li> </ul>	2%	
<b>Circulation Network</b> <ul style="list-style-type: none"> <li>Circulation and connections for vehicles, bicycles and pedestrians</li> </ul>	A	<ul style="list-style-type: none"> <li>Generally conforms to the desire for an interconnected road grid.</li> </ul>	42%	<ul style="list-style-type: none"> <li>Road grid is better for walking within the neighbourhood.</li> <li>No connections should be provided across wildlife corridors and to Redwood Estates.</li> <li>Do not provide access to Highway 15/176 St except at 20, 24, 28 and 32 Avenues. Use existing road rights-of-way rather than more roads on private properties</li> </ul>
	B	<ul style="list-style-type: none"> <li>Similar to Option A, but more interconnected across riparian areas in the area east of 180 Street and north of 24 Avenue. Also, shows a future road connection to the adjacent Redwood Estates area</li> </ul>	30%	
	C	<ul style="list-style-type: none"> <li>Relatively larger blocks lowers the degree of connectivity and convenience, but is compensated by the provision of a higher degree of off-road walkway connections. Includes a road link to the Redwood Estates as on Option B.</li> </ul>	8%	
<b>Relationship to Highway 15</b> <ul style="list-style-type: none"> <li>Interface with Highway 15 (176 Street) and access points to the neighbourhood from the highway</li> </ul>	A	<ul style="list-style-type: none"> <li>Maximum number of intersections with full movement intersections proposed at 400 m and right-in and right-out intersections at the intervening 200 metre locations.</li> <li>All residential areas to be buffered from the</li> </ul>	32%	<ul style="list-style-type: none"> <li>Too many intersections to Highway 15 would create high risk for traffic.</li> <li>Not good location for single family dwellings. Townhouses would be better.</li> <li>Provide adequate landscaped setbacks and berms to mitigate traffic noise.</li> <li>All options are unsatisfactory.</li> </ul>



		Highway and oriented inward away from the Highway.		
	B	<ul style="list-style-type: none"> <li>• Same number of intersections as on Option A.</li> <li>• Proposes only single family units to be oriented away from the highway with access from a fronting interior street.</li> </ul>	28%	
	C	<ul style="list-style-type: none"> <li>• Larger spacing of intersection with the highway.</li> <li>• Shows two options for single family lots – some lots fronting on an interior street and other lots fronting the highway with access from a rear lane.</li> </ul>	15%	
Housing Density & Variety	A	<ul style="list-style-type: none"> <li>• Largest amount of higher density housing (low rise apartments and townhouses at 30 units per acre), generally located between 176 St &amp; 178 St, south of 27 Ave up to 20 Ave</li> <li>• Single family area is limited to east of 180 St.</li> </ul>	23%	<ul style="list-style-type: none"> <li>• Keep higher density housing (apartments) in the core of the neighbourhood; Provide more apartments on Highway 15 for buffer</li> <li>• Reduce multiple high density housing. Focus on country estate type of housing.</li> <li>• Broader mix of housing and densities. Integrate densities throughout the neighbourhood.</li> <li>• Higher density housing near Redwood Park and playing fields for access to more people.</li> </ul>
	B	<ul style="list-style-type: none"> <li>• Similar to Option A for higher density, but not extending as far north or south.</li> <li>• Addition of single family near 20 Ave and larger lot single family next to Redwood Estates.</li> </ul>	42%	
	C	<ul style="list-style-type: none"> <li>• Similar to Option B in terms of location of higher density housing, but reduced amount of area.</li> <li>• Increased single family areas.</li> </ul>	8%	
Stormwater Ponds • Location, size and integration of the	A	<ul style="list-style-type: none"> <li>• Stormwater ponds consistent with the Erickson Creek Stormwater Plan</li> </ul>	32%	<ul style="list-style-type: none"> <li>• Ponds should be at the outer edges of the neighbourhood.</li> <li>• Keep the ponds as small as possible to</li> </ul>

stormwater ponds into the land use plans	B	<ul style="list-style-type: none"> <li>• Same as on Option A, but one of the ponds is replaced by three smaller ponds on the west side of 180 Street</li> </ul>	42%	<ul style="list-style-type: none"> <li>• reduce cost burden.</li> <li>• Stormwater ponds should be aesthetically pleasing. They should be community amenity and features.</li> </ul>
	C	<ul style="list-style-type: none"> <li>• Same as above except the three small ponds to the west of 180 St are replaced by two somewhat larger ponds</li> </ul>	2%	
ALR Interface		<ul style="list-style-type: none"> <li>• All three land use options showed open spaces and buffers of varying width along the ALR edge and lower density residential land uses next to the open spaces.</li> </ul>	19%	<ul style="list-style-type: none"> <li>• Ensure there is no impact from drainage on ALR.</li> <li>• Minimize buffer to ALR.</li> <li>• Makes sense to have transitional density and single family housing near ALR.</li> <li>• Provide some higher density near ALR edge.</li> </ul>
			47%	
			2%	

**Youth consultation:**

Comments from the young attendees were gathered in a separate workshop held at the open house. Most of the young people liked the commercial centre's location proposed in option "B". They felt it would be safe for walking and they also liked its proximity to the school, park and natural area. On the question of the location of the open spaces and natural areas, they would like these areas to be located throughout the neighbourhood in the vicinity of the residential and commercial areas in order to provide a balance with the number of people living and working in those areas. They were also asked to give an opinion on the road layout. They were divided equally between preferences for small blocks, which would allow them to travel within the neighbourhood easily, and larger blocks, which would allow more opportunity for keeping the natural areas more intact. Many of them, however, also thought that living in cul-de-sacs would create quiet areas to play and make friends with other children from the neighbouring houses.

## Results of the Greenspace Study Grandview Heights NCP Area #4

The purpose of the Greenspace Study was to answer the following questions:

- What is the best (most equitable) method of paying for the proposed Greenspace?
- What is the impact of the levy on the viability of development in the NCP?
- What is best way (most understandable to owners, investors and developers) to charge this levy?

To arrive at the levy amount, the following assumptions/estimates were made:

1. Taking into account the estimated servicing costs\* and land value in the neighbouring Grandview Heights area, the cost of the 42 acres of Greenspace lands, if they were serviced, would be \$45.15 million at \$1.075 m/acre.
2. Approximately 10 Acres of the Greenspace could be considered as parkland by the City and purchased using Park DCCs.
3. The cost of the remaining 32 Acres of the Greenspace at \$1.075 m/acre = \$34.4 m
4. The city contributes 5% of the Greenspace cost from general revenue, considering that the Greenspace would also benefit the City as a whole. This would reduce the amount required to purchase the Greenspace from \$34.4 m to \$32.2 m.
5. Net acreage of developable lands in the NCP Area after discounting the Greenspace lands = 342 Acres.
6. Using a specific land use plan scenario, the build-out would be as follows:
  - Number of dwelling units = 4,071 units on average (623 single family, 2,260 townhouses and 1,188 apartment units); and
  - Total population = 10,414 people (at 3.6 people/single family, 2.5/townhouse and 2.1/apartment unit)

The consultant studied five methods, as noted below, to calculate the potential levy:

1. Levy per net developable acre:  
Cost of the Greenspace land divided by the total developable area within the NCP area. The levy amount derived from this method is likely to favour multi-family units.
2. Levy per dwelling unit:  
Cost of the Greenspace land divided by the total number of anticipated dwelling units in the NCP. The levy amount derived from this method is likely to favour single family units.
3. Levy per sq. m. or sq. ft. of buildable floor area:  
Cost of the Greenspace land divided by the total estimated buildable area within the NCP. Under this method, while the units may be more affordable (would favour smaller units) and the levy amount would be more equitable between different unit types, there could be

a shortfall to cover the Greenspace acquisition costs if developers choose to build smaller than average units.

4. Levy per population:  
Cost of the Greenspace divided by the anticipated population translated into a per unit charge based on the anticipated average household size for each housing type. Philosophically, the levy amount derived by this method could be tied to the density (number of units & people) and, therefore, would be seen as being relatively equitable across unit types.
  
5. A pre-determined levy of a set amount by housing type:  
A set amount arrived at by adjusting the levy amounts (per unit for single family and per buildable floor area for multiple family units) to reduce inequities between the levy for different housing types that would likely be generated by any of the four above-noted methods.

Using these assumptions, the levy amounts under each of the five methods are:

Per Acre*	Per Unit	Per Buildable Floor Area**	Per Population	By Housing Type
\$95,614/acre	\$8,032/unit	\$4.94/sq. ft.	\$3,139/"expected " person	Will vary by housing type
<b>Considerations:</b>				
<ul style="list-style-type: none"> <li>• Simple to understand &amp; administer</li> <li>• Favours multi-family development</li> </ul>	<ul style="list-style-type: none"> <li>• Simple to understand &amp; administer</li> <li>• Favours single family development</li> <li>• May erode affordability by favouring large units</li> </ul>	<ul style="list-style-type: none"> <li>• Relatively equitable between housing types</li> <li>• Promotes affordable housing</li> <li>• May result in levy shortfall if smaller units built</li> </ul>	<ul style="list-style-type: none"> <li>• Relatively equitable between building types</li> <li>• Links the levy to impact from development</li> <li>• Used in DCC calculations</li> <li>• Depends on two step process</li> <li>• Expressed as per unit for lower density and per sq. ft. for higher density</li> <li>• Somewhat favours larger units (as % of sales price)</li> </ul>	<ul style="list-style-type: none"> <li>• Allows a "custom" approach to levy that could reduce inequities</li> <li>• Link between levy and impact not transparent</li> </ul>
* Used by Langley ** Used by Vancouver (Downtown South)				

While both the "per buildable floor area" and "per population" methods would produce relatively equitable levy amounts between different land uses, the "per population" method is considered to be the best way to calculate the levy. The reason is that it would more understandable because it is similar to the method that is used to determine DCCs by the City and it ties the levy for the "amenity" or community benefit (Green space) to the number of people anticipated to be living in the NCP area in the future.

Following the discussion on the consultant's report with the CAC, it was decided that the best (most understandable) way to express the "impact" of the levy would be in terms of the amount of levy that would be payable for each different type of dwelling unit. Based on the specific land use



scenario, described earlier, the levy amount derived from the "per population" method could be in the range of 1% to 2% of the estimated sales prices for different unit types (i.e. a levy of \$11,300 per single family home, \$7,850 per townhouse unit and \$6,600 per apartment unit). The unit sales prices would, however, be dependent on the interest that a developer would have to pay on the carrying costs while the units are being constructed and marketed and the developer's expectations for profit due to the costs incurred in the construction of the units including land costs and servicing costs. Therefore, the actual proportion of the levy in terms of percentage of the sales price could vary. The final levy amounts will be determined based on estimates for the number of units and population for the approved Land Use Plan (Stage 1 of the NCP) and after the final costs of providing engineering servicing in the NCP area are known as part of the Stage 2 component of the NCP.

In spite of the added cost of the levy for each unit, the impact of the levy on the development viability of the NCP would likely be relatively small compared to the impact that will occur due the engineering servicing costs. Also, considering that the Greenspace, which would be unique to this area, could be an attractive asset from a marketing perspective. Prospective home buyers would likely be willing to pay an additional amount for the benefit of living in the "greenest" neighbourhood.