



Plan area comprises approximately 100 hectares (250 acres) of land, currently designated for a mix of Urban and Suburban uses in the OCP. The central suburban area, between 128 Street and 132 Street, contains large properties, which currently lack municipal services and utilities. In March of 2002, a delegation representing a majority of the property owners from this central area requested that a NCP be prepared for the area. In response, Council authorized staff to commence a planning process towards the preparation of an NCP for the West Newton/Highway 10 neighbourhood.

On January 26, 2004, Council approved the Land Use Plan (Stage I of the NCP) for the neighbourhood (Corporate Report No. L018). Council then authorized staff to proceed with the Stage II component of the NCP that included resolving several outstanding land use issues and preparing the final servicing, phasing and financing strategy and amenity contribution requirements to implement the Land Use Plan.

## **DISCUSSION**

### **The Land Use Plan**

The proposed Final Land Use Plan for the West Newton/Highway 10 area, shown in Appendix VI, provides for a predominantly single family residential neighbourhood, consisting of a variety of densities and unit types. It creates a logical extension of the West Newton South NCP where single-family residential uses are the primary land uses.

The single family residential land uses include Suburban Transition Lots (at a density of between 2 units per acre to 6 units per acre), conventional Single Family Lots (at 6 units per acre), Small Lots (at 10 units per acre) and Small Lots With Lanes (at 13 units per acre). The residential land uses proposed at the interface with the existing residential development are compatible in density and character with the adjacent residential uses and are intended to provide a compatible transition between land uses of lower and higher densities. The central area between 128 Street and 132 Street is designated primarily for single-family lots with rear lanes. This area now contains large, underdeveloped properties and has the greatest potential to create pedestrian friendly streets in keeping with the OCP policies.

Further, to comply with the OCP policies on complete communities and variety of housing forms, portions of the Plan area are designated for multiple residential uses and seniors housing. Local commercial nodes are proposed at the intersections of 128 Street and 132 Street with Highway 10. These nodes are located within the walking distance of the proposed residential areas.

The Land Use Plan, when fully implemented, is expected to generate 950 new residential units resulting in an additional population of approximately 2,880 people. The total population of the area at build-out is expected to be between 4,200 to 4,500 people.

Two new neighbourhood parks are proposed in the Plan area. Both parks are on 60 Avenue, one located to the west of 126 Street next to J. T. Brown Elementary School and the other to the east of 128 Street. Aspen Park, an existing neighbourhood park, is located to the east of 132 Street. A community park is proposed on 59 Avenue, between 130 Street and 131 Street.

The Plan also proposes two greenways through the neighbourhood:

- The Serpentine Greenway, located along the BC Hydro corridor to the west of 128 Street, will incorporate a multi-use pathway to provide an off-street recreational linkage between Newton and the Serpentine River; and

- The Highway 10 Buffer/Greenway, a 15 metre wide landscaped buffer, is proposed along the north side of Highway 10. The 15-metre wide buffer, plus a minimum 5 metre setback to buildings, will provide a physical separation between residential developments and the highway, to mitigate highway traffic impacts on the developments in the vicinity of Highway 10. The buffer is to be provided outside of the land required for the highway widening. A multi-use pathway will be incorporated in the buffer to create a linkage between Newton and Cloverdale, as part of Surrey's greenway system.

The final Land Use Plan is consistent with the Stage I Land Use Plan approved by Council in January 2004, with one exception. The final Land Use Plan shows an alternative land use scenario (Optional Land Use Plan) for a portion of the land located in the area bounded by Highway 10, 129 Street, 59 Avenue and 130 Street. The Small Lots with Lanes (13 upa) designation along 59 Avenue and on 130 Street, across from the community park, and the Small Lots (10 upa) designation along Highway 10, remain identical in both scenarios. However, in the Optional Land Use Plan, on the interior lands in this area, the land use designation is changed from Small Lots with Lanes (13 upa) to Small Lots (10 upa) and the road pattern is re-oriented to an east-west orientation. This alternative land use scenario was developed as a result of discussions with an applicant who has submitted a rezoning application for these lands after Stage I of the NCP was approved by Council. This is will be further discussed later in this report.

### **Tree Preservation**

Portions of the area to the east of J. T. Brown Elementary School, the area between 128 Street and 132 Street and a small area to the east of 132 Street, are well treed. Most of the trees next to J. T. Brown Elementary School are within the proposed neighbourhood park. This park is proposed to be a passive park, which will permit the retention of a number of trees. The proposed community park to the south of 59 Avenue, between 130 Street and 131 Street, presents limited opportunities for tree preservation because of the need to accommodate playing fields to meet the recreational needs of the community. Tree preservation within the proposed 15-metre wide buffer along Highway 10 will be addressed in conjunction with the preparation of the plans for this buffer. Opportunities to preserve on development sites will be explored on a site-by-site basis at the time of reviewing the development application for each site.

### **Land Use Issues**

There were four outstanding land use issues at the time the Stage I component was approved by Council, in January 2004. These issues were to be addressed as part of the Stage II component of the Plan development. Appendix VII illustrates the location of areas where land use issues were to be addressed. The following describes each issue and the recommended resolution of the issue, as contained in the final NCP document:

#### **1. Northwest Corner of Highway 10 and 126 Street**

The owners of two properties, at the northwest corner of Highway 10 and 126 Street, were interested in having this land designated to allow townhouses at a density of 30 units per acre. Originally these properties were being considered for townhouses at 15 units per acre. However, the Stage I Land Use Plan designated these lands Small Lots (10 upa) in response to comments received from a majority of the owners of properties to the west of the BC Hydro corridor, who requested that the single family character of the area should be reinforced by designating the subject lands for single family residential uses.

The City has now received an application (No. 7904-0058-00) for the two subject properties, to rezone these sites from RF to RF-12 to create approximately 19 single-family lots. The proposed rezoning is in keeping with the proposed land use designation on the Land Use Plan, which is Small Lots (10 upa).

*Resolution of Issue:*

*The property owners have withdrawn their request for redesignation and are proceeding with their application on the basis of the Small Lot (10 upa) designation. This issue has been resolved.*

**2. Northeast Corner of Highway 10 and 126 Street**

During the development of the Stage I Land Use Plan, five of the six owners of the existing single family lots (non-conforming sized lots under the RA Zone) at the northeast corner of Highway 10 and 126 Street, requested a designation that would allow a higher density residential use on their lands instead of the Existing Single Family designation, as shown on the Land Use Plan. The five properties are developed with houses, which appear to be in good condition.

The request for a designation of these lands for higher density residential uses, related to the possible future redevelopment of these properties and to offset the potential loss of land for three of the five properties for the widening of Highway 10. The proposed designation of Existing Single Family reflects the existing situation and is consistent with the designation of other properties to the north. A lack of detailed information on the highway widening at the time of the Stage I plan approval left some uncertainty about the actual impact of the highway widening on the subject properties.

*Resolution of Issue:*

*It is recommended that the current designation of Existing Single Family be retained for the subject lots. Plans for the Highway 10 widening are still being finalized. It is anticipated that the highway plans will be finalized by mid 2005. The currently proposed land use designation can be revisited when the highway plans are finalized and made public, and the subject property owners are prepared to jointly consider submission of an application for redevelopment of their properties.*

**3. Southeast Corner of 128 Street and 60 Avenue**

Four properties, at the southeast corner of 128 Street and 60 Avenue, are designated "Attached Housing" (Maximum 20 upa) on the Land Use Plan. The focus of this designation was to provide opportunity for multi-family housing in the neighbourhood, which is largely dominated by single-family residential uses. These properties contain large red cedar trees, both in clusters and as individual trees. The property owners have requested a redesignation from the "Attached Housing" designation to a designation that would allow the development of small single-family lots on these sites. The owners have cited strong market demand for small single-family lots as the reason for their request. They have also submitted a petition in favour of such a redesignation signed by a majority of the property owners on 128 Street and 60 Avenue, across from the subject properties. At present, the City has received a development application for two of the four properties that front 128 Street (No. 7904-0068-00) to rezone these sites from RA to RF-12 to permit subdivision into 12

small lots.

The "Attached Housing" designation reflects the fact that these properties are near the future commercial centre at 128 Street and Highway 10. It also responds to the OCP policies related to providing opportunities for a variety of housing options as part of complete communities. This designation would also better facilitate the retention and protection of mature trees, as part of multi-family development, by providing more flexibility to locate buildings away from trees in comparison to development of single-family lots.

The applicant has advised that they can demonstrate that the trees can be preserved on single-family lots by making some of the lots larger to accommodate the existing trees. The applicant has also proposed to incorporate coach houses on the single family lots, which will result in a higher residential density to support the proposed commercial centre on 128 Street at Highway 10 and support the OCP policies, related to providing a range of housing types in the neighbourhood.

*Resolution of Issue:*

*A redesignation of the site to permit the small single-family lots with coach houses is reasonable, provided that a significant number of the existing trees are preserved. A site-specific Comprehensive Development Zone may be required. The provision of coach houses, as a requirement rather than an option on these lots, would be necessary to demonstrate a diversity of housing types. Area residents have expressed opposition to allowing secondary suites in the area. These concerns would need to be resolved during the application review process.*

*It is proposed that the Attached Housing designation on the four subject properties remain unchanged in the Stage II Plan, at this time. If the owners submit a rezoning application that meets the objectives of tree retention and housing diversity, an NCP Amendment process would be required, which would include consultation with the area residents, resolution of any neighbourhood concerns, as well as the need to address servicing and amenity impacts.*

#### 4. **Highway 10 Landscape Buffer/Greenway**

The Land Use Plan shows a buffer/greenway along Highway 10. The buffer is 15 metres wide from the edge of the widened Highway 10 road dedication. The existing Highway 10 dedication will be widened between approximately 3 metres to 12 metres, depending on the location along the Plan area. A number of property owners with properties abutting Highway 10, between 128 Street and 132 Street, have expressed concerns about the impacts of the proposed 15-metre wide buffer on the development potential of their properties. They are also concerned about having to give up more than 5% of their land for open space, for the purpose of providing the buffer.

*Resolution of Issue:*

*The 15-metre width for the buffer has been a standard requirement for developments abutting Highway 10, to create a green edge along the highway in keeping with Council's direction. This width, coupled with the requirement for a minimum of 5-metre building setback from the edge of the buffer, will result in a total of 20*

*metres of physical separation between buildings and the edge of the Highway 10 road allowance. This separation will act to mitigate the impacts that highway traffic will have on the adjacent development. To alleviate the concern about having to give up more than 5% of their land, the City will purchase any land required to make up the 15-metre buffer beyond the 5% park dedication on larger properties. On other properties, a public right-of-way may be acceptable to achieve the buffer, in which case the property covered by the right-of-way will still be available for the purposes of density calculations on the remaining developable property. Park Amenity Contributions will be used to implement the landscaping in the buffer.*

*A more detailed strategy for the acquisition of the greenway/buffer is outlined later in this report.*

One additional land use issue surfaced during the process of completing Stage II of the NCP planning process (identified as #5 on the map in Appendix VII), as follows:

#### **5. Southeast Corner of 59 Avenue and 129 Street**

The owner of the two properties bounded by 129 Street, the proposed community park (i.e., 130 Street), 59 Avenue and Highway 10, requested these properties Small Lots (10 upa) [RF-12] rather than Small Lots with Lanes (13 upa) [RF-9], as illustrated on the Stage I Land Use Plan. He cited market demand as the reason for his request.

The Small Lot with Lanes (RF-9) designation on the Stage I Plan was intended to provide opportunities for a diversity of single-family lot and house types, to create pedestrian friendly streets and to provide "eyes" on the street.

The applicant advised that, due to the configuration of the property, the resulting lots would be very deep. The owner also preferred an east-west road orientation. After reviewing the impact of the proposal, staff concluded that a partial redesignation of Small Lots (10 upa) could be supported without significant impact on the NCP objectives, provided that the Small Lots with Lanes (13 upa) designation is retained along the edges of this block facing 59 Avenue and 130 Street, across from the park. The applicant has provided a plan showing RF-9 lots with lane access along 59 Avenue and 130 street, with RF-12 lots on the remaining area within the block. The re-orientation of the internal roads from north south to east-west creates more lots with a southerly exposure and contributes to energy efficiency, which is consistent with OCP objectives.

#### *Resolution of Issue:*

*The proposed changes (redesignation and road pattern) to the subject site on the Stage I Land Use Plan, do not significantly affect the intent of Plan. The proposed changes are shown as an optional plan on the final Land Use Plan (see Appendix V).*

### **Highway 10 Buffer/Greenway Strategy**

During consideration of the Stage I Land Use Plan, Council stated that it would like to achieve the proposed 15-metre

landscaped buffer/greenway along Highway 10 as soon as possible, where possible, in advance of development and directed staff to prepare a strategy for its implementation.

Staff has completed a preliminary analysis of the existing conditions along Highway 10, to determine the opportunities and constraints to achieving the full buffer in a timely manner. The analysis revealed that the full 15-metre wide and continuous buffer will be difficult to achieve in the short term, given constraints such as the size of certain properties abutting the highway, limited potential for development of some parcels and the location of existing houses and other buildings on some of the properties (Appendix VIII). The full buffer can be achieved primarily in the central area of the neighbourhood, between 128 Street and 132 Street and in sections east and west of this area, where properties are relatively large and have development potential in accordance with the Plan.

To expedite the acquisition and development of the buffer, the Parks, Recreation and Culture Department proposes to purchase the land required for the buffer beyond the 5% park dedication requirement on properties with development potential. On other properties with limited or no development potential, staff will contact the owners to negotiate the registration of a public right-of-way for the buffer/walkway. Where the buffer, either through part dedication/part purchase or right-of-way cannot be obtained or is inadequate to provide a pathway, the Highway 10 Project Team (Ministry of Highways) has agreed to allow the construction of a sidewalk within the Highway 10 road allowance to allow for continuation of the walkway along the entire length of the neighbourhood. As the buffer is considered a park amenity, the cost of implementing the landscaping and walkway will be recovered through the NCP park amenity contributions.

Appendix VIII documents the strategy to be applied in support of achieving the Highway 10 buffer. Despite this strategy, it will take some time to fully implement the buffer. However, given the continuing market demand for housing and rapid rate of development in the adjacent West Newton South area, it is probable that the West Newton/Highway 10 area will also undergo development in a relatively short timeframe and the majority of the buffer will be realized in the next couple of years.

### **Public Consultation**

A number of opportunities were provided for public input and comment during the preparation of the NCP. The following lists the public participation in the process:

1. A delegation and petition received by Council from property owners (representing 64% of the owners and 72% of the land within the area bounded by Highway 10, 60 Avenue, 128 Street and 132 Street) to request authorization for the preparation of an NCP (February 2002);
2. Public Open House #1 - Background information, issues, opportunities and constraints, land use and planning objectives (June 2002);
3. Citizens Advisory Committee ("CAC") formed in November 2002 and CAC meetings held at milestones during the planning process;
4. Public Open House #2 - Preliminary land use options and selection of a preferred land use option (June 2003);
5. Public Open House #3 – Review and comment on the preferred land use option and preliminary servicing and transportation management strategy (July 2003);
6. Public Open House #4 – Review and comment on the proposed final land use option (November 2003);

7. Corporate Report to Council - Council approved the Land Use Plan -Stage I (January 2004); and
8. Public Open House #5 (Final) – Review and comment on staff recommendations on the outstanding land use issues and proposed revision to the land use plan, servicing, financing and phasing strategy and amenity contributions (May 2004).

Questionnaires were used to solicit written comments at each Public Open House. Before each public open house, staff held a meeting with the CAC and with stakeholders to discuss the results of the previous public open house and to advise as to how public comments/concerns had been addressed. Input to the development of the plan was also received by way of written submissions from individual property owners and others and through meetings with owners on site-specific issues.

After Public Open House #1, comments from a number of residents objecting to secondary suites in the area led to land use options including more small lots and townhouses. Small lots provide opportunities for smaller, more affordable units, reducing the need for secondary suites. Unauthorized secondary suites in townhouses have not been prevalent in the City.

The final Public Open House, held on May 26, 2004 was attended by 116 people. The following information was presented:

- The Council-approved Stage I Land Use Plan was reviewed;
- Land use issues carried forward from the Stage I process were presented, along with staff recommendations on their resolution;
- A draft strategy for the implementation of a Highway 10 buffer was presented; and
- The draft servicing, financing and phasing plans and amenity contributions for the NCP were presented.

The Land Use Plan was supported by a majority of the people who attended the open house in November 2003, prior to Council's approval in January 2004, of the Stage I NCP. Therefore, no comments were specifically requested on the land use plan at the final open house. The comments from the questionnaire that was distributed at this open house, along with staff's response, are documented in the following paragraphs. A total of 26 completed comment sheets were submitted to City staff at or after the open house.

- **Comments on a proposed alternative land use scenario to the southeast of 59 Avenue and 129 Street.**

Twenty-two people responded, nine of which stated no objection to the proposed alternative land use scenario. One person suggested that there should be no change to the Stage I Plan. Other comments, although noted under

"Response to the Proposed Alternative Land Use Scenario", were not related to its impact. These other comments related primarily to the traffic impact on 124 Street and were primarily expressed by the Boundary Park residents. In this regard, the servicing plan proposes traffic circles at the intersections of Boundary Park Drive with 124 Street and 60 Avenue and traffic calming on 60 Avenue. The Engineering Department has retained a consultant to assess the traffic situation along the entire 124 Street to 64 Avenue and to recommend traffic calming solutions in consultation with the Boundary Park residents.

- **Proposed strategy for the Highway 10 landscaped buffer.**

Fourteen responses were received. Six responses were positive. Two people expressed concerns. One concern was with regard to expropriation of land for the buffer, which the City does not intend to pursue. One concern was about the unkempt state of the existing buffer between 136 Street and King George Highway. The Parks, Recreation and Culture Department advised that this buffer was obtained before there was an NCP for the area and there was no strategy for its development and maintenance. This will not be the case with the buffer proposed as part of the West Newton/Highway 10 NCP, for which there will be both an acquisition and construction strategy, as well as an on-going maintenance program. Six comments related to how the buffer will be incorporated in subdivisions and administered.

- **Proposed servicing and financing strategy and amenity contributions.**

Ten responses were received. Three comments were positive. Seven people expressed concern primarily related to the capacity of services and impact on property taxes. The proposed amenity contribution is approximately \$1,518 per dwelling unit versus \$1,106 per dwelling unit for the West Newton South NCP. However, the difference is largely due to the development of park amenities in West Newton/Highway 10 (\$1,096 in West Newton/Highway 10 versus \$848 in West Newton South), particularly the Highway 10 buffer.

### **Amenity Requirements**

To address the impact of new growth, in West Newton/Highway 10, in accordance with Council policy, all new residential development will be required to make a monetary contribution towards the provision of new police, fire protection and library services and development of the parks, including the Highway 10 buffer/greenway. Commercial developments contribute to fire and police amenities, but are exempt from contributing toward park/buffer development and library services, as such development has minimal impact on the need for these services.

The monetary contributions toward police, fire and library materials will offset the capital costs of providing these services for the new development in the area. The contributions for such services are collected on a standardized basis in all of Surrey's NCP areas. Monetary contributions toward park development are based on an estimate of the capital costs of the development of NCP-specific amenities. In the West Newton/Highway 10 neighbourhood, the following park development and amenities are to be funded by the amenity contributions:

- a soccer field and other amenities in the proposed community park;
- the provision of neighbourhood park amenities in the Panorama Park, east of 128 Street;

- tree management and trails in the J. T. Brown Park, west of 128 Street; and
- landscaping, tree management and walkway construction in the Highway 10 buffer.

In the case of the community park, monies for any additional facilities and improvements will come from other funding sources (such as Development Cost Charges, capital budget, etc.), given that the park will be a community-scale amenity.

The following table summarizes the applicable amenity contributions (per dwelling unit or acre) by land use and also provides an estimate of the total revenue the City can expect from the contributions at build out of the NCP:

<b>West Newton/Highway 10 Neighbourhood Concept Plan Amenity Contributions</b>			
	<i>Residential Contribution Per Unit/Lot (Based on 950 New Dwelling Units)</i>	<i>Non- residential Contribution Per Acre (Based on 3 Acres)</i>	<i>Anticipated Revenue at Build out</i>
Park and Highway 10 Buffer Development	\$1,096.16	n/a	\$1,041,352.00
Library Materials	125.46	n/a	119,187.00
Police Protection	55.77	\$223.02	53,650.56
Fire Protection	240.89	963.58	231,736.24
<b>Total:</b>	\$1,518.28 per new unit/lot	\$1,186.60 per acre	\$1,445,925.80

## **Implementation of the NCP**

### **1. Amendments to the OCP and NCP**

Subject to Council approval of the West Newton/Highway 10 NCP, the OCP will need to be amended to reflect this new NCP. The necessary amendment is documented in Appendix II.

In keeping with the practice followed for other NCPs, OCP land use designation amendments required to implement the NCP Land Use Plan (e.g. from Suburban to Multiple Residential, Commercial or Urban) will

be processed concurrently with site-specific rezoning applications.

Any amendments to the NCP that are proposed after the NCP is approved will be considered in accordance with the OCP policy on amendments to secondary plans.

## 2. **Zoning By-law Amendment for Amenity Contributions**

The Zoning By-law must be amended to add the West Newton/Highway 10 NCP to the list of NCPs within which amenity contributions are required. The proposed amendments to Schedules F and G of the Zoning By-law, to incorporate the amenity fees for West Newton/Highway 10, are documented in Appendix III.

## 3. **Form and Character of New Development**

The Plan area is an extension of the West Newton South neighbourhood. Much like the developed areas surrounding the Plan area, the primary land use in the Plan area is single-family residential use. To ensure compatibility between the new developments within the Plan area and the existing residential developments in the surrounding area, character guidelines are to be developed in conjunction with each development application and administered through the building scheme process, as is the case with all new single-family residential developments in the City. The design of commercial and multiple residential developments will also be required to be sensitive to the character of the surrounding uses. The design guidelines, as contained in the OCP, will apply to all development in the Plan area.

## 4. **Servicing, Financing and Phasing**

Servicing, financing and phasing plans have been prepared to support and allow reasonable implementation of the NCP and are described in a separate Corporate Report from the Engineering Department that will be forwarded to Council for consideration at the same meeting as this report will be considered.

## **CONCLUSION**

Planned, as an expansion of the West Newton South neighbourhood, the West Newton/Highway 10 NCP responds to the planning objectives of the community and is in keeping with the OCP policies. The Plan has been developed in consultation with the property owners and stakeholders and is supported by a majority of the owners and residents of the area. Amenity contributions have been identified to fund the various amenity needs of the area. It is recommended that Council:

1. Approve the final and complete West Newton/Highway 10 NCP, as contained in Appendix I, as a means to manage development of the West Newton/Highway 10 neighbourhood and to provide services, amenities and facilities in support of the development of this neighbourhood;
2. Instruct the City Clerk to introduce a by-law to amend the OCP, as documented in Appendix II, to add the West Newton/Highway 10 NCP area to Figure 27, entitled "map Showing Recently Approved Secondary Plans";
3. Instruct the City Clerk to introduce a by-law to amend the Zoning By-law, as documented in Appendix III, to

require amenity contributions for the West Newton/Highway 10 neighbourhood, based upon the density bonus concept;

4. Instruct staff to bring forward any necessary OCP land use designation amendments concurrently with the related site specific rezoning application in the West Newton/Highway 10 neighbourhood; and
5. Instruct the Parks, Recreation and Culture Department to prepare a plan to acquire and develop the landscaped buffer and multi-use pathway along Highway 10, as generally described in the West Newton/Highway 10 NCP and to develop a strategy to provide on-going maintenance of the buffer.

Murray Dinwoodie  
General Manager  
Planning and Development

BP:saw

Attachments:

Appendix I - Final NCP

Appendix II - OCP Amendment to Figure 27 Map

Appendix III - Surrey Zoning By-law Amendments to Schedules F and G

Appendix IV - West Newton/Highway 10 NCP - Context Map

Appendix V - Land Use Plan – Stage 1

Appendix VI - Final Land Use Plan – Stage II

Appendix VII - Land Use Issues

Appendix VIII - Highway 10 Buffer/Greenway Strategy

Appendix I

**Separate Document**

Appendix II

**Proposed Amendment to the Official Community Plan**

The following amendment is proposed to the Official Community Plan:

1. Replace Figure 27, Map Showing Recently Approved Secondary Plans, in Division A, Part 5 of the Official Community Plan, with the following Figure.



Appendix III

### **Proposed Amendments to Surrey Zoning By-law, 1993, No. 12000**

The following amendments are proposed to Surrey Zoning By-law, 1993, No. 12000:

1. Amend Schedule F - Map of Neighbourhood Concept Plans and Infill Areas to add a new item 21, as shown below, following item 20.

#### **21. Area XXI**



2. Amend Schedule G - Amenity Requirements in Neighbourhood Concept Plan (NCP) and Infill Areas to add a new item 21, as described below, following item 20.

NCP and Infill Areas			Contributions Per Dwelling Unit	Contribution For All Other Land Uses
21.	Area XXI on Schedule F of this By-law	Parks and Highway 10 Buffer Development	\$1,096.16	N/A
		Library Materials	\$125.46	N/A
		Fire Protection	\$240.89	\$963.58
		Police Protection	\$55.77	\$223.02
		<b>Total Amenity Contributions</b>	<b>\$1,518.28</b>	<b>\$1,186.60</b>

**West Newton/Highway 10 – Context Map**

Appendix IV



Appendix V

**Land Use Plan – Stage I  
Adopted by Council – January 2004**



**Final Land Use Plan – Stage II**

Appendix VI



## **Land Use Issues**

Appendix VII



## **Highway 10 Buffer/Greenway Strategy**

Appendix VIII



Appendix VIII

**Proposed Strategy to achieve the Highway 10 Buffer –  
West Newton/Highway 10 NCP**

- The 5% park dedication provision will be used to obtain the buffer area where such provision is applicable to the development. Any land required for the buffer beyond the 5% dedication will be purchased by the City to make up the 15-metre width of buffer or such other width as may be practical for the site-specific circumstances.
- Where properties are small, with little or no development potential, the City may negotiate with the owner to have a right-of-way registered on the title of the property for the buffer.
- Whether the buffer is acquired through dedication, purchase or through the registration of a right-of-way, the width of the buffer will depend on the site-specific issues such as the amount of land needed for highway dedication and the location of existing buildings. Where the available buffer width is inadequate to allow for the construction of the multi-use pathway within the buffer area, a sidewalk is to be provided within the Highway 10 right of way to provide continuity of the pathway. The Highway 10 Project Team, of the Ministry of Highways, has agreed to permit the sidewalk on the Highway 10 road allowance.