

Meeting Notes

Grandview Heights NCP #4 Citizen's Advisory Committee (CAC) Meeting

September 16, 2013

File: 6520-20 (GH NCP #4)
 Date: September 16, 2013
 Time: 5:45 p.m.
 Location: Surrey City Hall,
 Planning Room 1

In Attendance:

CAC Members:	Community Association Rep.'s	City Staff:	Regrets:
Eric Chen	Cindy Lightheart	Stephen Godwin	Hugh Carter
Liz Collins	Mike Proskow	Laura Hardiman	Arnold Fenrick
Rene Desrosiers		Ileana Kosa	Norm Porter
Anthony Hepworth		Jeannie Lee	Aman Sandhu
Avtar Johl		Don Luymes	Prit Pal Sandhu
Brad Lambert		Bhargav Parghi	
Delmar Robertson		Mira Petrovic	
Bernie Scholz		Fay Keng Wong	

The following is a summary of the discussions that occurred at the meeting:

1. WELCOME AND INTRODUCTIONS (Don Luymes)

- The Draft Stage 1 Land Use Concept will likely go to Council in early October.
- Laura Hardiman is a Special Projects Engineer in the City's Engineering Department and is working with Stantec on the Engineering work.
- Liz Collins attended in the place of Hugh Carter of Qualico.

2. NOVEMBER 1, 2012 CAC MEETING NOTES (Don Luymes)

- The notes of the November 1, 2012 meeting were accepted as distributed.

3. ADJUSTMENTS TO THE PREFERRED LAND USE OPTION (Don Luymes)

- Don Luymes presented the Draft Stage 1 Land Use Concept. A copy of his presentation is attached.
- Changes included in the Draft Stage 1 Land Use Concept as compared to the Draft Preferred Land Use Concept include the following:
 - The actual size and locations of proposed detention ponds will no longer be shown. Proposed detention ponds are shown as cross hatches with land use visible underneath. The way they are shown does not mean that they will not be there, but means that we do not have detailed plans for the ponds, yet.
 - In the area to the northeast of 24 Ave and 180 St, a road crossing the riparian area and watercourse and connecting 180 St to 182 St 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 St and 177 St both north and south of 24 Ave.
 - The existing 28 Ave right-of-way between 176 St and 177 St, 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 St. A greenway will be located on the north side of this road. 28A Ave, which was proposed as a local road, is now designated as a collector road. Its intersection with 176 St will be signalized in the future when warranted, subject to the approval of the Ministry of Transportation and Infrastructure.
- At full build-out, there will be 3,225 to 5,050 units and a population of 8,238 to 12,966 people, which is about 2% of Surrey's population.

Questions & Comments from the CAC

- Mike Proskow asked if there are considerations for right-in/right-out for intersections along 176 St. Don responded that there may be a signal on 26 Ave because it is a fairly significant east-west road and there may also be another signal somewhere else along 176 St. However, signals will be put in only if they are needed. Mike Proskow asked if there can be fewer intrusions into 176 St and agrees that intersections should be put in only as needed, as development happens. Mira Petrovic responded that the Draft Stage 1 Land Use Concept provides future transportation options. Transportation infrastructure will be determined at the development stage. The Ministry of Transportation will be really strict.
- Mike Proskow asked which roads have the top three traffic volumes. Mira Petrovic responded that these are collector roads. People who move to this area must have an option to get in and out. When a neighbourhood is fully built out, then the City can do a traffic count. The City plans for the long term (e.g. for the next 50 years). Mike commented that Grandview Heights NCP #1 has difficulty with traffic volumes. Consider where the traffic volumes are coming from and going to. Don Luymes and Mira Petrovic responded that Grandview Heights NCP #1 has a different type of traffic volume because it also receives regional traffic to its commercial centre, private school, etc. Mike Proskow commented that the City has to do more to prevent motorists from shortcircuiting through neighbourhoods as it impacts existing residents. Don Luymes responded that signals, etc., will not be put in before development happens. Mira Petrovic responded that since Grandview Heights NCP #4 will not have any regional destinations, it will not attract regional traffic, so traffic volumes will not be comparable to traffic volumes in Grandview Heights NCP #1. Traffic from Grandview Heights NCP #4 will access Hwy 15 or 24 Ave, so it will not affect residents on the west side of 176 St.
- Mike Proskow commented that truckers will have a problem.
- Avtar Johl asked what the purple arrows on the Draft Stage 1 Land Use Concept mean. Don Luymes responded that they are arterials.

4. ENGINEERING SERVICING, TRANSPORTATION, AND FINANCIAL ANALYSIS (Laura Hardiman)

- This NCP has had more engineering work done during Stage 1 than other NCPs at the same stage.
- Laura Hardiman provided an update on water infrastructure, sanitary sewer infrastructure, stormwater management, the road network, and financial analysis. A copy of her presentation is attached.
- Water Infrastructure. Limited water infrastructure exists in the NCP area. New water supply points, distribution mains, and feeder mains are required to service the NCP area. Due to the topography, three pressure zones are required: 90 m low pressure zone, 110 m medium pressure zone, and 142 m high pressure zone. New feeder mains are required for the 142 m

and 110 m pressure zones. The 142 m Zone is supplied by Grandview Pump Station and Grandview Reservoir. The 110 m Zone is supplied by the Grandview Reservoir. The 90 m Zone is supplied by the 110 m Zone via PRVs. All the distribution mains will come out of what is shown on the slide and will follow the roads. Any of the mains that are sized greater than what is required in this NCP area will service other areas and will not be covered by the costs for this NCP.

- Sanitary Sewer Infrastructure. No sanitary sewer infrastructure exists in the NCP area. A network of gravity sewers, a force main, and pump station is required to service the NCP area. On the map, the orange dashed line represents the existing Grandview Heights Interceptor. The green dashed line represents the proposed extension of the Grandview Heights Interceptor. The purple dashed line represents the proposed forcemain. This alignment of the proposed Interceptor and forcemain is the most cost effective with the shortest forcemain, and least odour concerns. The collection system is represented by the blue dashed line. The collection system flows to the proposed pump station, which pumps through the forcemain to the Interceptor.
- Stormwater Management. The NCP area is currently serviced by a rural/agricultural system comprised of open ditches and culverts. The system conveys stormwater to the Nicomekl River lowlands. A servicing plan has been developed to: protect downstream lands from prolonged flooding; protect receiving watercourses from erosion; maintain base flows in creeks; maintain water quality in creeks, ditches and storm systems; safely convey runoff to large river systems; and protect the natural environment adjacent to watercourses. The primary measures to satisfy the stormwater objectives developed for the NCP area is through 8 stormwater management ponds. To mitigate the increase in impervious surface runoff, infiltration measures are required, such as: pervious pavement; absorbent lawns; and vegetated buffer strips. To help maintain water quality, the following BMPs are recommended: inlet sumps; oil-water separators; and water quality swales.
- Road Network. There will be a well-connected grid street network. 200 m by 100 m blocks promote walking and cycling within the NCP. There will be full movement access to the NCP from Hwy 15 and 24 Ave. Special street types will include a Commercial High Street consisting of angled parking and expanded boulevards for the commercial area; Green Streets with a reduced road right-of-way (no parking and/or bike lanes) at wildlife corridor or fish-bearing channels; and Flex Streets with a slightly reduced road right-of-way in higher density areas.
- Financial Analysis. The servicing requirements for the area result in a significant funding shortfall based on current City wide DCC rates. There are two common approaches available to address this shortfall:
 - Development Works Agreements. In this approach, developers undertaking works initiate a levy through a petition process to recover the funding shortfall on the infrastructure they install.
 - Area Specific DCCs. In this approach, the City revises its DCC rates for this area thereby eliminating the need for developers to initiate a levy.Staff will be making recommendations on a preferred approach as part of the Stage 2 process.
- The Engineering report by Stantec will be done in about 2 weeks but we can e-mail a copy of it and this presentation to the DAC.

Questions & Comments from the CAC

- Tony Hepworth asked if it will be up to the developer to acquire the right-of-way. Ileana Kosa responded that the developer must contact the City. Don Luymes added that developers can purchase the right-of-way.
- Mike Proskow asked if houses on septic can connect and what the time frame is. Don Luymes and Laura Hardiman responded that some could be picked up by the sanitary sewer as it has

the capacity. Ileana Kosa responded that everyone who is in that catchment who wishes to tie in could and would be required to pay the City who would forward that payment back to the initial developer who initially front-ended the costs.

- Avtar Johl asked about the Grandview Heights Aquatic Centre and Pacific Heights Elementary School. Don Luymes responded that, typically, the City allows schools to be on septic for a time. Ileana Kosa added that there is more information in the Engineering report.
- Mike Proskow asked what formula or standard was used for detention ponds. Jeannie Lee and Ileana Kosa responded that the City has its own criteria/standards for detention ponds to control the flow stream so base flows are maintained to prevent flooding of agricultural land. Don Luymes added that the number of creeks is an issue.
- Cindy Lightheart asked if the drainage issues of Redwood Park estates were considered. Don Luymes responded that this NCP should improve Redwood Park estates' drainage. Pipes will be lower in the ground and the perimeter drain should suck more of the water. Existing conditions/soil were not good to begin with. Most of the Redwood Park estates neighbourhood is uphill.
- Brad Lambert asked if servicing will go along the roads. Don Luymes responded yes, servicing generally follow roads and easements because they have to be accessible in order to service them.
- Mike Proskow asked if there will be any park and rides. Mira Petrovic responded no. Don Luymes added that this area will be quite connected to transit such as along 24 Ave.
- Tony Hepworth asked if there is a contingency. Laura Hardiman responded 30% for utilities and 40% for transportation. Engineering has actually increased it from the consultant's numbers. It will be further refined at Stage 2. Don Luymes added that these numbers will change over time.
- Tony Hepworth asked about DCCs for arterial roads. Laura Hardiman responded that other arterials (outside the NCP area) will experience demand as this area builds out. 100% of the improvements for 24 Ave (between 176 St and 184 St) are paid by the NCP because they are within the NCP area. Mira Petrovic responded that for the 24 Ave improvements that are outside the NCP area, only 25% of the costs are paid by this NCP.
- Avtar Johl asked why there is a surplus for water. Ileana Kosa responded that the figure does not include any of the local mains.
- Tony Hepworth asked at what point does the shortfall affect the front-enders and what portion has to be paid. Don Luymes responded that the amount of development (e.g. 800 units versus 28 units) will determine road costs. There are two options to address the shortfall: Development Works Agreements and Area Specific DCCs. In the Development Works Agreements approach, developers undertaking works initiate a levy through a petition process to recover the funding shortfall on the infrastructure they install. In the Area Specific DCCs approach, the City revises its DCC rates for this area thereby eliminating the need for developers to initiate a levy. The biodiversity conservation strategy will help determine the costs.

5. SELECTION OF A NAME FOR THE NEIGHBOURHOOD (All)

- Based on the comment sheets received from the February 2013 Public Open House, "Redwood Heights" was selected as the name for Grandview Heights NCP Area #4.

6. NEXT STEPS

- The Stage 1 Corporate Report may go to Council on October 7th.

- If Stage 1 is approved, the Owners' Group will have to decide whether or not it would like to proceed with Stage 2 and will have to sign an agreement if it does decide to proceed.

Questions & Comments from the CAC

- Tony Hepworth asked what a developer has to do to open up the area. Ileana Kosa responded that a developer needs to do a conceptual design. The NCP does not give design details and Engineering numbers need to be confirmed. Don Luymes responded that a developer will need to decide if the development is financially viable and hire a consultant who will work with the City. Laura Hardiman added that modelling has to be done for utilities to further refine the numbers. Some has been done for transportation.

7. ITEMS FROM CAC

- Avtar Johl and Mike Proskow commented that there was some enthusiastic reception of the Grandview Heights NCP #4 in a local, Surrey newspaper.

8. ADJOURN

- Meeting adjourned at 7:50 pm.