



Corporate *NO: L007*

Report *COUNCIL DATE: May 13, 2002*

REGULAR COUNCIL – LAND USE			
TO:	Mayor & Council	DATE:	May 10, 2002
FROM:	General Manager, Planning & Development	FILES:	7901-0198-00 6520-20(East Clayton)
SUBJECT:	East Clayton Neighbourhood Concept Plan (NCP) - Stage 2 Process		

RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information; and
2. Grant Final Adoption to Text Amendment By-law No. 14653 and Rezoning By-law No. 14649 in advance of approval of the Stage 2 Component of the East Clayton Neighbourhood Concept Plan and related Servicing Strategies.

INTENT

This report is to advise Council of the progress of the Stage 2 Component of the East Clayton Neighbourhood Concept Plan and to recommend that Council grant Final Adoption to the text amendment by-law and the rezoning by-law for the first (pilot) development project in the East Clayton area, before the Stage 2 Component of the NCP Report and Servicing Strategies are adopted by Council.

BACKGROUND

The East Clayton Neighbourhood Concept Plan (NCP) Area is bounded by 64 Avenue and Fraser Highway to the south, 72 Avenue to the north, 196 Street (Langley border) to the east, and 188 Street to the west. The East Clayton NCP area is approximately 250 hectares (562 acres) in size, representing roughly 28% of the larger Clayton area that consists of about 900 hectares (2,000 acres).

On January 25, 1999, Council approved the General Land Use Concept, Servicing Strategy and Master Drainage Plan for the entire Clayton area as the basis for preparing a more detailed NCP for East Clayton.

On November 8, 1999, Council approved in principle the land use concept component of the East Clayton NCP (Stage 1). The approved NCP was based on seven principles of sustainability and was developed in conjunction with the UBC James Taylor Chair in Landscape and Liveable Environments through an elaborate process of design charrettes involving a citizen advisory group, a number of government agencies, utility companies, developers, landowners, and the general public. At that time, certain concerns were raised regarding specific details on the natural drainage system, a concept that is considered innovative but untried. It was agreed that such concerns would be clarified and refined through the development review process of an actual development application in East Clayton.

On April 23, 2001, Council considered Corporate Report No. C002 dealing with a preliminary development application submitted to the City by BFW Development Ltd. The report identified the implications of the application on the implementation of the approved NCP. Council subsequently passed a resolution directing staff to work with BFW Development Ltd. or another willing developer, on a pilot project in East Clayton. Council also authorized staff to expedite the "pilot project" in collaboration with a willing developer.

At the Regular Council - Land Use meeting on March 4, 2002, Council considered the Planning Report for File No. 7901- 0198-00, a rezoning application based on BFW's preliminary development application. The application is being processed as a pilot project to test and explore various ways to implement the sustainable development principles in East Clayton. It involves a rezoning from RA to RF-12C to permit approximately 142 small single-family lots in East Clayton and a Development Variance Permit to vary the location of driveways.

BFW's application also involves the creation of a new small lot zone (RF-12C) that allows coach houses or secondary suites. On March 25, 2002, Council conducted a Public Hearing for and subsequently granted Third Reading to Text Amendment By-law No. 14653, to include the RF-12C Zone in Zoning By-law No. 12000. On April 8, 2002, the Public Hearing was held for and Third Reading was granted to, Rezoning By-law No. 14649 dealing with BFW's application.

DISCUSSION

Standard NCP Preparation and Approval Process

The standard process for preparing a Neighbourhood Concept Plan (NCP) includes a two stage approach. Stage 1 involves the preparation of a general land use plan in consultation with the public and stakeholders. Upon Council approval of the Stage 1 general land use plan and circulation plan, rezoning applications may be submitted for consideration. However, final approval of the rezoning by-laws related to those applications is contingent on Council approval of the Stage 2 Component of the NCP.

The Stage 2 NCP process requires the preparation of detailed engineering servicing strategies based on the approved general land use and circulation plan. It also outlines the required amenity contributions to be paid by the developers in conjunction with final approval of the respective development applications.

Status of Stage 2 East Clayton NCP

The Stage 2 Component of the East Clayton NCP consists of detailed engineering servicing strategies related to the delivery of roads, water, sewer, and drainage services, incorporating the concept of green infrastructure.

The proposed servicing strategies, particularly relating to the streetscape design and storm water management, are being developed, based on the principles of sustainability. However, as these servicing strategies represent variations to the City's conventional servicing standards, there still remain a number of factors that have to be worked out before staff can confirm that such alternative servicing standards, if applied on a large scale are viable, cost effective and sustainable in the long run. The pilot project proposed by BFW will serve to provide important information and practical experience for the development of the overall servicing strategies for the area based on sustainability principles. It is for this reason that the Stage 2 East Clayton NCP cannot be completed until the pilot project, with its servicing details, has been finalized and approved.

Status of BFW's Application

The developer, BFW, has been working with staff in finalizing the engineering design details and Servicing Agreement for the first development project in East Clayton. Although the amenity contribution requirement, which is one of the important components of the Stage 2 NCP, has not been firmly established at this time, the developer has agreed to provide to the City in advance, an amount that will equal or exceed the ultimate amenity charge for the area. The developer has further agreed that if the ultimate amenity charge is higher than the current estimate, they will top up their contribution to reflect the Council-adopted amenity fee per unit.

The developer is anxious to finalize their 142-lot subdivision in advance of the May 22, 2002 School Site Acquisition Charge (SSAC) deadline. With the exception of having a completed Stage 2 NCP Report, all conditions of rezoning are expected to be met by May 13, 2002 in order for Council to consider Final Adoption of the relevant by-laws.

CONCLUSION

Due to the unique and special circumstances surrounding the development and implementation of alternative servicing and development standards to incorporate the sustainable development principles adopted for the East Clayton Neighbourhood Concept Plan, the Stage 2 Component of the NCP and the companion servicing strategies cannot be finalized without the benefit of completing the development review process for the first (pilot) development project. Meanwhile the developer is anxious to obtain final adoption of the rezoning by-law related to the project before the school site acquisition charge exemption deadline.

In consideration of the special circumstances surrounding the preparation of the East Clayton NCP, it is recommended that Council grant Final Adoption to the applicable text amendment by-law and the rezoning by-law for the BFW development project in East Clayton, in advance of the approval of the Stage 2 Component of the NCP. It is anticipated that the Stage 2 Report and the servicing strategies will be submitted to Council for consideration and final approval in July of this year, following a Public Information Meeting to present to the stakeholders and the public the various plan amendments that have come about as a result of testing the new concepts through the pilot development project.

Murray D. Dinwoodie

General Manager

Planning & Development Department

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