



Corporate *NO: R137*

Report *COUNCIL DATE: June 24, 2002*

REGULAR COUNCIL			
TO:	Mayor & Council	DATE:	June 20, 2002
FROM:	General Manager, Planning & Development	FILE:	6520-20 (Grandview/Hwy 99)
SUBJECT:	Grandview Heights/Highway 99 Corridor Local Area Plan Status Report		

RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information; and
2. Endorse the revised work program/schedule as presented in Appendix IX, to complete the plan preparation process for the Highway 99 Corridor.

BACKGROUND

Council, on January 31, 2002, authorized staff to proceed with preparing a Local Area Plan for the Grandview Heights/Highway 99 Corridor, based on the Terms of Reference attached as Appendix I. Since that time, staff has undertaken a significant amount of work on the preparation of this Local Area Plan, including two public open houses.

More recently, Council, on May 13, 2002, requested that an interim report be prepared with respect to the Grandview Heights/Highway 99 Local Area Plan process.

This report responds to Council's directive.

DISCUSSION

Status of the Plan Preparation Process

The plan preparation process, to date, has included the following work:

- An inventory of background information on the Plan Area has been compiled;
- Planning and engineering opportunities and constraints have been identified;
- Area issues and concerns have been compiled;
- Planning goals and objectives have been developed;
- A public open house was held on March 14, 2002, to provide an opportunity for area residents and property owners to identify issues and concerns regarding the future development of the area. Approximately 325 people attended this open house.
- Planning and Development staff, in consultation with the Engineering Department, other City Departments and outside agencies, using community input, developed three land use plan options for the Plan Area;
- A second public open house to present the land use options was held on May 2, 2002. Approximately 350 people attended this open house;
- An inter-agency working group was established to discuss issues and provide input to the various stages of the planning process undertaken to date. The participating agencies include:
 - B.C. Hydro
 - Land Reserve Commission
 - Ministry of Transportation and Highways
 - RCMP
 - Surrey School District
 - Surrey Parks, Recreation and Culture Department
 - Surrey Fire Department
 - Surrey Engineering Department
 - Surrey Economic Development Office
 - Surrey Planning and Development Department

While requested to participate in this inter-agency working group, the Ministry of Water, Land & Air Protection and Department of Fisheries and Oceans declined this request, due to resource limitations.

To date, the inter-agency working group has had three meetings.

Consultant Studies

A number of consultant studies have been, or are being, prepared as input to the preparation of this Local Area Plan including market assessment and impact, environmental, traffic impact and engineering servicing studies. The following paragraphs provide brief overviews of these studies.

Market Assessment and Impact

A Market Assessment and Impact Study has been prepared by Urbanics Consultants Ltd. to examine the market potential for such land uses as "new format" or "big box" retail, office/business parks, light industrial uses and other supportive land uses, and establishes an optimal mix of land uses for the Plan Area, based on current and future supply of and demand for land in different business zones in Surrey.

The type, location and amount of land uses contained within the alternative plan options for the Corridor are based on the recommendations contained within this study. This study notes that the current supply of retail/commercial space in South Surrey is insufficient to serve the needs of the trade area population. This study also notes that there is additional demand for business park and light industrial land in South Surrey. A key finding of this study is that the timing of a new interchange on Highway 99 between 8 Avenue and 32 Avenue would have a significant influence on the rate of business development in the area covered by the Plan.

Environmental

An inventory and evaluation of watercourses within the Plan Area, with respect to habitat classification, has been undertaken by Envirowest Environmental Consultants. A survey of the Plan Area for the presence of raptor nests has also been undertaken. In addition, environmentally sensitive areas have been identified and their impact on the amount of land available for development has been reviewed. The final report will include recommendations for environmental compensation in relation to the possible relocation of some of the existing watercourses and reduced riparian setback areas.

It is noted that this environmental study meets Federal and Provincial requirements in relation to the environmental review supporting the preparation of this level of land use plan. The Envirowest Environmental Consultants continue to work with Department of Fisheries and Oceans staff in finalizing their study.

Transportation and Traffic Impact

A transportation and traffic impact study is being undertaken by Ward Consulting Group to determine the impacts of development of the Grandview Heights/Highway 99 Corridor within the Plan Area and on adjacent areas. This study will include recommendations regarding road, traffic control and access requirements for the area.

Transportation infrastructure is the most complex and potentially expensive of all the servicing requirements for the area. Initial traffic projections indicate that additional ingress/egress off Highway 99 will not be required before 2021, assuming the second phase of the Highway 99/32 Avenue interchange is in place. However, the consultant has advised that sufficient land should be reserved at major crossings (i.e. 16 Avenue and 24 Avenue) to allow flexibility for accommodating an interchange at one of these locations in the future. More imminent road improvements are expected to include widening of 8, 16 and 24 Avenues and King George Highway. Details of the road improvements are given in Appendix II.

Engineering Servicing

An engineering consultant (New East Consulting Services Ltd.) has been retained to establish the feasibility and costs for the provision of municipal infrastructure required to support the proposed land uses in the Plan Area.

The results of the engineering servicing study, to date, is attached as Appendix II.

Description of Plan Options

Three alternative plan options were presented at the May 2, 2002, open house. These plan options were prepared based on the opportunities and constraints posed by the Plan Area, input from the inter-agency working group, consultant input, as well as community input received by way of direct communication from the public/business community and from the open house held on March 14, 2002. The three land use options are illustrated in Appendices III, IV and V, respectively.

All three plan options share the following characteristics:

Road Circulation System

- Access to surrounding areas is limited to existing designated arterial roads (32 Avenue, 24 Avenue, 16 Avenue and 8 Avenue); and
- 20 Avenue, 156 Street, 160 Street and 164 Street are proposed to be disconnected between the Plan Area and the adjacent residential area to separate business and residential traffic.

Creek and Habitat Protection

- All existing fish-bearing watercourses (red-coded creeks) and watercourses providing fish nutrients (yellow-coded creeks) are proposed to be protected by a 30 metre (100 ft.) riparian setback on each side of the watercourse, in accordance with Department of Fisheries and Oceans and Ministry of Water, Land and Air Protection guidelines; and
- Three existing raptor nests, south of 16 Avenue, are proposed to be protected, with a 50 metre (165 ft.) in radius no disturbance area around each nest, in accordance with Ministry of Water, Land and Air Protection guidelines.

Interface Between Plan Area and Residential Area to the East

- Approximately one-half (the east half) of the width of the B.C. Hydro right-of-way (roughly 40 metres [130 ft.]) is proposed to be reserved as a "transition/buffer" strip to provide a land use transition between the proposed business area and the residential area to the east; and
- As described above, 20 Avenue, 156 Street, 160 Street and 164 Street are proposed to be disconnected between the Plan Area and the adjacent residential area to prevent business traffic from using the streets in the adjacent residential area.

Land Use

- All three plan options include Commercial, Large Format Commercial, Business Park and Light Impact Industrial uses;
- The type of land uses and the amount of land allocated to the various uses is based upon recommendations contained within the Grandview Heights/Highway 99 Corridor Market Assessment and Impact Study prepared by Urbanics Consultants Ltd. This study makes recommendations on the land use mix for the Plan Area, based on land use market assessments and on the characteristics of the lands comprising the Plan Area (Appendix VI);
- The allocation of land uses within the three plan options also takes into consideration locational criteria identified by the Urbanics' study that are deemed to be vital determinants of the overall success of the Plan Area's development (i.e. achieving desirable rates of absorption for each of the recommended land use components).

The key elements of the three alternative plan options are as follows:

Concept A (Illustrated in Appendix III)

- Business park/light industrial uses are proposed for the developable lands located south of 16 Avenue and north of Fergus Creek (+/- 31 acres) and the lands located north of 8 Avenue and south of Fergus Creek (+/- 37 acres) are proposed for Commercial use and could accommodate large format retail stores. This area between 8 and 16 Avenues is proposed as the first phase development area;
- A strip of land on the north side of 16 Avenue (+/- 7 acres) is proposed for Commercial uses;
- This land use option does not provide for any new access from Highway 99;
- The lands, generally north of 16 Avenue to the northerly limit of the Plan Area, are proposed as the future phases of Business use once the area south of 16 Avenue reaches a specific level of development. The Business designation could include a range of Light Industrial, Business Park and Commercial uses;
- Future development of the area north of 16 Avenue could follow the land uses proposed in either Concept B or Concept C, depending upon the location of the future interchange.

Concept B (Illustrated in Appendix IV)

- A new access from Highway 99 is proposed at 24 Avenue;
- A small area north of 28 Avenue (+/- 3 acres) is proposed for Institutional uses such as a church, private school, recreational facility, senior facility or similar use;
- The area between 28 and 24 Avenues (+/- 30 acres) is proposed for Light Industry;
- A commercial node is proposed at 24 Avenue (+/- 15 acres);
- The area south of 24 Avenue to the south side of 20 Avenue (+/- 29 acres) is proposed for Business park;
- The central area, generally south of 20 Avenue and north of 16 Avenue (+/- 40 acres), is proposed for Light Industrial use;
- A strip of land on the north side of 16 Avenue (+/- 7 acres) is proposed for Commercial;
- The developable land south of 16 Avenue and north of Fergus Creek (+/- 31 acres) is proposed for Business Park/Light Industrial use;
- The lands north of 8 Avenue and south of Fergus Creek (+/- 37 acres) are proposed for Commercial which could include large format retail uses.

Concept C (Illustrated in Appendix V)

- A new access from Highway 99 is proposed at 16 Avenue;
- The area north of 24 Avenue and south of the Rosemary Heights Business Park is proposed for Business Park (+/- 37 acres);
- The area south of 24 Avenue and north of 18 Avenue (+/- 50 acres) is proposed for Light Industrial;
- The area between 18 Avenue and 16 Avenue (+/- 30 acres) is proposed for Commercial, including large format retail stores;
- A small parcel of developable land on the south side of 16 Avenue (+/- 5 acres) is proposed for Commercial;

- The developable land south of the proposed Commercial pocket and the north side of Fergus Creek (+/- 25 acres) is proposed for Business Park/Light Industrial uses;
- The developable land north of 8 Avenue and south of Fergus Creek (+/- 37 acres) is proposed for Commercial which could include large format retail use.

Community Input Regarding Business Development In the Corridor

The preparation of a Local Area Plan for the Corridor has generated a great deal of interest, from property owners and residents within and adjacent to the Plan Area and from the business community. As noted above, close to 700 people attended the two public open houses that have been held to date on the plan. In addition, Planning and Development staff have had meetings with a number of developers interested in the Corridor.

To assist in gauging public opinion on different aspects of the plan, a comment sheet was circulated at the May 2, 2002 public open house (Appendix VII). As of May 24, 2002, the Planning and Development Department had received 135 completed comment sheets representing 99 properties (a few additional comment sheets have been received since May 24. The comments contained within these more recent responses do not significantly affect the results compiled from the comment sheets that were received prior to May 24). In addition, 40 "ballots" representing 36 properties were received from the Grandview Heights Residents' Association and 73 form letters representing 75 properties were received from the West Grandview Heights Residents' Association. The West Grandview Heights Residents' Association submitted a 35 name petition representing at least 17 properties. In addition, staff has received numerous letters and e-mail messages on the proposals presented. The input received from these different channels overlap to some extent. Based on staff's compilation, input has been received from a total of 167 properties in the general area. This represents 90% of all the properties providing responses, with the remaining 10% being from a much wider catchment area.

While the comment sheet did not explicitly ask respondents whether they support or do not support business development in the Corridor, the responses provide inferential data which provides some indication of the community's views on the proposed plan options. It should be recognized that the responses from the comment sheets were not intended to provide "scientific", statistically significant data.

Degree of support for business development from property owners inside the Corridor.

Written responses representing 30 properties within the Plan Area were received. None of these respondents indicated that they did not support business development in the Corridor.

Degree of support for business development from property owners outside the Corridor in the larger Grandview Heights area.

Written responses representing 137 properties were received from owners of properties in the larger Grandview Heights area. Of these owners, only 15 respondents (20%) indicated that they would prefer that no business development take place within the Corridor. The small percentage of negative responses suggests that there is community support for the preparation of a Local Area Plan with a business development focus for the Corridor lands.

Degree of support from the business community.

While not surveyed directly, there appears to be a high level of support from the business community for business development in the Corridor, as indicated below:

- Planning and Development staff have received several enquiries from developers who advise that there are a number of large format retailers who are looking to locate in the South Surrey area and that the Corridor lands would be considered a suitable location;
- Planning and Development staff have received inquiries from a developer who is keenly interested in pursuing the development of a business park in the Corridor;
- Planning and Development staff are aware of at least one property assembly by a developer who is hoping to develop in the immediate future.
- Although Council denied the rezoning application between 16 Avenue and 20 Avenue (File 7901-0102-00) for a shopping centre, including provisions for two large format retail uses, this application provides a good indication of the attractiveness of this area for business development.

Key Issues Identified Through the Planning Process

A number of key issues have been identified through the planning process and input from the public, to date. The following paragraphs provide a summary of these issues.

Proposed Phasing Plan

A proposed phasing plan was presented for discussion and public input at the May 2, 2002 open house. This phasing plan proposes that the area between 8 Avenue and 16 Avenue, together with a strip of land on the north side of 16 Avenue, be developed as the first phase of development with the balance of the Plan Area to be developed as a future phase (Appendix VIII).

There is no clear community consensus on the question of phasing. Comment sheets representing 41 properties were received favouring phasing, as proposed and comment sheets representing 32 properties were received not supporting phasing, as proposed. In addition to the comment sheets, "ballots", were received from members of the Grandview Heights Residents Association representing 36 properties that indicated support of the proposed phasing. Seventy-three form letters representing 75 properties, were received from the area not supporting phasing, as proposed. In addition, the West Grandview Heights Residents' Association submitted a 35 name petition representing 17 identifiable addresses which were against the proposed phasing plan. After accounting for the responses from overlapping properties, there appears to be 67 properties indicating support for phasing and 82 properties indicating opposition to the phasing as proposed.

Supporters of phasing cite the following advantages to phasing:

- The 8 Avenue interchange provides good access to the proposed Phase 1 lands;
- The land use transition and interface provided by the Meridian Golf Course and Agricultural Land Reserve lands to the east, virtually eliminates potential conflicts between future business uses and established suburban residential properties in the area;
- The area between 8 Avenue and Fergus Creek to the north is relatively easy to service.

Those respondents not supporting phasing have identified the following disadvantages:

- The area between 16 Avenue and 28 Avenue and, in particular, 24 Avenue, is the area most preferred by businesses interested in locating in the Corridor;
- The proposed Phase 1 area is the most environmentally sensitive containing several creeks;
- There are developers willing to provide the servicing infrastructure required to service the area in the vicinity of 24 Avenue.

Generally, most of the owners and residents not supporting phasing are located west of 164 Street and north and south of 24 Avenue. Conversely, most of those supporting phasing generally reside on the 1-acre lots east of 164 Street

The lack of community consensus on the question of phasing suggests that additional work must be undertaken around the issue of phasing and that any such strategy should include some level of flexibility in relation to the market. A performance based approach to deal with phasing, similar to the approach adopted in the most recent major review of the Official Community Plan, may have merits in this regard.

Level of Plan Detail

The level of detail to be contained within the ultimate land use plan for the Corridor has been identified as an issue. There has been some criticism from a number of property owners and representatives of the business community that the land use plan options presented, to date, are too prescriptive and that the land use plan should be more flexible as to the locations of the different business uses that are proposed within the plan area. These individuals argue that the identification of specific land uses can actually hinder development because lands identified for specific uses may be undevelopable for various reasons, including uncooperative land owners, poor soils, access, environmental consideration, etc. and that without a detailed analysis, the ultimate viability of a location designated for a specific use cannot be determined at this level of land use planning.

On the other hand, the land use plan options presented, to date, illustrate a level of detail which provides an overall framework for the orderly and efficient development of the Corridor. These plan options support the policies within the Official Community Plan for the preparation of Local Area and Neighbourhood Concept Plans. The level of detail contained within the plan options also provides property owners, whose properties fall within the Plan Area, as well as adjacent property owners who may be affected by the plan, a degree of certainty as to future land uses and potential impacts. As well, the land use plan forms the basis for detailed servicing and financing plans, and without some degree of certainty with respect to specific land uses, it is difficult to develop detailed servicing and financing plans.

Staff believe that land use plan for the Corridor must balance the need for an overall policy and land use framework for the future development of this area with some flexibility so that the plan can respond to the market place in a timely manner. However, it is critical that the plan include fundamental principles which are not compromised. These principles include:

- preservation of watercourses and protection of riparian setback areas;
- land use compatibility;
- provision of an effective and appropriate interface so that business uses do not adversely impact adjacent land uses;
- provision of adequate servicing infrastructure;
- provision of an internal road network to effectively handle the new traffic generated by development and separate business traffic from residential traffic.

A land use plan which combines the performance-based approach of the Official Community Plan with the designation of broad land use categories and policies on environmental protection, interface, land use compatibility, road system and phasing is worthy of further exploration for the Grandview Heights/Highway 99 Corridor.

Allocation of Land Uses

The Market Assessment and Impact Study indicates that in general, those uses having a more regional orientation will benefit strongly from close proximity to a new interchange on Highway 99. Such uses include new and large format retail shopping, service commercial and related uses. While this study notes that the success of light industrial or business park uses is somewhat less tied to a new highway access, a single developer seeking a large research park/campus development might desire the increased access characteristics provided by a new highway access to accommodate both local and regional employees, visitors and clients.

This study also indicates that greater overall synergy is likely to be achieved by bracketing the large format retail and service commercial and related uses with employment generating light industrial and business park uses. An increased employment base will result in greater demand for retail and related establishments.

It may be appropriate to concentrate large format retail uses in one large area (versus multiple locations of smaller size) to create a large "power centre" under a single master plan (i.e. a plan within a plan). In this approach, customers can move from one "big-box" to another without having traffic impacting non-big box locations. This issue needs to be studied in more detail.

Any neighbourhood serving commercial node would be more locally serving and will tend to be well-served by

the existing east-west roads.

Need for a New Highway Interchange

The transportation modelling undertaken by the transportation consultant concludes that the two existing interchanges at 32 Avenue/152 Street and 8 Avenue are adequate to accommodate projected traffic volumes to 2021 assuming the second phase of the Highway 99/32 Avenue diversion interchange is in place. However, this study notes that a new interchange may be warranted at some point beyond 2021 and that if a new interchange was constructed, it would provide benefits to the area. Based on traffic modelling, the consultant concludes that the preferred location for a new interchange, if warranted, would be at 24 Avenue as traffic volumes on 24 Avenue are significantly higher than on 16 Avenue in the long term. However, the 16 Avenue location has regional significance as 16 Avenue extends through Surrey and Langley to Abbotsford.

The Market Assessment and Impact Study indicates that a new highway interchange could be a key element in the success of the Plan Area toward securing market share and achieving sufficiently high rates of absorption. The study notes that a new highway interchange will fulfil several roles, as follows:

- Providing potential industrial and commercial tenants with the superior access characteristics (safe, sufficiently high capacity) inherent in most successful developments;
- Serving to increase the overall area's ability to attract high quality tenants, potentially of a scale and orientation such that they might act as a catalyst for further build-out of remaining capacity; and
- Providing increased exposure/visibility for a major portion of the study area, in effect announcing the presence of the Corridor area.

While this study notes that there is considerable "big-box" retail interest in the Plan Area as it stands without a new interchange, it indicates that market capture rates could be potentially higher with the introduction of a new interchange by providing maximum accessibility and exposure for the full range of potential retail tenants.

On balance, a new highway interchange may be warranted from an overall regional transportation perspective in the long run to serve not only the Highway 99 corridor, but the larger Grandview Heights, Campbell Heights and South Surrey area, as well as east to Langley and beyond. Further work is required to determine the appropriate location for the interchange, the funding mechanism in relation to constructing the interchange, and the timing of such an interchange.

Community Opinion on a New Highway Interchange

While the comment sheet did not include a specific question on a new Highway 99 interchange, only 15 respondents indicated that they do not want to see a new interchange. Of those respondents indicating their opinions on an interchange on the written responses (comment sheets and West

Grandview Heights Residents' Association form letter), 86 indicated they liked a new highway access at 24 Avenue, 22 indicated they would prefer a new highway access at 16 Avenue and 6 indicated that they would prefer a new highway access at either 16 Avenue or 24 Avenue. Conversely, 27 indicated that they would not prefer a new highway access at 24 Avenue and 23 indicated that they would not prefer a new highway access at 16 Avenue

Funding Mechanisms for a New Interchange

A critical aspect of any discussion on a new highway interchange is how its construction will be funded. It is estimated that the construction of an interchange will cost in the neighbourhood of \$7 - 10 million. Given financial realities, it is improbable that this level of financing will be available from senior levels of government. Given the magnitude of the funding requirement, a combination of various financing mechanisms will probably be needed. Since the interchange will provide benefit to development in the Corridor, there may be some merit in considering the establishment of an area levy for the interchange. This levy would be similar to levies that have been established in approved Neighbourhood Concept Plans that help with the financing of infrastructure improvements and are payable in conjunction with the rezoning of land. Additional work will be undertaken on this concept for further consideration by Council at a later date.

Interface with adjacent lands to the east.

A pocket of property owners on the east side of 164 Street generally between 16 and 24 Avenues (Fergus Creek Taxpayers) have expressed concerns that the plan options do not effectively address interface issues. They contend that their small triangular pocket of lowland is part of the Highway 99 Corridor and not the larger Grandview Heights area and that their properties should be considered for commercial/industrial development.

Moratorium on subdivision of adjacent lands to the east.

As part of the interface strategy, it is proposed that a moratorium be placed on the subdivision of existing suburban properties east of the Plan Area is to protect the future development potential of these lands.

While the protection of acreage properties appears to be generally supported, there are divergent opinions on whether this should be a short or long term policy. On the one hand, the Grandview Heights Residents' Association support policies which would minimize impact on the nearby suburban community. On the other hand, the West Grandview Heights Residents' Association does not support any initiatives which would further delay the preparation of a Neighbourhood Concept Plan for the larger Grandview Heights area (the Future Development Concept Plan contained in Official Community Plan illustrates Grandview Heights as a Suburban area with Potential for Long Term Development subject to land use planning with local residents). This raises the larger issue of the timing for initiation of the planning process for Grandview Heights.

Timeframe for the Plan Preparation Process and the Opportunities for Further Community Input.

Based on the Terms of Reference, the Local Area Plan for this Corridor is to be completed by July, 2002 or in approximately five months. A significant number of respondents, both at the first and second open houses, formally and informally, questioned the short timeline for the preparation of the Plan, and in particular, the ability of local property owners and residents to provide meaningful and informed input in response to the various materials presented at the open houses.

Scale and Character of the Area.

There is some level of concern that the existing scale, character and ambience of the Corridor will be significantly altered by the introduction of large format retail, business park and other commercial and light industrial uses and that an overall sustainable development context template should be established for the area.

Community Amenities

A local area plan for the Corridor, if approved by Council, will provide significant economic benefits to Plan Area property owners and prospective developers. While it is important to maintain a positive investment climate, an area levy on new development to help for community amenities needs to be considered. Such an amenity charge is typical for most of the newer Neighbourhood Concept and Local Area Plans approved by Council. Such amenities normally include police and fire protection, library services, and parks, recreation and cultural facilities, amongst other things. The East Newton and Rosemary Heights Business Park Neighbourhood Concept Plans and the Campbell Heights Local Area Plan include charges for community amenities.

Work to be Completed

In addition to the work associated with addressing the above-identified issues, the following elements of work are required to complete the planning component of the Plan:

- Select the preferred land use and development option and prepare draft land use plan;
- Present the draft land use plan for public input;
- Finalize design guidelines;
- Finalize the land use plan and related development policies;
 - Present proposed land use plan, development policies and design guidelines for Council's consideration.

Once the final land use plan has been developed, the following items of work are required to complete the engineering servicing and financial strategy component of the Plan:

- Finalize major road network (arterial and major collector roads) improvements for the proposed land use;
- Finalize recommended storm water management plan for the proposed land use showing proposed catchment boundaries, storm sewer sizes and alignments, detention pond location and size and major flow routes;
- Complete the modelling and conceptual layout of the water distribution network;
- Complete the conceptual layout of all sewer facilities, including catchment boundaries and equivalent populations for each sewer;
- Prepare a logical phasing and financing plan for the area, including triggers for infrastructure improvements, probable phasing and financial impacts in five year intervals.

The following issues identified during the planning process, to date, warrant additional consideration by staff and further deliberation by Council as the final plan is being developed.

- The location of a new interchange on Highway 99, Provincial support for the selected location, and funding strategies for its construction;
- The development of a suitable approach for dealing with land in the area immediately east of the Plan Area;
- The timing for initiation of the planning process for the broader Grandview Heights area;
- Maximizing land development potential in an environmentally sustainable way on the Corridor lands;
- Whether to phase in development in the Corridor and if so, on what basis;
- The servicing and financing strategy for development of the Corridor including amenity charges; and
- Further exploring how to maintain development flexibility within the Corridor while maintaining a comfortable level of predictability and certainty for those properties that may be impacted by development.

Proposed Revised Timeline

Given the above issues, the resolution to which would benefit from additional work and further dialogue with the community and business sector, it is recommended that Council authorize staff to extend the timeline for the completion of the Local Area Plan to allow additional analysis and review of outstanding issues and to provide additional opportunities for public consultation and Council deliberation.

The following revised work program/schedule is recommended:

June/July/August	Staff analysis of issues and preparation of options for further consideration by the business community, Council and the public.
September/October:	Meetings and public open house to present revised plan options and seek further input on outstanding issues.
October/November:	Review and analysis of input from meetings and open house.
December/January:	Prepare final draft land use plan and servicing concept.
February 2003	Meetings and open house to present final draft land use plan and servicing concept.
March 2003	Finalize land use plan and servicing concept for consideration by Council.
March/April 2003	Present final Plan and Servicing Concept to Council for consideration of adoption.

The proposed revised work program/schedule is illustrated in Appendix IX.

CONCLUSION

The process related to the development of a plan for the Grandview Heights/Highway 99 Corridor is well underway. Based on input to date, there appears to be community support for the preparation of a Local Area Plan with a business development focus for this Corridor. However, there are a number of issues/uncertainties that have been identified through the planning process and public consultation to date, that warrant more careful consideration as the final plan is being developed.

Given the importance of these issues relative to the effectiveness of the final Plan, it is recommended that the work schedule for completion of the Plan be extended as documented in Appendix IX of this report (i.e. completion in the Spring of 2003). This will allow more thorough analysis and review of outstanding issues and provide additional opportunities for public consultation and Council deliberation, prior to completion of the Plan.

Murray D. Dinwoodie

General Manager

Planning and Development Department

GF/kms/saw

Appendices

- I. Grandview Heights/Highway 99 Local Area Plan Terms of Reference
- II. Engineering Servicing Summary Memo
- III. Concept A
- IV. Concept B
- V. Concept C
- VI. Urbanics Consultants Recommended Land Use Mix
- VII. May 2 Open House Comment Sheet
- VIII. Proposed Phasing Plan
- IX. Revised Timeline

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