

Meeting Notes

Redwood Heights NCP Citizen's Advisory Committee (CAC) Meeting

April 25, 2017

File: 6520-20 (GH NCP #4)
Date: April 25, 2017
Time: 5:45 p.m.
Location: Surrey City Hall,
3W 90.04 Meeting
Room A

In Attendance:

CAC Members:

Andrew Baker
Avtar Johl
Maggie Koka
Brad Lambert
Bernie Scholz

Community Association Rep.'s

Mike Proskow

City Staff:

Jeff Arason
Markus Kischnick
Jeff Pang
Fay Keng Wong

Observers:

Mr. Chen
Mr. Wu
Morris Chen
Simon

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

1. Welcome (Markus Kischnick, Planner)

- Introductions were made around the table.
- Markus Kischnick provided a brief overview of the agenda.

2. Engineering Servicing / Utility Study Updates (Jeff Arason, Manager, Utilities)

- Jeff Arason provided an update on utility servicing. A copy of his presentation is attached.
- Building on the work done in Stage 1, the strategies developed for Stage 2 are similar to those developed for the Hwy 99 Corridor, which has a lot of similarities to the Redwood Heights area, specifically a large area of environmentally sensitive lands.
- Water Servicing. Limited water infrastructure exists in the NCP area. Water supply will be from the Grandview pump station and reservoir on 24 Ave / 168 St. To service the NCP area, new feeder mains, distribution mains and pressure zone boundaries are required. New feeder mains are required along 24 Ave 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 Pressure Reducing Valves (PRVs).
- Sanitary Sewer Servicing. There is no existing sanitary sewer infrastructure in the NCP area. To service the NCP area, a network of gravity sewers is required to convey the sanitary sewer. A pump station is then required to pump sanitary sewer from Redwood Heights and the surrounding areas. The receiving sewer is known as the Grandview Heights Interceptor. The Interceptor has been constructed from the west, up to 164 St.
- Stormwater Management. The NCP area is currently serviced by open ditches and culverts, typical of rural and agricultural areas. The existing system conveys stormwater to the Nicomekl River lowlands, to the north. 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
 - Protect the natural environment adjacent to watercourses
- In the image shown in the first Stormwater Management slide in the presentation, ditches are represented in green, and creeks are represented in yellow and red.

- There are 5 stormwater catchments. 4 catchments will require stormwater detention ponds. While the concept of stormwater detention ponds is the same as Stage 1, the number of ponds has been reduced in order to reduce construction costs and the amount of land required, which is expensive, and to allow more flexibility.
- To mitigate the increase in impervious surface runoff, infiltration measures are required, such as rain gardens, road infiltration trenches, and absorbent lawns.
- Utility Infrastructure – Expenditures. Comparing the Stage 2 draft cost estimates (2017) with the Stage 1 estimates, stormwater expenditures are similar, sanitary sewer expenditures have been reduced by about 50%, and water expenditures have been reduced by about 20%. The reductions are due to better costing information provided by the consultant.
- Utility Infrastructure – Revenues. Estimated DCC Revenues is about \$11,500,000 from stormwater, \$9,240,000 from sanitary sewer, and \$8,310,000 from water. These revenue projections are based on the proposed 2017 DCC Rate which Council is scheduled to finalize on May 8th.
- The total shortfall is approximately \$25,160,000 for stormwater, \$2,160,000 for sanitary sewer, and \$3,200,000 for water.
- Utility Infrastructure – Financing Tools to address the shortfall.
 - Establish an Area Specific DCC rate for sanitary, stormwater, and water infrastructure in the Redwood Heights NCP area. A similar approach was introduced in Campbell Heights, Hwy 99 Corridor, City Centre (for land acquisition) and West Clayton (for sanitary sewer and stormwater).
 - Keep DCCs as they are and utilize Development Works Agreements to fund any revenue shortfall. A Development Works Agreement is a commonly used tool to fund DCC revenue shortfall on large infrastructure investments. For example, if a stormwater pond is required to develop, and the stormwater DCC costs \$5 million and the City only has \$3 million for it, the City would ask the developer to front end the \$2 million in the form of an equitable levy. As the area develops, the developer is reimbursed by future development over time. Note that the City does not provide interest to the developer because of Provincial legislation.
- Engineering Servicing – Next Steps. Complete Transportation Servicing Strategy. Explore opportunities for interim lower pressure connection from Metro Vancouver. Initiate design of high pressure water feeder main. Continue property acquisition for the sanitary sewer pump station. Initiate design of sanitary sewer pump station and forcemain. Establish Recommended Financing Tool(s).
- In the coming months, the estimates will be refined.

Comments:

- Maggie Koka asked which pieces are missing of the city owned right of way in the proposed sanitary sewer corridors of the Redwood Heights NCP. Jeff Arason will let the CAC know at a future time.
- Avtar Johl asked about stormwater on site right of ways along roadways in this NCP. Jeff Arason responded that the City is not expecting right of ways on private properties. They are a challenge in Sunnyside Heights as they require a lot more land.
- Brad Lambert asked if the CAC will receive a copy of the presentation. Markus Kischnick responded, yes, the presentation will be e-mailed to the CAC along with the draft meeting notes. The presentation will also be on the City of Surrey Redwood Heights CAC webpage.
- Avtar Johl asked what the DCC revenue from sanitary sewer will go to. Jeff Arason responded that the \$11,500,000 will go to the funding of the pump station and its equitable portion of the force main.

- Avtar Johl asked, based on North Grandview Heights, would the costs be embedded in NCP #4? Jeff Arason responded that the proportional cost to service North Grandview Heights is already in the City's 10-Year Servicing Plan.
- Avtar Johl asked if the DCC rates are based on the latest land use plan. Jeff Arason responded, yes, they are based on the Stage 1 approved land use concept plan.
- Avtar Johl asked if the City would be able to extend the Development Works Agreement as he has heard that this is something that the Provincial government is seeking to change. Jeff Arason responded that DCCs are regulated under the Local Government Act, which states that no latecomer charges are payable beyond 15 years from the date the services are completed or the end of the phased development agreement.
- Brad Lambert asked if the Development Works Agreement is prorated by area or units. Jeff Arason responded that it is traditionally by area.
- Andrew Baker commented, "so currently there is no capacity for an extra 100 homes?". Jeff Arason responded that is right.
- Mike Proskow asked where the Metro Vancouver reservoir will go. Jeff Arason responded that the Jericho Reservoir will be located in the Township of Langley, at 20400 73A Ave. Water will transfer from Barnston down to South Surrey.
- Regarding opportunities for interim lower pressure connection from Metro Vancouver, Andrew Baker asked when Metro Vancouver will make a decision about the connection. It is a good initiative. Jeff Arason responded we do not know.

3. Transportation Study Updates (Jeff Pang, Transportation Engineer)

- Jeff Pang provided an update on the Transportation Study.
- The Transportation Study is based on the projected population of Stage 1 and projections for the South Surrey area.
- The transportation study model projected 36,000 vehicles per day (total traffic in a day in both directions) for only Redwood Heights, which raises some concern. The build out of Morgan Heights, Sunnyside Heights, Hwy 99 Corridor, and Campbell Heights may be factors.
- The final transit model scenarios have not been run, yet.
- Initial results indicate that using just the base and an ultimate cross section of 4 lanes, it is projected that there will be significant traffic/delays on Hwy 15, with an approximate 8 block queue southbound and 4 block queue northbound. For example, if there is a delay between 40 Ave and 32 Ave, a significant number of automobiles may try to jump to another street.
- A lot of traffic heading to employment, schools, etc. cut through residential neighbourhoods. None of these numbers have gone to the Ministry of Transportation, yet.
- It is safe to say that the Ministry of Transportation will ask for improvements to the road network.
- Once the background data and assumptions work is done, the City will have a discussion with the Ministry of Transportation.

Comments:

- Avtar Johl commented that, really, only 5000 units are projected. Perhaps look at some NCPs that have already been included. Jeff Pang responded, yes, the projection includes some commercial.
- Mike Proskow asked if the numbers can be broken down into how many from commercial and how many from residential. The percentage of trucks will increase over time. Jeff Pang responded that we do not have those numbers, yet, as the current numbers are already

concerning. The Ministry of Transportation does not currently have any plans for widening Hwy 15.

- Mike Proskow asked if there is an alternate east-west corridor to 16 Ave or any discussions for one. Jeff Pang responded that it is assumed that 24 Ave will eventually connect to Langley. 32 Ave is a major east-west arterial from King George Blvd to Langley. The City does meet with other municipalities to discuss transportation.
- Mike Proskow asked if TransLink provides an idea of future transit. Jeff Pang responded that it works conversely. The traffic model informs TransLink. The current EMME model does not assume that any rapid transit will go to NCP #4. We do not know if the EMME model is consistent with actual reality.
- Avtar Johl asked if there will be choking on 24 Ave and 176 St. Jeff Pang responded, no, because it is being assumed that 24 Ave will be 6 lane.
- Mike Proskow asked how Country Woods Dr is interpreted. Jeff Pang responded that currently, we put it as a collector road in the model. However, since the Country Woods Dr zone is so big, it was split. The more refined the zones are, the more accurate it is.
- Mike Proskow asked how the Chia application got their traffic assessment. Jeff Pang responded that the file has not gone to that stage, yet, so we do not know.
- Mike Proskow is concerned about rat racing through the residential neighbourhoods. Jeff Pang responded that the model is designed so that there is not a lot of rat racing. Traffic calming measures (e.g. speedbumps) reduce rat racing. The traffic model looks at traffic from a macro scale. The model has the ability to follow where the traffic is going.
- Avtar Johl asked about the transportation study data not being shared with the Ministry of Transportation, yet. Jeff Pang responded that the numbers are not firm, yet. We had to count 16 intersections, land use, population, splitting which way the single family will go. It is difficult and involves a lot of work so it is not a fast process. Two weeks ago, the Ministry of Transportation asked about specific applications.
- Maggie Koka and Avtar Johl asked what the current timeline is. Jeff Pang responded that the consultant's timeline is currently out a month. Getting the background data and assumptions are what take the bulk of time. When done, it will not take much time. The Ministry of Transportation's assumptions are different than the City's assumptions.
- Avtar Johl asked how funding of Hwy 15 is handled and if the Province will pay. Jeff Pang responded that a similar NCP that was done that involved Hwy 15 was possibly Anniedale-Tynehead.
- Avtar Johl asked if the impact on Hwy 15 has been looked at. Jeff Pang responded that road dedication will need to happen for the 6 laning of Hwy 15 and who will have to acquire the land will have to be looked at.
- Avtar Johl asked if the chokepoints would include other NCP areas. Jeff Pang responded yes.
- Bernie Scholz commented that there were DCCs collected for Campbell Heights, etc.

4. Biodiversity Conservation Strategy Updates (Jeff Arason, Manager, Utilities)

- Jeff Arason provided an update on the Biodiversity Conservation Strategy. Refer to the attached presentation.
- The Biodiversity Conservation Strategy identified and quantified current biodiversity and habitat resources in the City, and established the Green Infrastructure Network (GIN) to preserve the city's biodiversity for the benefit of existing and future residents.
- The GIN is over 8000 acres. About 5000 acres are on public City land and about 3000 acres are on privately held land.

- Of the 625 acres of private land that are to be acquired to support the City's Biodiversity Conservation Strategy, 40 acres are within the Redwood Heights NCP Area. At present, there is no city wide funding strategy to acquire the 625 acres of private land.
- In 2012, based on an assumed land value of \$1 million per acre, a green levy of \$7,000 - \$12,000 per home was estimated. Since 2012, land costs have substantially increased.
- Based on a value of \$2 million per acre, a levy in the form of a DCC has been estimated as:
 - \$28,300 per single family home,
 - \$18,400 per townhouse (1,550 square feet),
 - \$15,500 per apartment (950 square feet).

Comments:

- Avtar Johl asked what the reason is for the increase. Jeff Arason responded that the original numbers were based on 2012 real estate prices, and the new numbers take into account 2017 real estate prices in the City.
- Mike Proskow asked if there is a way to dedicate the costs charged to the area that paid it. Jeff Arason responded that DCCs are strictly regulated. These are established funds – they can only be used for the services/purposes they were collected for. By-law establishes where the DCCs are to be used. The City has to report to the Province the monies collected and where they are spent. Council has directed staff to look at how other municipalities fund BCS land acquisition.
- Avtar Johl asked if the costs should solely be borne by NCP Area #4. Jeff Arason responded that the charge is based on an area specific approach. Staff will be seeking to explore the merits of city wide DCCs and other funding sources in the months to come.
- Andrew Baker asked if there is an example of a city that currently has a green levy. Jeff Arason responded, yes, in the Okanagan, there is a community that has a local area service tax for this type of service.
- Andrew Baker commented that a green levy is important in that it preserves greenery that is unique to South Surrey.

5. NCP Schedule Updates (Markus Kischnick, Planner)

- Markus Kischnick provided an update on the NCP schedule. Refer to the attached presentation.
- Stage 2 other outstanding issues include:
 - Finalizing cost of the “Greenspace Levy” and financing strategy;
 - Preparing “Design Guidelines” for the various land uses and features such as: greenways, walkways, selected streets, neighbourhood gateways, entrance points, gathering places and buffers;
 - Establishing a list of “NCP Amenity Contributions” needed to serve the area including: park development, fire, police and library needs;
 - Establishing a per unit “Application Surcharge Fee” to recover NCP ‘consultant’ preparation cost; and
 - Preparing an “Implementation Strategy” to guide the development in keeping with the NCP's Vision, Principles, and Land Use Concept Plan.
- In the “NCP Amenity Contributions” and “NCP Surcharge Fee” slides, text highlighted in orange are numbers that still have to be determined or confirmed.
- Potential Land Use Changes.
 - Land Use amendments will be required surrounding New and Removed Detention Pond Areas:
 - Removed Storm water Facility Stage 1

- Moved Storm water Facility Stage 2
- New Stormwater Facility Location Stage 2
- Land Use amendments may be required surrounding Hwy 15 Corridor depending on Transportation study Outcome and Ministry of Transportation input? Key areas of possible changes may include:
 - Area surrounding 24 Ave and Hwy 15;
 - Areas surrounding Hwy 15;
 - Areas near proposed Intersections along Hwy 15
- Stage 2 – Consultation Timeline. It is anticipated that the Final Stage 2 Public Open House will take place in Winter 2017 and a Corporate Report will go to Council in Winter 2017 or Early 2018, both depending on the time it will take the Ministry of Transportation to review the Grandview Heights (South Surrey) transportation study traffic model, which could take several months.
- The next CAC meeting will occur after the City receives the final results from the Transportation Study and following Ministry of Transportation review and comment. Date still to be determined.

Comments:

- Avtar Johl asked if these other Stage 2 design standards / outstanding issues are almost done. Markus Kischnick responded yes, Stage 2 planning components are near completion, but may need to be amended dependent upon servicing/transportation study results and movement of pond locations.
- Avtar Johl asked about Amenity Contributions and if they are typical for other NCPs. Markus Kischnick answered, yes, NCP Amenity Contribution rates for Police, Fire, Library, and Parks are in line with other similar NCPs recently approved.
- Mike Proskow commented that one of the ponds seems a little bigger than its former location with the Wildlife Hub area. Markus Kischnick commented that it appears like that because the amount of ponds have been reduced from 7 to 4, and the remaining ponds are larger, including the proposed pond in the wildlife hub.
- Avtar Johl asked if the NCP approval would be affected by the future provincial election. Jeff Pang responded that we do not know how election timing would affect NCP approvals. Jeff Pang added that it is unlikely that all the existing intersections shown along Hwy 15 will be there in the Stage 2 plan, based on initial feedback from the Ministry regarding highway access points, and modifications will likely need to be made. Markus Kischnick added that any road network changes may affect existing land use designations adjacent to Hwy 15, and will be reviewed in the future.

6. Adjourn

- The meeting adjourned at 7:41 pm.