

#	Topic	Issues	Principles	Alt 1	Alt 2	Alt 3	Additional comments
1	Commercial	<ul style="list-style-type: none"> Location? Scale/Orientation? Accessibility? 	<ul style="list-style-type: none"> <i>The commercial amenities should be easily accessible, within walking distance of most residences, generally be area focused, and integrated with the community to ensure they contribute to placemaking in a unique neighbourhood.</i> <i>The commercial focus should include a significant residential component and community gathering place to ensure viability and vibrancy.</i> <i>Community amenities should be located to help in “place making,” helping to create community identity and foster social interaction as an aspect of a healthy community.</i> <i>At least one central gathering place, such as a plaza, will be provided to promote opportunities for neighbourhood celebrations, social interaction, place making and public art</i> 	<ul style="list-style-type: none"> Commercial is not central to neighbourhood—so not as accessible by foot On both sides of 24th Viability from additional traffic, but oriented away from neighbourhood Assumed mix use—needs to be better described Add other sites to E, S, N—where, how big? MoT not keen on commercial by the Highway. 	<ul style="list-style-type: none"> More centrality introduced Concentrated on north side Concept shows one other location in E—sufficient, or add another node midway between 180 & 184? 	<ul style="list-style-type: none"> Further E, so more central Adjoining green corridor, so more pedestrian-friendly 	<ul style="list-style-type: none"> Urban design detail not addressed yet with respect to placemaking Also, think about relationship to school in terms of ‘community heart’ and potential conflicts It is assumed that all should be more mixed use, including residential to add vibrancy. Shift to straddle north/south road, so more of a main street?
2	School	<ul style="list-style-type: none"> Location relative to commercial? Location relative to roads? Location relative to greenway? Do we need to show a Catholic School? 	<ul style="list-style-type: none"> <i>An elementary school site will be provided on a joint site with local park space. The site should be north of 24 Avenue in a location relatively central to the neighbourhood.</i> <i>The elementary school site should be accessible from local or collector roads and have frontage on at least two roads.</i> 	<ul style="list-style-type: none"> North of 24th Combined with park site Lots of road access In wildlife hub: forms part of corridor—how effective in that role? Separated from commercial Not on arterial Access on 3 sides 	<ul style="list-style-type: none"> Similar location, but park separated by road to include more treed area to north Closer to commercial Not on arterial. Adjacent to greenway Access on 2 sides In wildlife hub 	<ul style="list-style-type: none"> Separated from Commercial by greenway-part of core area? On 24th, concern re safety or better access along multi-use trail on 24th? This location is out of the wildlife hub area. 	<ul style="list-style-type: none"> Note issues above relative to commercial Will existing school service E part of GH4?
3	Parks	<ul style="list-style-type: none"> Number Locations Uses 	<ul style="list-style-type: none"> <i>Local park sites, where possible, should be adjacent to or extend open space corridors.</i> <i>Some smaller local parks should be provided at strategic locations (to ensure proximity and easy accessibility to future residents, combined with natural features where possible, etc.).</i> <i>There should be a mix of recreational opportunities (active, passive, natural, etc.).</i> 	<ul style="list-style-type: none"> Parks are located in all sub-areas—probably more central for SW sub-area Generally contiguous with green and riparian corridors, and combined in some cases with stormwater ponds 	<ul style="list-style-type: none"> Similar, but different locations 	<ul style="list-style-type: none"> Similar, but different locations and additional passive space with more hub retention Open space more connected with school and commercial core 	<ul style="list-style-type: none"> Note the adjacent recreation potential of Redwood Park

4	Grid	<ul style="list-style-type: none"> • Size of grid (100x200) • Connections across 24th • Connections to Redwood Park Estates area 	<ul style="list-style-type: none"> • <i>The basic internal block will generally be on a grid of about 100 m by 200 m, as adjusted by site factors to provide multiple choices for getting around within the village and enhance walkability and bicycling.</i> • <i>There will be more collector connections to the neighbourhood from 20 and 24 Avenues (at approximately 200 m spacing).</i> • <i>A legible and interconnected system of internal streets, trails and greenways will provide options that favour cycling and walking, particularly to community amenities (schools, parks, commercial services, etc.) to provide opportunities for active living in support of creating a healthy neighbourhood.</i> • <i>The system will be designed to ensure safety within the neighbourhood as well as addressing connections across the major roads (176 Street, 24 Avenue).</i> • <i>Provide connections to adjacent communities and facilities (e.g. Redwood Park).</i> • <i>The neighbourhood will be designed to support public transit.</i> 	<ul style="list-style-type: none"> • All the options generally follow the grid, except where adapted more to boundaries and topography • Land uses generally backing onto 24th and 20th • Connection into Redwood Estates across corridor • Eastern cells connected to each other but not rest of neighbourhood • Has roads that parallel the Highway (which MoT likes), but crossings of corridor in SW 	<ul style="list-style-type: none"> • Eastern cells north of 24th are most interconnected with rest of neighbourhood 	<ul style="list-style-type: none"> • Eastern cells north of 24th are isolated • Fewer grid roads in NE with more open space there 	<ul style="list-style-type: none"> • One option should illustrate an east west connection somewhere south of Science of the Soul • Transportation suggested potential connections of 179 St north and south
5	Highway	<ul style="list-style-type: none"> • Uses along highway • Connections to highway • Buffering along highway 	<ul style="list-style-type: none"> • <i>New all directional access from Highway 15 into the plan area should be minimized (approximately 400 m spacing) with adjacent properties serviced from avenues and roadways internal to the neighbourhood. Additional right in/right access can be provided to foster more neighbourhood interconnection.</i> • <i>There will be attractive landscaped buffering, fencing, and setbacks from Highway 15 (176 Street).</i> 	<ul style="list-style-type: none"> • Uses back onto Highway • Maximizes the connections to the Highway, so traffic more evenly distributed • Buffering assumed along Highway in all alts • MoT prefers not to have commercial at intersection 	<ul style="list-style-type: none"> • Fewest connections to highway—so more concentration on certain local roads acting more as ‘collectors’ 	<ul style="list-style-type: none"> • Midway between Alts 1 & 2 	<ul style="list-style-type: none"> • MoT says signalization at 800 m • Very little room for north south walks, etc. along Highway.

6	Hub & Corridor	<ul style="list-style-type: none"> • Location • Area and width of spaces • Interconnectedness • Implementation 	<ul style="list-style-type: none"> • <i>Natural features will be integrated into the overall pattern of the neighbourhood so people feel interconnected with nature.</i> • <i>Density transfer may be used to increase open space.</i> • <i>There should be continuous green spaces and wildlife corridors, maintaining the better treed areas and areas that support & enhance biodiversity, connecting north/south and with the stream corridors.</i> • <i>A tree management, preservation and enhancement strategy will be incorporated in the Neighbourhood Concept Plan.</i> • <i>An implementation strategy will have to be developed to address the provision of school, parks, and other open space.</i> 	<ul style="list-style-type: none"> • Includes a corridors both north/south and east/west, but weaker in north sub-area • For the most part, stream corridors not interconnected 	<ul style="list-style-type: none"> • East/west connections not as strong 	<ul style="list-style-type: none"> • Stronger interconnections particularly in the north sub-area • Generally less road crossings of green corridors 	<ul style="list-style-type: none"> • Tree management to be dealt with in terms of implementation • How to implement: transfer of density,
7	Storm Ponds	<ul style="list-style-type: none"> • Locations 	<ul style="list-style-type: none"> • <i>There will be positive drainage impacts on the adjoining agricultural lands.</i> • <i>Incorporate sustainable low impact development standards and best management practices in the design of the neighbourhood where appropriate.</i> • <i>Ensure the overall storm water management system protects existing streams and downstream agricultural lowlands.</i> 	<ul style="list-style-type: none"> • All alternatives include the general locations as determined by the Erickson ISMP. • Northern pond shown here is in a better treed area 	<ul style="list-style-type: none"> • ditto 	<ul style="list-style-type: none"> • ditto • some ponds not as integrated with the green corridors 	<ul style="list-style-type: none"> •
8	ALR Buffer	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • <i>Transitions (density, use, mitigation, buffering) will be provided along the edge of the Agricultural Land Reserve in keeping with Surrey policies.</i> 	<ul style="list-style-type: none"> • Storm ponds, lower density housing, and some green space are designated along the ALR interface. 	<ul style="list-style-type: none"> • Pretty much the same as Alt 1, except more green space towards the north. 	<ul style="list-style-type: none"> • This alternative shows some higher density with emphasis of more green space upslope. 	<ul style="list-style-type: none"> • The alternatives have been drawn with varying degrees of open space and stormwater ponds along the edge of the ALR—half of the interface is separated by the former rail line, which will become a greenway (M of AG would like it fenced). • Need to show the implications on at least one option of the current policy.

9	Density Range	<ul style="list-style-type: none"> • Types of uses • Character of neighbourhood 	<ul style="list-style-type: none"> • <i>There will be a variety of housing (4 storey apartments, ground oriented and stacked row/town houses—both street and project oriented, apartments above commercial, and urban single detached housing, etc. to be consistent with GLUP policies) to foster a more complete, resilient and healthy neighbourhood.</i> • <i>There will be a mix of unit types (families, other households, live/work, etc.) for a variety of demographic (seniors, young families, empty nesters, etc.).</i> • <i>It is desirable to have a broad mix of consumer choice (high end to more affordable housing).</i> 	<ul style="list-style-type: none"> • All conceptually show a full range of density. 	<ul style="list-style-type: none"> • All conceptually show a full range of density. 	<ul style="list-style-type: none"> • All conceptually show a full range of density. 	
10	Density Distribution	<ul style="list-style-type: none"> • Location • Trade-off with green space 	<ul style="list-style-type: none"> • <i>Density will be allocated based on having higher density near community amenities and services, areas of higher accessibility, and to promote the provision of open space through clustering.</i> 	<ul style="list-style-type: none"> • Density in this option is similar to Alt 2, except higher along corridors in the SW and in some areas closer to the ALR. 	<ul style="list-style-type: none"> • Density tends to be clustered around the commercial core, along 24th and the Highway • The southeastern sub-area is generally lower density and includes transition to Redwood Estates 	<ul style="list-style-type: none"> • Density is conceptually higher throughout, given the larger amount of green space. • This options shows higher density near Redwood Park 	<ul style="list-style-type: none"> • Implementation of green space will have to be brought into this discussion.