



2020/2021 Long Range Facilities Plan School District 36 Surrey

July 2020

ACKNOWLEDGEMENT

We would like to acknowledge that the lands on which we work, play and learn, are on the shared traditional territory of the Katzie, Kwantlen, Semiahmoo and other Coast Salish Peoples. We would also like to recognize the diverse population of people who make up the Surrey School district and contribute to its dynamic culture.

BOARD OF EDUCATION VISION

We prepare our learners to think creatively and critically, communicate skillfully, and demonstrate care for self and others.

The Board of Education is guided by a focus on:

- Supporting the design of engaging learning environments for all students.
- Operational efficiencies that prioritize resources to directly support learning.
- Relationships with community partners to broaden opportunities for students.
- Advocacy for necessary facilities and resources.
- Providing schools and workplaces that are safe and welcoming.

HOW TO USE & READ THIS DOCUMENT

Our Long Range Facilities Plan is a living document that addresses the changes the School District and the community are facing – and will continue to face – over the next 5-10 years.

The sections of this report can be read as individual parts, or as a whole. The report is structured as follows:

PART A: The Community

Part A examines where we are now, and how we got here. It outlines the changes in the community that have led to the need for a upgraded strategy, and it examines the 2014 Strategic Plan.

The 'Context' section describes the impact of residential development outpacing construction of new student spaces.

PART B: The Strategy

Part B looks forward to the future.

Under 'THINK' it examines the themes and concepts that address not only the need for more seats, but what the qualities of those seats should be.

Under 'PLAN' it looks again at the six educational regions, and in more detail outlines where population growth and development dictate the need for new space.

Under 'ACT', you will find a summary of recommendations for New Space, New sites.

Appendix

As we have endeavoured to keep the body of the document a clear and concise overview, all supporting data can be found in the Appendix. The Appendix contains supporting information referenced in the body of the document.

How Will the LRF Be Updated?

Each year, the school district will produce a booklet with updates to the plan, which can be added to the plan. This will include an updated 'ACT' section, which will reflect the Capital Plan Submission for each year. Any studies that are completed during the year, will also be included as part of this booklet.



EXECUTIVE SUMMARY



Executive Summary

With Surrey on track to become B.C.'s largest City, its explosive growth is continuing to fill our schools well beyond capacity.

The demand for public education is greater than ever in Surrey: the influx of young families, both locally and through immigration, is putting mounting pressure on existing school facilities. Increasing population, combined with the accelerated rate of multi-family home development and new higher density housing forms, our community is not only continuing to require more enrolling students space at their neighbourhood school but also the available land area to accommodate these students. *Space is a valuable commodity.*

With more than 72,000 students, 10,000 staff and an average yearly student population increase of 1,000, there is an overwhelming need for additional space to satisfy short, medium and long term enrolment growth. With over \$400 million invested in the District's capital building program by the Ministry, the District is starting to take the necessary first steps to start to realize short term enrolment relief. It is anticipated that the 2021/2022 school year will be the first time in many years that the district will not be required to add to its overall fleet of portables and the trend to a growing number of portables will start flatten and decline. It is important to note however, that the District is still at a tipping point, with enrolment forecast to continue to grow at the rate of 1,000 students per year, the district will need an ongoing significant investment in new student spaces for many years in order to significantly reduce the number of portables in the district over the medium and longer term. Without continued capital funding support, the District will quickly lose the short term capacity gains the district is just starting to realize.

The current student space shortage in Surrey schools not only results in the need for almost 365 portables in the district, it also affects how efficiently and effectively existing space can be used. The district is faced with ongoing challenges to provide choice programs, such as, language and special needs programs, maintain space to serve our outside partners, and providing spaces that are sustainable, flexible and meets the educational needs for the future.

The District will need to ensure it is looking at best practice for intended space use within schools and flexibility for school sites. How we design our new school spaces is

crucial, in order to provide the flexibility that is required now and for the future. Factors considered:

- Make the space that is built multi-functional and adaptable;
- Build larger capacity schools
- Acquire land and build new student spaces that meet today's short term needs while still providing for tomorrow's growth;
- Expand connection points with community partners that support the learning experience for students in a sustainable way.

Community

In many areas throughout the district, community growth has exceeded the district's capacity of their local schools. Many schools throughout the district no longer have:

- Sufficient available space on site to place additional portables and parking. Several catchments are already compromising accessible field area to accommodate the placement of portables.
- Sufficient specialty spaces that support student programs used for learner support teams (LSTs), or science labs in secondary schools are just a few examples of the many specialty learning areas required in all schools. In some cases these specialty areas have either been converted into enrolling classroom spaces or are no longer sufficient in size or number to accommodate the greater number of students now on site.
- Sufficient space for external partners which in some cases have resulted in these spaces being converted into enrolling spaces.

Development

The City of Surrey Official Community Plan (OCP) guides overall development and land use policy for the city as a whole. As a key stakeholder within the City, the district participates in a comprehensive process providing input to the City's planning initiatives.

The City still approves the release of large tracts of rural and suburban land for development into new residential neighbourhoods. These new communities are attractive for raising families because they offer accessibility to local infrastructure such as green spaces, recreational facilities and nearby commercial businesses. Multi-family dwellings are on the rise: ongoing development of townhomes,

rowhouses and apartments is outpacing single-family home construction. Young families that have been priced out of the Vancouver real estate market over the last ten years have come to Surrey, which is providing a relatively more affordable price point within newer neighbourhoods.

Educational Regions

The Surrey School District is segregated into six educational regions. Each region consists of four secondary schools, elementary feeder schools, and most have a learning centre.

City Centre

The northwest corner of the City has seen strong growth as the City Centre area is transitioning into a new downtown core of Surrey. This planning area includes 11 different neighbourhoods. Six of the neighbourhoods that straddle King George Boulevard focus on mixed residential housing, particularly high-rise apartments along the boulevard's edge. The remaining five neighbourhoods are older single-family housing tracts with some older three-storey walk-up apartments that act as buffers between the single-family neighbourhoods and commercial uses. The City is looking to support more infill and multi-residential units within these areas without being detrimental to the existing single-family fabric of existing homes. The goal is to provide additional housing to support the new employment opportunities that are coming into Surrey, while minimizing disruption to the existing neighbourhoods.

Clayton / Cloverdale

Since 2003, East Clayton has seen explosive growth with the adoption of its East Clayton NCP, serving as home to more than 15,000 residents. Following the recent opening of the 1,500-seat École Salish Secondary school, the area still has considerable anticipated residential development expected over the next several years. Two new schools—Maddaugh Elementary (565 seats operating) is currently under construction and Regent Road Elementary (612 seats operating) will begin construction shortly and are targeted to open in 2021 and 2022 respectively.

Guildford

Despite being an older neighbourhood, Guildford is still projected to have considerable growth. 10,100 new housing units in this region are planned by 2029. These projections do not currently include the transit oriented housing currently being planned for the SkyTrain Extension along Fraser Highway. These housing number projections will be revised once the City is closer to adopting the NCP amendments in late Fall 2020.

Two other plans which will also further increase the population and housing density in the region is:

- The area from Guildford Mall and along 104th Avenue has been identified as a future transit corridor which will connect the Mall with City Centre.
- The Abbey Ridge Land Use Plan will result in much higher density over the next number of years within the Bothwell community west of Highway 17.

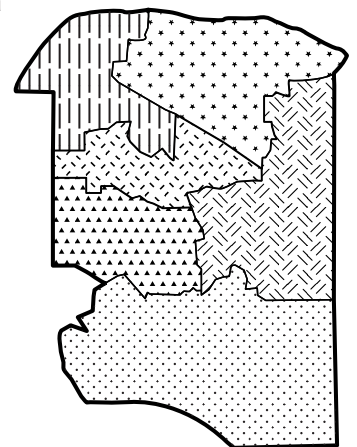
Newton / Fleetwood

The areas of West and East Newton are seeing the continual transition from suburban to high density urban. City housing projections currently reflect 2,772 new housing units will be built by 2029. However; this area will actually see a much higher level of growth as the City completes revisions to its land use plans. These revisions are expected to impact land use along Scott Road and King George Boulevard from commercial to mixed-use and transit-oriented housing.

The City of Surrey is also expected to be revising the Fleetwood area land use plans to allow increased housing density along Fraser Highway to support the future expansion of SkyTrain. The City is considering increasing the density along this corridor by 50,000 over the next 30 years. The specifics of these plans will not be known until the City releases their plans in more detail in the future.

Panorama / Sullivan

Panorama/Sullivan is experiencing major pockets of growth. South Newton is the district's third largest growing community in the City, trailing only South Surrey and Clayton. Like the Newton/Fleetwood area, existing communities in the Panorama area will experience future growth as the City considers higher densities along King George Boulevard. Moreover, the neighbourhoods to the south of Highway 10 in the Panorama area are starting to change, with many older homes being sold to developers who are planning on increasing densities.



EXECUTIVE SUMMARY

South Surrey / White Rock Area

South Surrey/White Rock has become a focus of rapid future growth in Surrey, predominantly with the ongoing expansion of the new Grandview Heights Community. The region has 10,950 new residential homes planned for development, with a projected population increase of more than 32,000 residents by 2029 eventually growing 90,000 in 25 years.

The east side of Highway 99 contains several significant proposed Neighbourhood Concept Plans (NCP) to accommodate future growth in the Grandview Heights community. The district currently has four capital expansion projects under construction in this area including: a new Grandview Heights Secondary school (1,500 seats nominal), a new Edgewood Drive area elementary school (612 seats operating), a new Douglas area elementary school (565 seats operating) and an addition to the existing Pacific Heights Elementary school (279 seats operating). To the west of Highway 99, density is increasing but at a slower rate. A recent announcement from the Ministry approved an 8 classroom addition to White Rock Elementary. Future capital investment will focus more on additions than new schools in this area.

A Growing Need for a Growing City

Over the last number of years, Surrey has experienced significant population growth. A number of new school construction and expansion projects are close to completion, which are starting to address short term student space need that has built up over a number of years. With the city estimating 47,000 new units to be built throughout the City over the next 10 years, there is more work to be done to meet demand for students space

Another factor that put pressure on available enrolling space in the district was the restoration of clauses on class size and composition in the B.C. Teachers' Federation's collective agreement in September 2017. The district required 167 additional classrooms to initially meet the restored language. In an effort to create space, the district increased the number of portables and undertook renovations to many areas within schools such as; multipurpose rooms, special education spaces and computer labs to convert these spaces into classrooms.

In June 2014, the Surrey Board of Education adopted, and the Surrey School district released, its Long Range Facility and Education Plan (LRFEP). Recommendations from the plan featured a strong focus on managing overcrowding in schools by providing new space in rapidly growing communities, renovating and upgrading existing facilities, revisiting board policy on optimal school capacities, and the refreshment and replacement of portables. Many of these points still form the basis of this LRFEP. It is the intent of this Plan to continue our focus on a path that will align student demand for student space with development to serve school communities now and in the future.

Strategy

With Surrey rapidly changing from a rural/suburban community to an urban centre, the district has developed an equally aggressive Long Range Facility Plan (LRFEP) to meet the demands of our school communities.

Moving forward over the next decade, the district will focus on:

1. Delivering new classroom spaces for the K-12 regular program, and where possible support choice programs
2. Working with internal and external partners in providing appropriate, dedicated space that will support students' learning experience through partnerships.

The district strongly believes that education begins before kindergarten, and extends beyond graduation. Providing dedicated spaces that support pre-school and post-secondary programs is important to the educational plan, but is hampered by existing limited space.

The Plan is a living document. The district will revisit this document annually and provide updates as our strategy is enacted and conditions change.

Quality of the Space

The Plan should not only address enrolment growth, but also the quality of the teaching and learning spaces. Student Spaces, in the district, are shaped and informed by four core concepts:

1. Space is a valuable commodity
2. A sense of belonging
3. Operating safe and healthy schools
4. Fostering and supporting good partnerships

Think. Plan. Act.

The Think section of this report examines the important themes of building new school spaces in the district, namely capital planning, site usage, portables, operations and maintenance, and transportation. It also features considerations for representation of First Nations and other unique groups, Safe Schools, district and Choice programs, wellness and mental health support, to further instill a sense of belonging in students and to provide exceptional learning environments for all.

The Plan section of this report lays out the district's strategy for addressing enrolment demand over the next decade, providing an in-depth breakdown of projected growth for each of the six educational regions. It also analyzes capacity utilization, portable usage, population versus enrolment rates and next steps for future enrolment growth in Surrey.

The Act section of this report takes the culmination of the enclosed research, projections and data, and puts the strategy into motion. It serves as a road map to address overcrowding, to increase the number of classrooms and balance student capacity with enrolment while creating suitable environments and opportunities for education. It is laid out in a "to-do list" format to allow for a quick reference of tasks or projects to be accomplished over the next five years.

Given the numerous variables taken into account with this robust strategy, the district is confident that its proactive approach will set a course to address the urgent and ongoing need for space as Surrey continues to grow.

LONG RANGE FACILITY PLAN SUMMARY 2020/2021



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PART A

THE COMMUNITY

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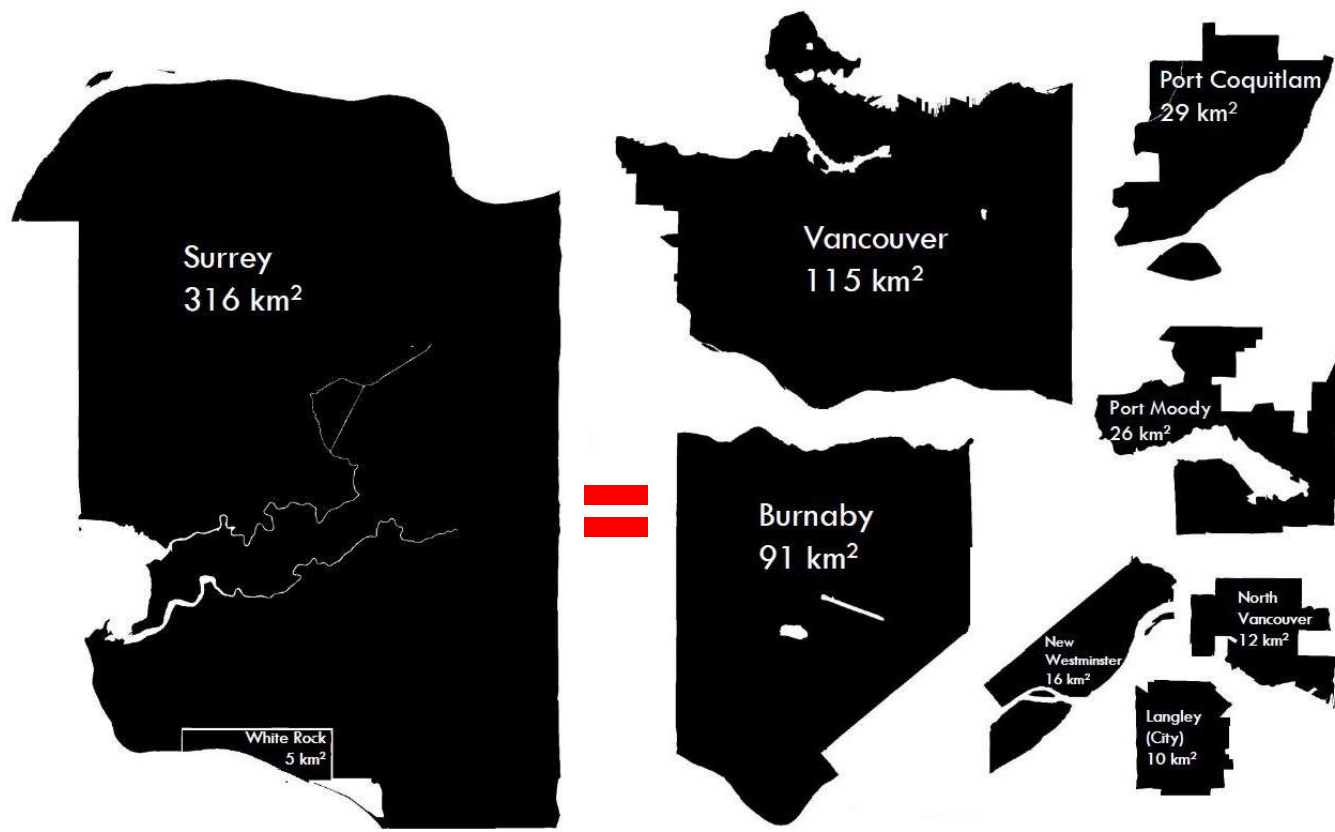
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The City of Surrey continues to experience explosive growth. The current population is over half million residents, and Surrey projected to become the largest city in the province of British Columbia.



Land and Population Comparison

Surrey to Lower Mainland



Surrey/White Rock

Land Area = 321 km²
Population = 537, 841



Lower Mainland

Land Area = 299 km²
Population = 1.1 M

Source: City of Surrey Open data, Statistics

Figure A1.1

Explosive Population Growth

The City of Surrey continues to be developed at an extremely fast rate with increased density happening in almost all areas within the City.

For school planning purposes, increased density and population growth mean that land is becoming more valuable, the make-up of our population is changing, and the nature of our partnerships is evolving. In many areas, schools are the first community facilities to be constructed, and they play a key part in the development of future community relationships.

Surrey's Place in Metro Vancouver

Metro Vancouver is made up of a federation of 21 municipalities, one electoral area, and one Treaty First Nation that collaboratively plans for and delivers regional- scale services.¹ Surrey was a charter member of the region when it was formed in 1967.²

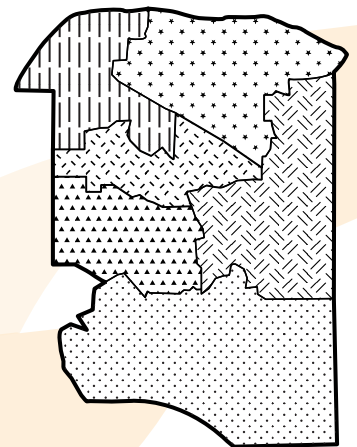
To fully understand change in Surrey, it is useful to understand Surrey's place in Metro Vancouver and compare the pace and magnitude of change in the entire region.

Land Area Comparison

The overall land area of Surrey/White Rock is 32,100 hectares (321km²), making it the third largest city in area in British Columbia, after Abbotsford and Prince George. To compare that area to the rest of the Lower Mainland: it takes the combined area of the cities of Vancouver, Burnaby, Port Coquitlam, Port Moody, New Westminster, North Vancouver, and Langley to equal the land size of Surrey.

33% of the land in Surrey is under the Agricultural Land Reserve (ALR), a provincial zone in which agriculture is recognized as the priority use. Farming is encouraged, and non-agricultural uses are restricted. Of the 60,554 hectares of ALR land within Metro Vancouver, over 15% (9,290 hectares) is within Surrey.

Surrey is, and will continue to be, a primary supplier of housing in the Metro Vancouver region with sustained regional growth in tandem with a relatively large supply of developable land compared to other parts of the Lower Mainland.



THE COMMUNITY

1 <http://www.metrovancouver.org/about/Pages/default.aspx>

2 The region was originally called the Regional district of Fraser-Burrard in 1967, renamed Greater Vancouver Regional district (GVRD) in 1968. GVRD was rebranded as "Metro Vancouver" in 2007, a name change that was made official in January 2017.

2016 Age Class Percent Population

Population

Percent of Population by Age Class for Surrey Compared to Vancouver and Metro Vancouver, 2016

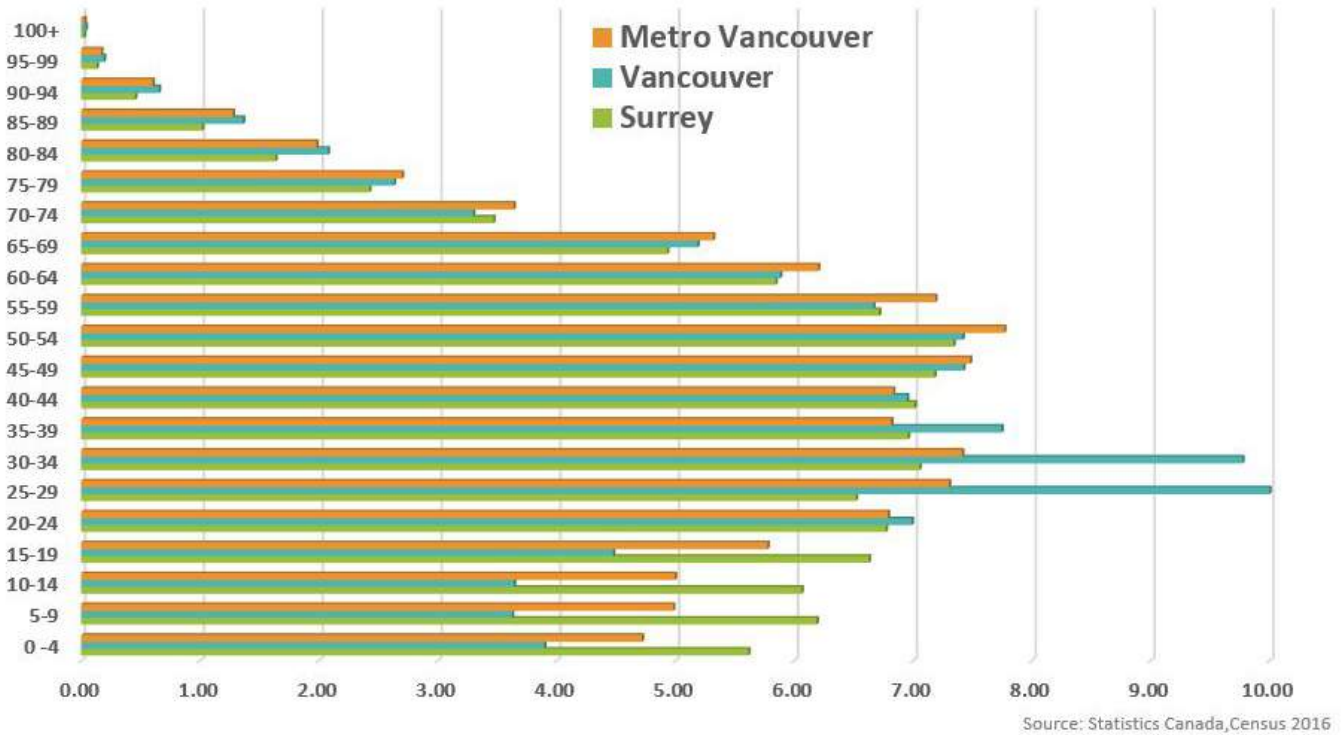


Figure A1.2

2016 How the City of Surrey Lives

How the City of Surrey Lives

Comparing Housing Types and Density Across Surrey City Centre, Surrey, Vancouver and Metro Vancouver

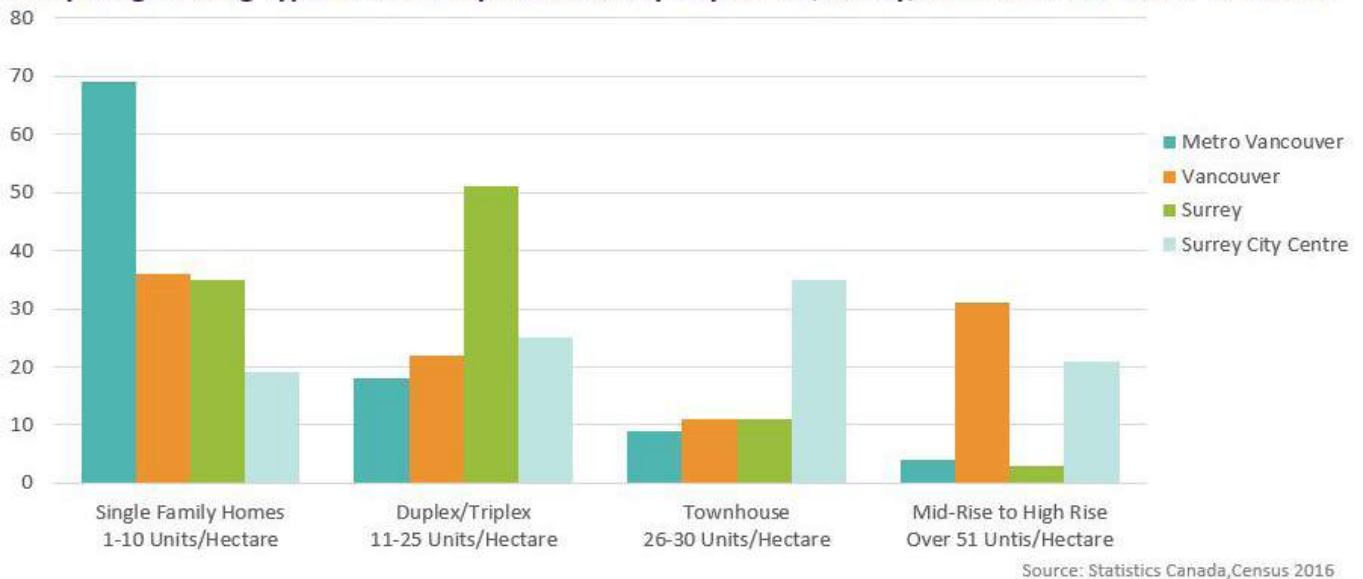


Figure A1.3

In the early 2000s when housing prices began to soar, Surrey became an increasingly popular destination for people relocating within the Metro Vancouver areas as well as those immigrating to the region.

Population Comparison

According to the 2016 Census data, the overall population of Surrey was 517,887, making it the second most populous city in British Columbia after Vancouver. Between 2011 and 2016, the overall population growth for Surrey was 11%, compared to Metro Vancouver at 6% and Vancouver at 6.5%. Since 2016, Surrey's population growth trend is continuing at the same rate.

2016 census data for Surrey shows that 0-19 age groups far surpass both Vancouver and Metro Vancouver. 25% of Surrey's population is under the age of 19, compared to the Metro Vancouver average of 21% and the City of Vancouver at 16%. The 2016 census also reported that 22% of children born in BC are born in Surrey.

Housing Comparison

The current and projected growth rates continue to shape the look of Surrey as a whole. Surrey's comparative affordability, accessibility and employment opportunities have attracted a wide-ranging demographic. The median age in Surrey is 38.4, which is lower than Metro Vancouver's average of 40.3. Surrey has an average of 3.4 persons per family; approximately 55% of households are two-parent families with children living at home, and approximately 11.5% of the households consist of single-parent families.

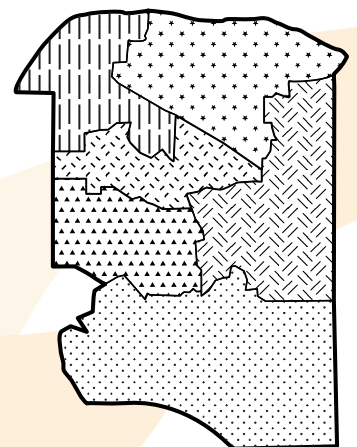
The majority of Surrey's existing residential stock is single-family dwellings. However, over the last ten years, the development of new single-family homes has declined, a trend that is expected to continue in coming years as multi-family units continue in popularity in Surrey.

Housing prices have risen dramatically across the region, with the benchmark price of a single-family home in Surrey exceeding \$1,000,000 in 2017. Multi-family housing (including townhomes and apartments) has also experienced an escalation in pricing.

Residential development over the coming years will continue to focus on increasing Surrey's housing density and stock. The City is planning more transit-oriented housing, high density townhomes (25 UPA as a minimum) and small-lot single-family homes make up the majority of land use plans for new communities.

Demographic Comparison

Immigration to Surrey has drastically increased over the years. Surrey now has one of the largest concentrations of ethnic South Asian residents of any city in North America, other ethnicities with significant representation in the City include Chinese, Filipino and Southeast Asian residents. The City is also home to large aboriginal and African populations when compared to the rest of the cities in the Lower Mainland.



THE COMMUNITY

École Salish Secondary School Entrance



The state-of-the-art École Salish Secondary is one of the newest schools in the Surrey School District. It welcomed approximately 826 students when it opened in September 2018.

École Salish Secondary School Interior



Progress to Date

In June 2014, the Board adopted, and the district released its “Long Range Facility and Education Plan” (LRFEP). The previous Long Range Facility Plan document, originally referenced as a “School District Facilities Plan” (SDFP), reflected the original Ministry of Education guidelines which stated:

“The SDFP is not simply identification for needed capital projects, but rather it is a comprehensive plan outlining how the district will manage its school facilities in order to deliver its educational programs at the highest possible standard.”

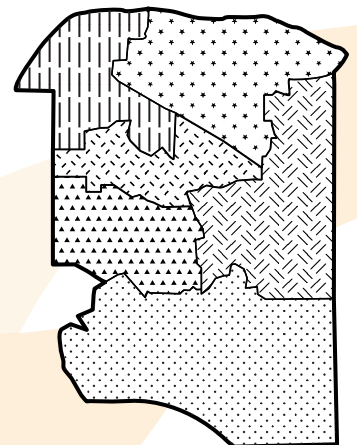
The SDFP and later the LRFEP summarized four capital planning regions defined by their elementary feeder school catchments. It provided a review of capital inventory, school capacities and enrolment trends. And it discussed what the district was forecasting for the future and its impact on existing operations.

Recommendations of the 2014 Plan included:

- Providing new space in the rapidly growing communities;
- Facility renewal, which included the need for more funding on replacement, renovation and upgrades to building components;
- Focusing needs to be placed on refreshment and replacement of portables until new enrolling space is constructed;
- Revising current policy on how and where programs of choice and district programs are offered to ensure the equitable allocation of resources;
- Building new or renovated facility spaces to implement and maintain early learning programs to support the district’s youngest learners; moreover, the spaces provided for Preschools, Strong Start and childcare programs are equitable over the district;
- Using strategies outlined in Board Policy No. 9320: Registration and Placement of Students, to manage overcrowded schools, by spreading out the growth amongst all the district facilities, thereby allowing opportunities for staff and students to attend the schools of their choice as an out-of-catchment student;

- Revisiting the board policy, which has set the optimal school capacity at sizes of 500 for K-7 elementary schools and 1,500 for secondary schools;
- Combining current leased facilities onto School district sites;
- Ensuring that new school sites:
 - Are best located within the neighbourhoods they serve;
 - Are accessible by both car and public transportation; and
 - Are shared with the community including partnering with parks sites.
- Being committed to our public and private sector partnerships which support our Community Schools program, the Common Ground Initiative and other collaborations with city and community partners; and
- Maintaining relationships with local municipal governments to keep informed on residential development.

These recommendations shaped district planning since 2014; however, the immense enrolment growth in the district has put increased pressure on existing space. The district is faced with a continued reduction in flexible space which negatively affects program of choice and pre-school programming. The district’s ability to spread growth over the district through boundary changes etc. has diminished significantly as there is little to no space available in surrounding schools to accommodate surplus enrolment. Portables are the primary short term solution the district has relied on to address the net growth of 1,000 new students enrolling annually.



**THE
COMMUNITY**

2016 Ethnic Origin Percent Population

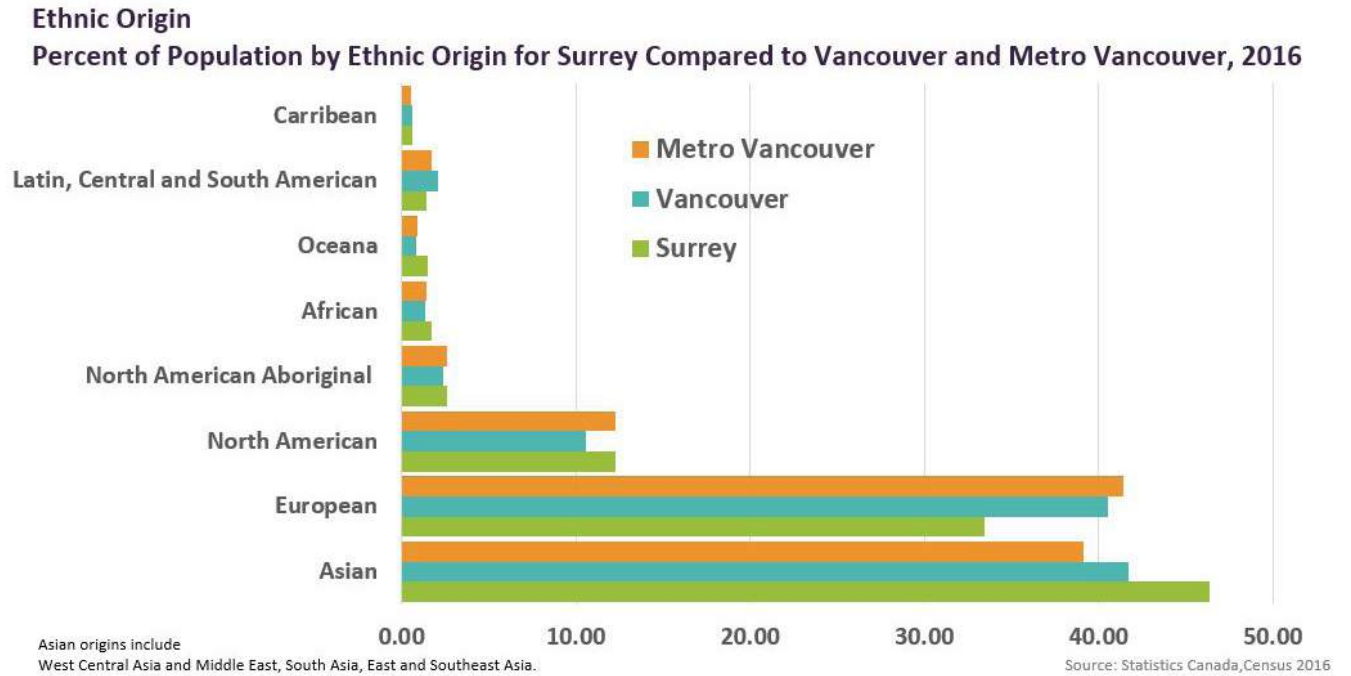


Figure A1.4

2016 Population by Immigration

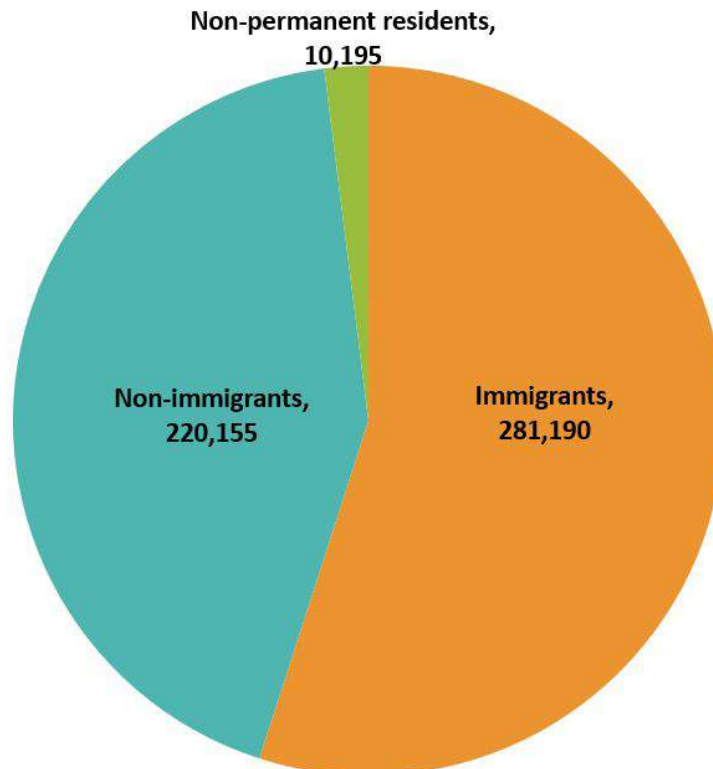


Figure A1.5

What is to Come?

Over the next ten years the City will continue to position Surrey in the housing market as the place for young families to find new, affordable, family-focused housing. In addition, the City will continue to support new large-scale sustainable development. Given the average age of Surrey's housing stock at 28 years, older neighbourhoods will experience increases in their densities as older residences are replaced with new denser multi-family infill housing forms.

With the infrastructure and resources in place the City and the district will continue to receive and support large numbers of refugees and experience high levels of immigration.

Public transportation infrastructure is becoming more crucial for the City as it develops more walkable, accessible communities. Surrey is considered the geographic centre of the Lower Mainland; access to the larger metro area via major public transportation infrastructure makes Surrey a desirable place to live.

The data shows that in Surrey over the next ten years:

- Overall population is estimated to grow by over 100,000 people
- New housing stock is projected to increase by 47,000
- Major public transportation corridors will be planned, developed and constructed
- Demographics will become even more diverse
- School enrolment will continue to grow by 1000 or more students per year

How Will this Affect School Planning / Design?

Moving forward the district will have to re-evaluate the fundamental principles that have governed school planning and design in the past. Some of the new thinking includes:

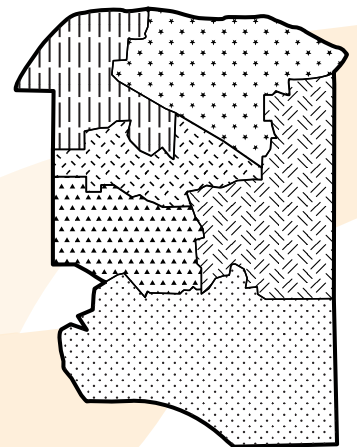
- Increased demand to offer more district programs in a wider range of languages as the communities continue to diversify ethnically
- Addressing growing demand from families with special needs to provide more programs and space

- Developing a school building and site design that are inherently flexible and sustainable to meet current and future demands – not only for changing education delivery and its impact on space, but also to allow for more students to attend their local schools as neighbourhoods continue to densify
- Revisiting existing school design capacity limits at the elementary and secondary school levels.
- Creative acquisitions of sites in redeveloping neighbourhoods.

What Does it Mean that Space is a Valuable Commodity?

Added pressure on available land, the pressure of new development, and the subsequent growth of the district have combined to increase the value of available space in the area. Consequently the district must:

- Rethink the LRFP;
- Build more student spaces and build them faster;
- Rethink how sites are developed;
- Plan for flexible and multi-purpose learning environments; and
- Evaluate, strengthen, and broaden partnerships.



THE COMMUNITY

10 Year Projected New Housing Numbers

City of Surrey 2019 - 2029 (47,562)



Figure A1.6

Active Rezoning & Development Permits

City of Surrey 2018 (18,368)

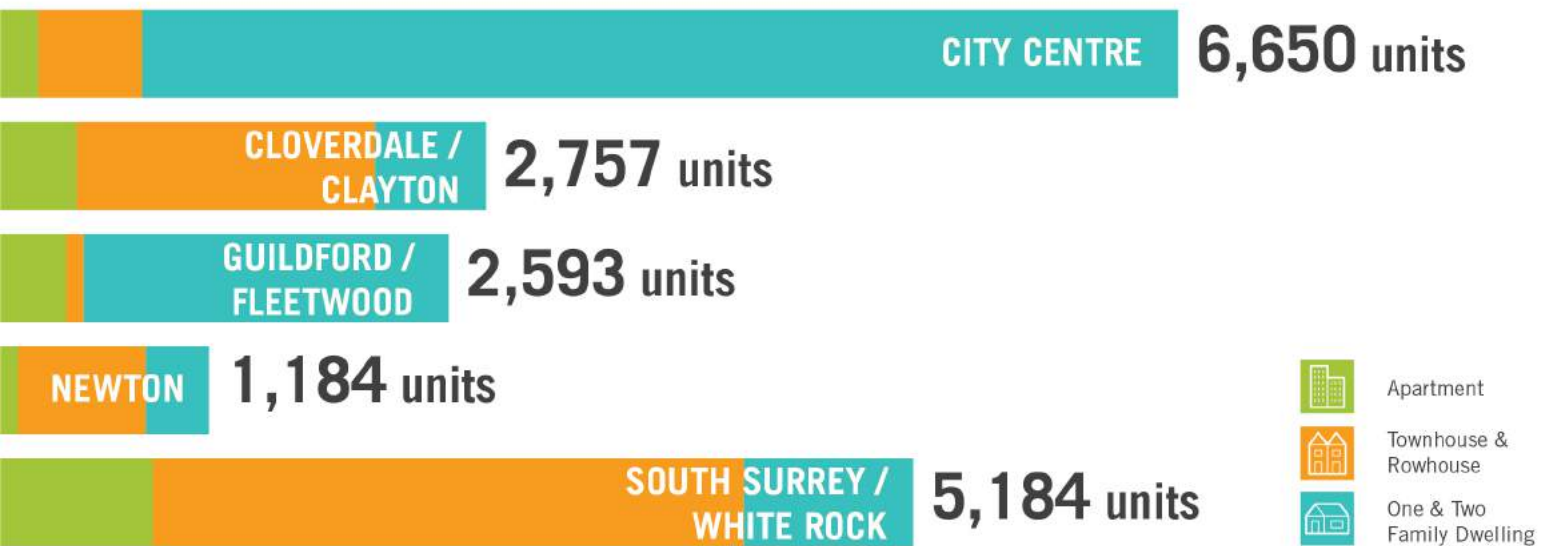


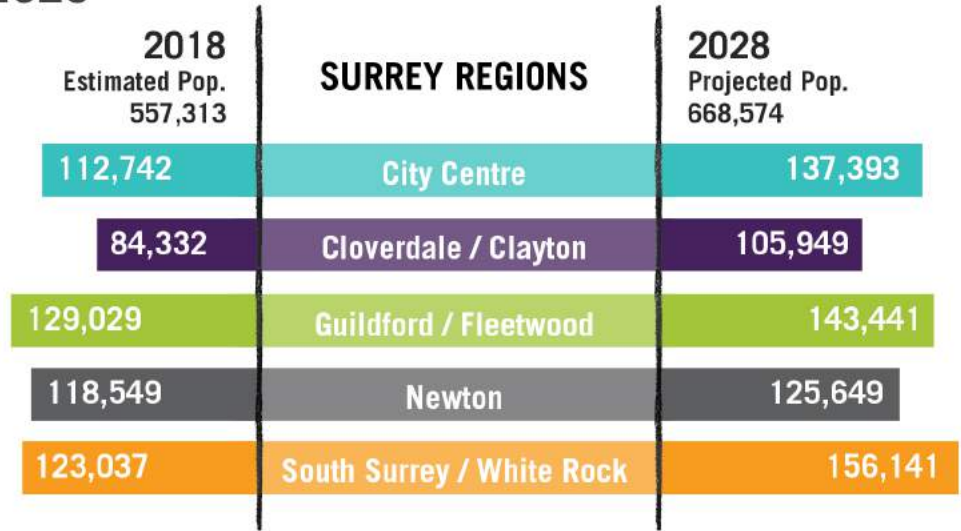
Figure A1.7

**WE
ARE
HERE
2019**

This district is approaching a significant cusp. There is not enough K-12 space to meet the current demand of students. Providing sufficient classroom space to match current and future enrolment growth is the top issue that the district is facing. The demand for space on all fronts is greater than that which the district has to offer.

Population Growth City of Surrey 2018 - 2028

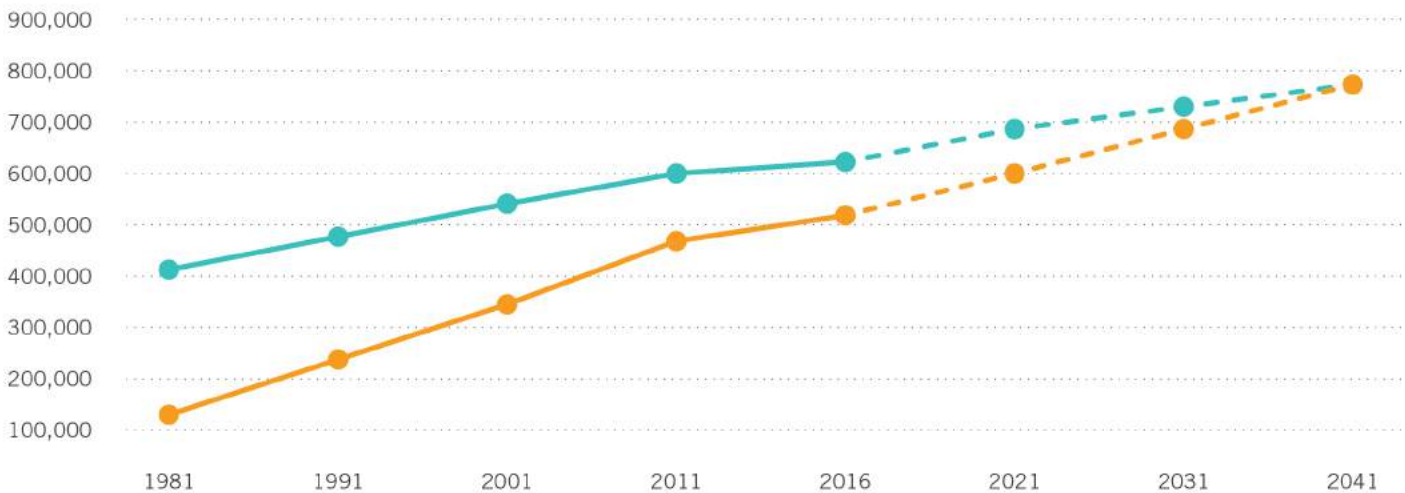

+100,886



Source: City of Surrey
Information Based on City of Surrey Regions

Figure A1.8

Population Growth Comparison City of Vancouver and the City of Surrey 1981 - 2041



Source: Metro Vancouver, Metro 2010 Residential Growth Projections and Statistics Canada, 1981, 1991, 2001, 2011, 2016 Census

Figure A1.9

Population Increase Demands

There is pressure to find suitable available land in the heart of both new and older neighbourhoods. There is pressure placed by new developments coming into the market at accelerated speeds. And there is pressure from the continuing demands made by the growing and increasingly diverse school communities to provide programs and services to students. These pressures have numerous implications.

The areas of focus:

- To make new space multi-functional and adaptable;
- To acquire land that meets today's educational demands and tomorrow's growth; and
- To connect with community partners that support learning experiences for students in a sustainable way

Enrolment Projections

Surrey Educational Learning District 2019 - 2029



Figure A1.10

Portable Classroom Growth

Surrey School District 2019 - 2029

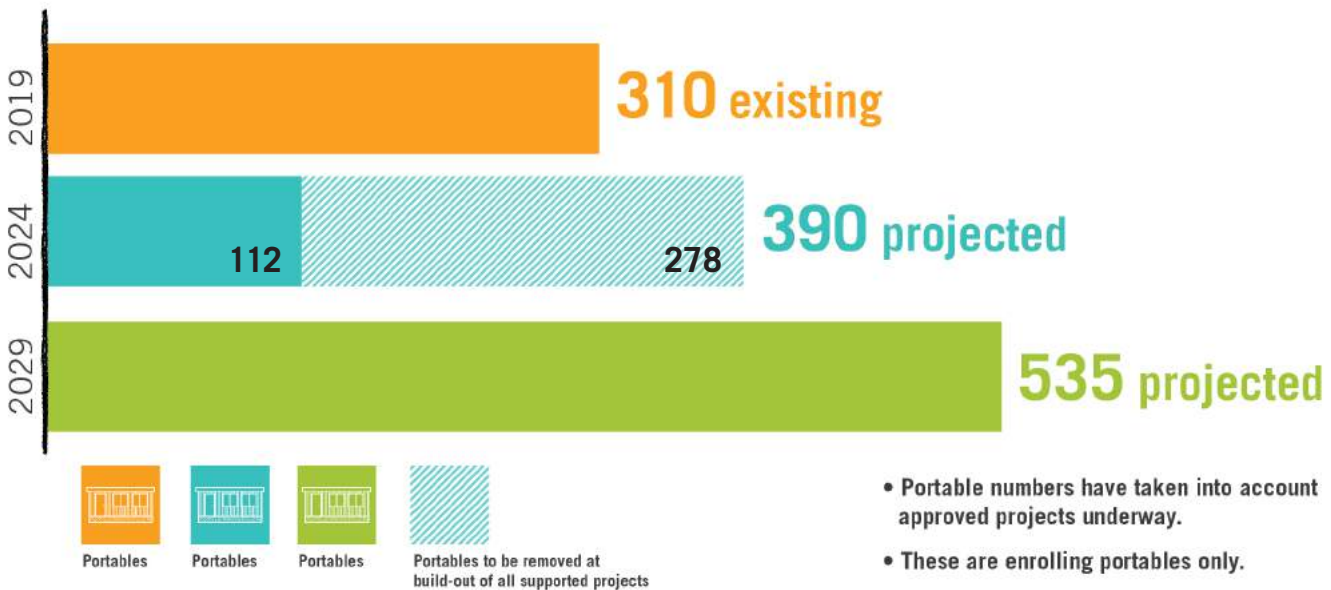


Figure A1.11

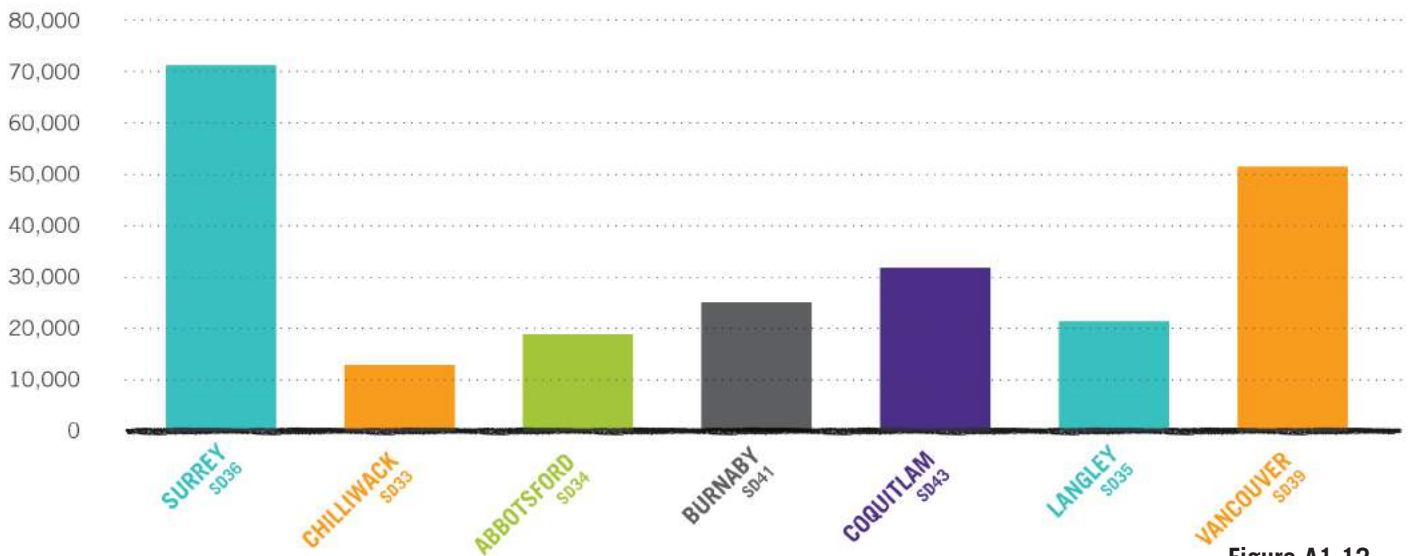
**WE
ARE
HERE
2019**

Impact on District Wide Enrolment

As of September 2019 District enrolment is 71,308 students. This comprises 43,587 elementary school students and 27,721 secondary school students. In contrast, the Vancouver school board had an actual enrolment total of 49,582, the Surrey School District is 44% larger than Vancouver.

Enrolment Statistics

Lower Mainland 2016 - 2017



Source: BC Ministry of Education
District Reports

Figure A1.12

Educational District Birth Rates

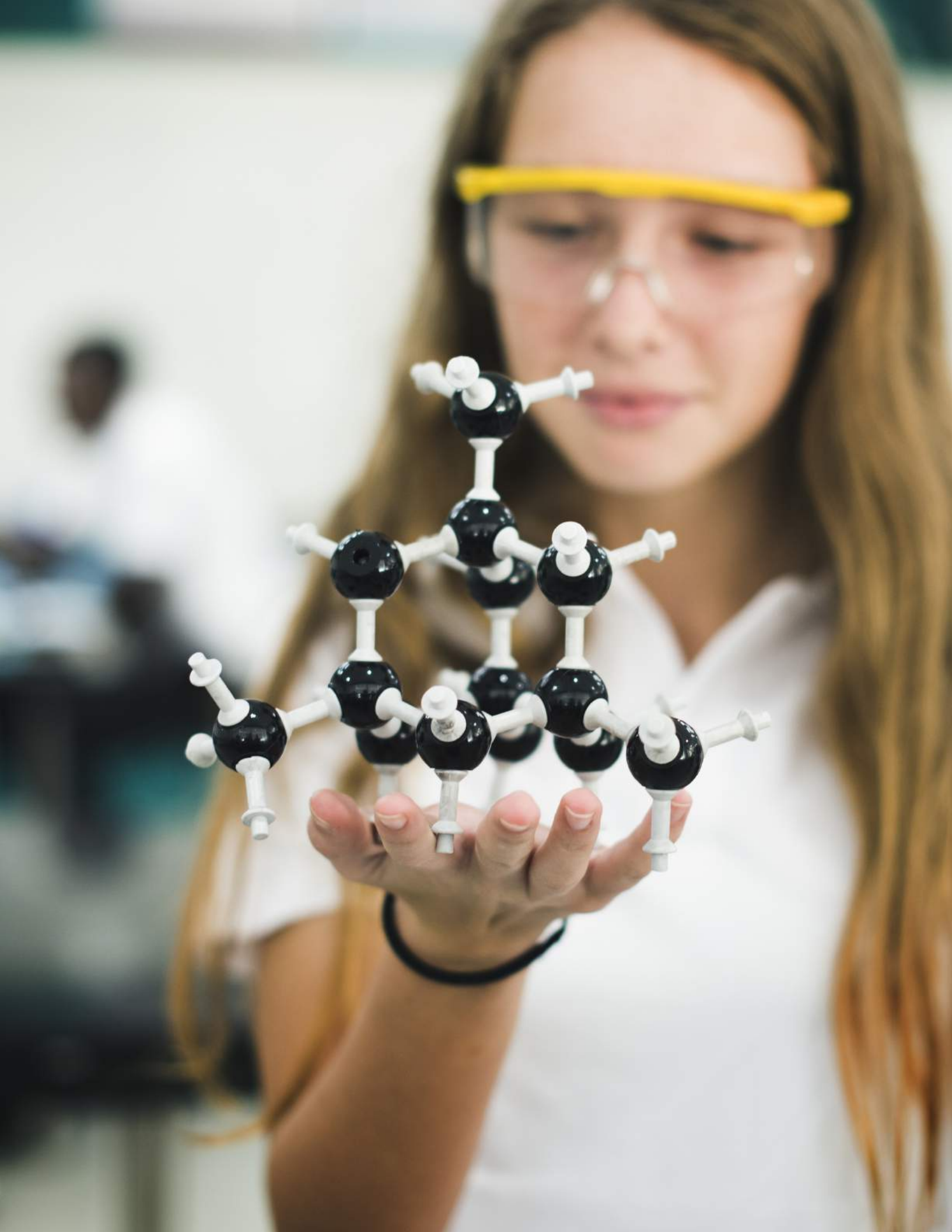
Births and K Registration / Projected 5 Year Olds 2008 - 2028



Source: Baregar

Figure A1.13

Since 2011, actual district enrolment has grown by an average of 800 students per year. Since 2016, this pace has accelerated with enrolment increasing by an average of 1,000 students per year and it is expected to continue over the next ten years.



CONTEXT

PART A2

CONTEXT

CONTENT

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A2.2 City Geography and District Educational Regions	38
A2.3 Impact of Growth on Education Program and Community Partnerships	39

It is imperative to understand the changing nature of the City of Surrey and its plans to increase neighbourhood densities and how this correlates with enrolment growth in schools.

This section looks at the City of Surrey's plans and mechanisms to deal with growth, and the implications of this growth for the district.



Suburban Designation



Large single family homes widely spaced apart.

Photo courtesy of City of Surrey

Urban Designation



Small single family lots with smaller front yard setbacks and direct access to the street from the front door.

Photo courtesy of City of Surrey

A2.1 DEVELOPMENT IN CITY OF SURREY

Suburban and rural residential forms are giving way to multi-residential housing. Stacked townhomes, small lot single family homes, cluster housing, manor homes, du-tri-quadplexes, apartments both high and low rise and strips of rowhomes now represent the new housing inventory. Since 2010, City community planning has reviewed many of their adopted NCPs established in the late 1990s early 2000s relooking at residential zoning and changing the residential density to a higher form to address the request for change from the community.

Since 2010, City Community Planning have also been preparing new NCPs focusing development in a eastward direction. Clayton, Anniedale/Tynehead, and Grandview Heights are large areas of existing rural and suburban housing transforming into urban neighbourhoods. The new NCPs will all support and sustain a much larger population with significantly increased housing densities into the future.

Connecting new housing types, new number of residential units and the demographic focus of new residential development to population growth which forms the basis for enrolment growth projections allows the District to understand future student space demand. Ultimately, the more new approved residential development happening within a community the more growth in student enrolment. Residential construction is the key factor that influences student enrolment growth.

With respect to attracting different segments of the population to new communities, the City approves developments that often support affordable family friendly housing in various housing forms. It is key to provide a variety of housing stock to address the different housing needs of families

It is important to understand that City of Surrey has divided its area into six distinct communities each defined by its own town center. As defined by the City, a town center is a commercial, social and cultural hub that serves it own community. Because the District uses family of schools and catchments to define their educational regions, the regions do not always align with the City town center plans.

The Shape of Surrey's Residential Growth:

Four Over-arching Plans

The City of Surrey is governed by four over-arching plans that shape and guide the decision-making and future of the City. They are:

1. Official Community Plan (OCP) ¹
2. Sustainability Charter (2.0) ²
3. Transportation Strategic Plan ³
4. Poverty Reduction Plan ⁴

These four plans serve as the bedrock of policy planning and decision-making that shapes the educational regions that the district serves.

1. THE OFFICIAL COMMUNITY PLAN (OCP)

The City guides overall development and land use policy through a comprehensive over-arching Official Community Plan. The OCP is a statement of objectives and policies that guide City planning decisions. It takes a comprehensive, long term perspective on:

- The physical structure of the City
- Land use management
- Industrial, commercial and residential growth
- Transportation systems
- Community development
- Provision of City services and amenities
- Agriculture land use
- Environmental protection
- Enhanced social well-being

1 <http://www.surrey.ca/city-services/1318.aspx>

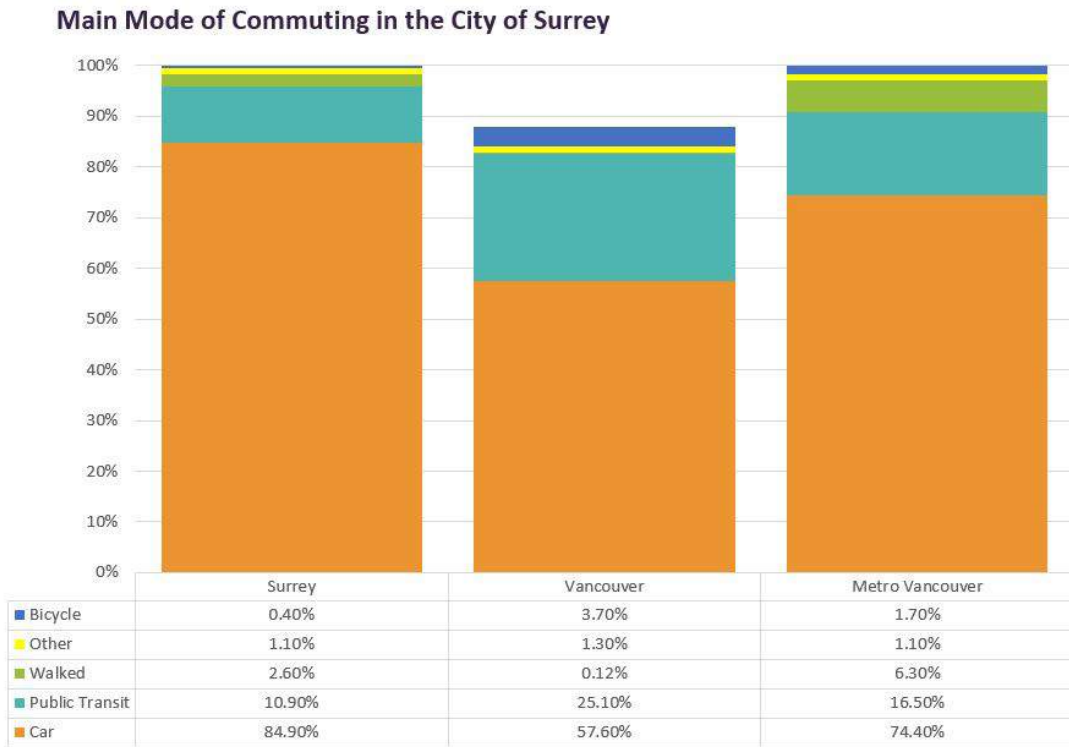
2 <http://www.surrey.ca/community/3568.aspx>

3 <http://www.surrey.ca/city-services/4789.aspx>

4 <http://www.surrey.ca/community/11102.aspx>

5 <http://www.metrovancouver.org/services/regional-planning/metro-vancouver-2040/Pages/default.aspx>

Main Mode of Commuting in the City of Surrey



Source: Statistics Canada, Census 2016

Figure A2.1.1

2015 Median Total Income of Economic Families

Income

Median Total Income of Economic Families in 2015 (\$) by Major Metro Vancouver Municipality (>100,000 residents)



Source: Statistics Canada, Census 2016

Figure A2.1.2

The last major update of the OCP was in 2014. By legislation, the OCP is required to show how anticipated demand for new housing will be met. Each update informs Council on growth, development, and land use changes over the preceding year, with an emphasis on tracking population change, housing stock, employment and business-related land development.

As of 2013, Surrey comprised approximately 20.5% of the population of Metro Vancouver. The 2014 OCP forecasted that, over the ensuing five years, Surrey's share of the regional population growth was expected to be in the range of 26-28%, which equates to a population increase of over 50,000 people, and represents an estimated annual growth rate of approximately 2%.

2. THE SUSTAINABILITY CHARTER 2.0

Surrey's Sustainability Charter is an ambitious 40-year vision for sustainability in Surrey, aligned with the OCP. It is a vision document that shows how the City is planning to become a thriving, green, inclusive urban centre. Adopted unanimously by Council in 2008, the initial version of the Sustainability Charter laid out eight overlapping themes. In May 2016, the charter was updated to Charter 2.0 which reflects the needs of current generations. The themes explored in the charter are:

1. **Inclusion:** A caring community that encourages a sense of belonging and access to opportunity for Surrey residents to realize their full potential
2. **Built Environment and Neighbourhoods:** A beautiful, accessible and well-connected city of distinct and complete neighbourhoods that are walkable, engaging and resilient
3. **Public Safety:** A city in which all people can live, work and play in a safe and engaging environment
4. **Economic Prosperity and Livelihoods:** Continued prosperity, thriving livelihoods, and a strong equitable and diverse economy
5. **Ecosystems:** Healthy, protected and well-maintained ecosystems and biodiversity
6. **Education and culture:** Access to deliver high-quality learning opportunities and vibrant arts, heritage and cultural experiences for all Surrey residents
7. **Health and Wellness:** A community in which all residents are healthy, active and connected
8. **Infrastructure:** Effective infrastructure and services that meet the current and future needs of the city, while protecting the natural environment and supporting urban growth

3. TRANSPORTATION STRATEGIC PLAN

Surrey's Transportation Strategic Plan (TSP) is the City's framework for how Surrey will move forward with a balanced transportation system that will sustain and improve the way people travel to, from and within the City. Essential parts of the TSP are its companion plans on walking, cycling, and safe mobility. These plans are integrated with other policies areas associated with the environment, health and safety, economic well-being and land development.

There are two key principles in the plan that influence community planning which are:

- a) **Providing more travel choices:** Having access to safe, efficient and affordable shared transportation ensures that everyone can participate fully and equitably
- b) **Integrations of Transportation:** Surrey plays a lead role in promoting sustainable pedestrian, cycle and transit-friendly communities. The City and the district both support locating schools within walking and cycling distance of the neighbourhoods that they serve.

4. POVERTY REDUCTION PLAN

The Poverty Reduction Plan –sub-titled “This is how we end Poverty in Surrey” provides a comprehensive and practical set of recommendations to eradicate poverty in Surrey. The primary focus of the plan is on specific actions that the City of Surrey and local community groups can take to tackle poverty within four key policy areas:

1. Providing Affordable and accessible transportation
2. Supporting accessible housing rental opportunities for families receiving income assistance
3. Creating more employment and access to training opportunities
4. Supporting other social programming, for example, childcare etc. to support lower income and income assisted families

City of Surrey: Land Use Designation

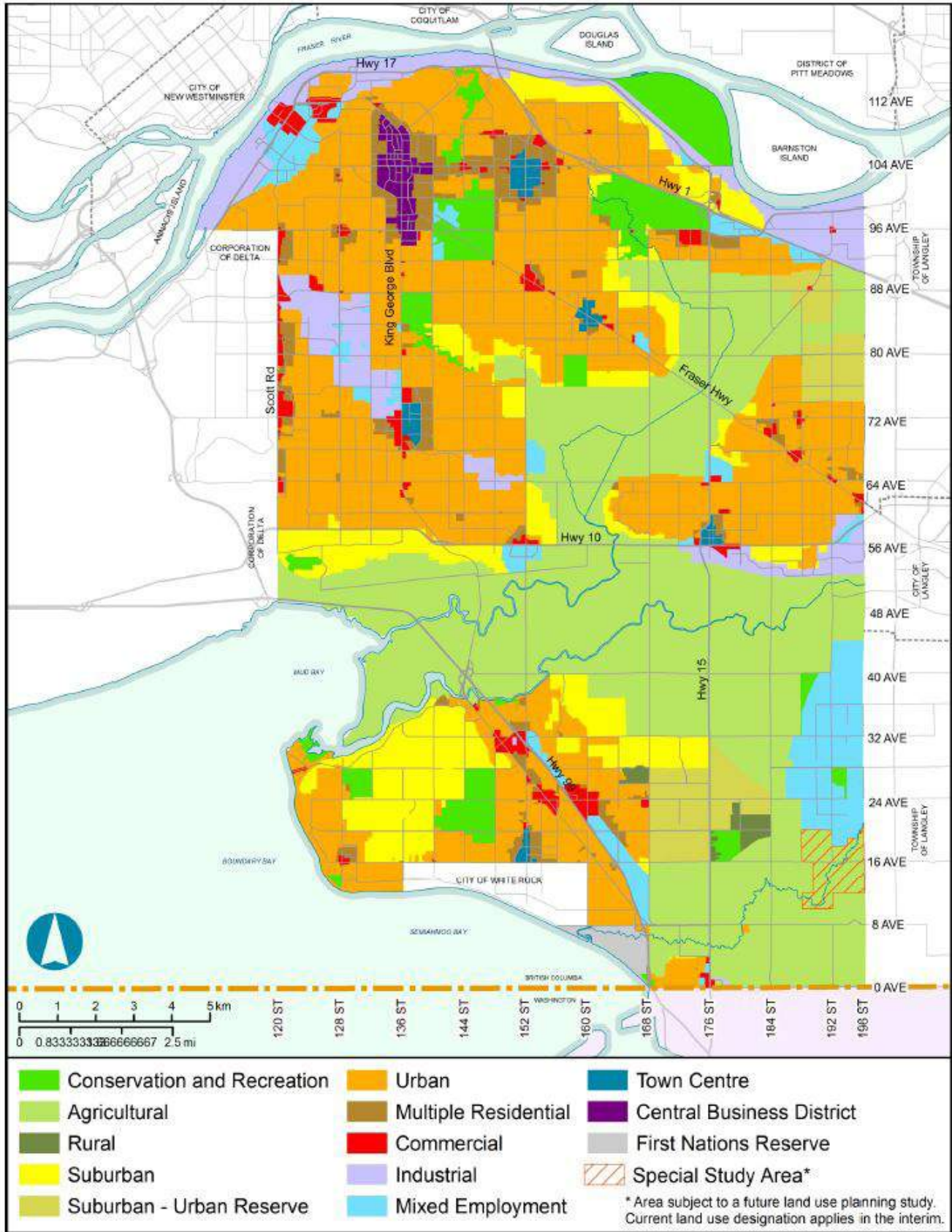


Figure A2.1.3

Community Planning Mechanisms

The Surrey OCP is the over-arching plan that guides development and land use for the city as a whole. “Community Planning” as defined by the City of Surrey is:

“Creating vibrant neighbourhoods where people can live, work, shop and play. It also means the growth of a thriving, green, inclusive city where residents feel supported and engaged and can enjoy public facilities and services with their neighbours.”

Guided by the OCP and the Sustainability Charter, land use plans provide more detailed context, considerations, and land use designations for specific growing areas throughout the city. The different types of land use plans include:

1. General Land Use Plans (GLUP)
2. Town Centre Plans (TCP)
3. Neighbourhood Concept Plans (NCP)
4. Local Area Plans (LAP)

Currently there are six approved GLUP plans that cover Cloverdale, Fleetwood, Guildford, Newton, South Surrey and Whalley. There are 21 NCP plans that cover all areas of the City.

A neighbourhood concept plan is a policy and planning document, endorsed by Surrey City Council, to be considered with future amendments of the Official Community Plan (OCP), Zoning Bylaw and other development Bylaws. The neighbourhood concept plan is different than the OCP as it does not have bylaw status, but specifically outlines a vision and direction for future urban neighbourhoods with greater detail on:

- Land use Plan, Policies and Objectives
- Circulation of Transportation network
- Parks and Open Space
- Infrastructure, Amenities and Utility Servicing
- Environmental Protection and Enhancement

The neighbourhood concept plans with proposed housing counts and types along with population counts and projections play a fundamental role in the district's determination of the demand for student spaces including:

- The number of student spaces needed in the short and long term for enrolment growth;

- Where student spaces need to be built (through school modifications or upgrades, or by adding new schools) to address in-catchment demand; and
- To identify potential school locations that support or leverage the larger community (e.g., placing schools next to city parks).
- Identify where short term enrolment capacity needs to be added until permanent long term spaces can be approved, funded and built.

Overview of Housing Stock

As of December 2016, there were approximately 187,890 residential units (including legal and known secondary suites) in the six “town centres” that comprise Surrey.

Because of market trends and price points, it is projected that the single-family house market will decline, while multi-family dwellings will be on the increase. Currently the largest number of single-family homes are located in the Fleetwood area, while Surrey's other communities have a higher proportion of townhomes and rowhouses. Note that the townhome form is ubiquitous throughout the district except for the Whalley/City Centre area. High-rise apartments are found exclusively in the Whalley/City Centre area; the highest proportion of low-rise apartments is in Whalley/City Centre and Guildford areas.

Home ownership in Surrey is higher than in Metro Vancouver (71% vs. 64%). The Cloverdale and South Surrey areas have the highest ownership rate at 85%, whereas the highest proportions of renter households are in Whalley/City Centre, Guildford and Newton. Whalley/City Centre has the highest number of renters, making up 54% of the households in the area.

Based on regional population and household projections, the City is estimating that there will be a demand for 47,000+ new housing units over the next ten years. Of that number, 20% of the units will be required for low income and income assistance households. It is also estimated that there are 39,335 private market rentals in Surrey.

Approximately 68% of residential units have a recognized secondary suite, on which the City relies to meet the rental demand in the city overall. It is anticipated by City planning staff that 75% of the proposed units will have some form of a secondary suite (this percentage takes into account for known legal and probable illegal suites).

A2.2 CITY GEOGRAPHY AND DISTRICT EDUCATIONAL REGIONS

The City of Surrey has divided the area of the City into six defined “Town Centres”.

Each “Town Center” is a commercial, social and commercial hub of their community. The six Town Centers overlap the District’s educational regions, however, the town center and education region boundaries do not align directly. (See figure A2.1.5 for town centres and Figure A2.1.4 for educational region boundaries)

The district has been divided into six educational regions. Each region consists of secondary schools, their elementary feeder schools, and in most cases a learning centre. It is the district’s intent that all students have access to a comprehensive range of programs within their region.

The lack of available space is evident. Tough decisions are required annually to balance space for enrolment and demands for other needs from internal and external stakeholders.

**Educational Regions
School District No. 36**

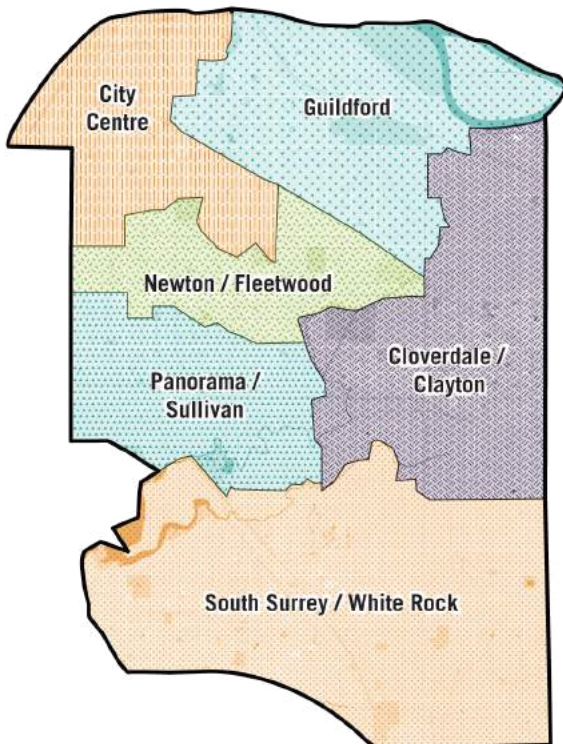


Figure A2.1.4

**Town Center Planning Areas
City of Surrey**

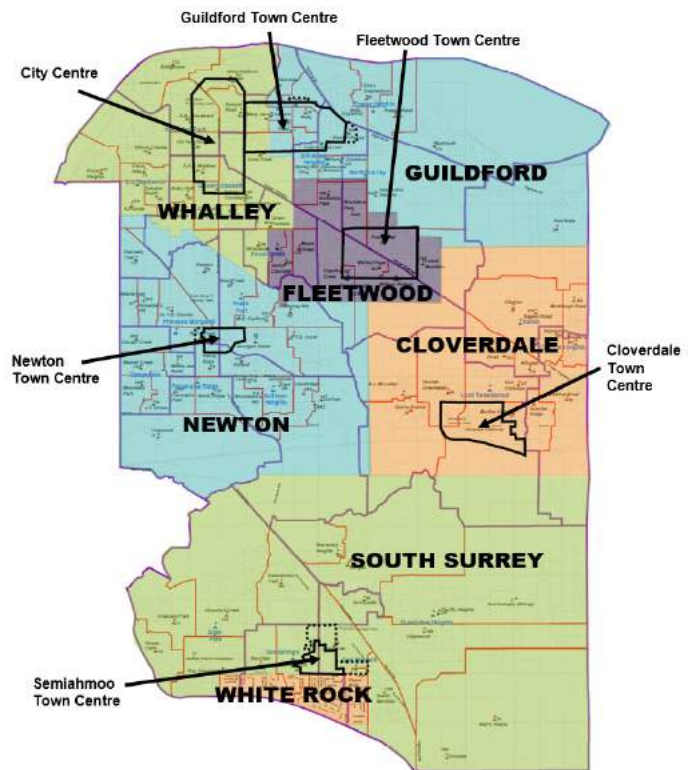


Figure A2.1.5

A2.3 IMPACT OF GROWTH ON EDUCATION PROGRAM AND COMMUNITY PARTNERSHIPS

The City of Surrey continues to grow at the rate of a 1,000 new residents each month and the district's enrolment continues to grow at the rate of a 1,000 students each year. To put this enrolment growth into perspective, the annual growth would require the district build two large 500 student elementary schools each year or a new 1,000 student secondary school each year.

Fueling this level of growth is:

- Development and residential construction;
- Demographic factors: Surrey has the highest population of 0- to 19-year-olds in the Lower Mainland and continuous strong birth rates.;
- Strong immigration; and
- The City and district's strong level of partnership with Immigration Canada that welcomes and supports newly landed immigrants and refugees to Surrey.

The district as a whole is operating at over 100% nominal operating capacity. It is important the district achieve in the near future an operating capacity which is modestly less than 100%. Over the years, the consequences of lack of any surplus space within the district has led to:

- Some cases of non renewal of leases with community partners as the district has required these spaces for enrolling classrooms;
- Diminishing available land on school sites to accommodate an increase in portables and additional parking while still maintaining play space;
- An increased conflict between the district's ability to provide programs of choice in some schools while also meeting in-catchment demand; and
- An ongoing realignment of school catchment boundaries, diverting local students at schools operating over capacity to other schools.
- Limiting access to key specialty spaces, for example, science labs, art rooms, and gyms that support educational programming.

Space to Meet Classroom Composition

September 2017 saw a change in the BC Teacher's Collective Agreement language relating to the return of class size and composition levels set in 2002. Surrey was affected significantly: over the summer of 2017, the district had to create almost 170 new classrooms, significantly exacerbating the overcrowding of schools in the district.

Redirection of Maintenance and Operating Funds

The growing demand for classroom space has resulted in a growing number of portables. Maintenance and operational funding, as well as resources, are being used to:

- Purchase new or secondhand portable classrooms;
- Move between 30 to 50 portable classrooms each summer to sites across the district; and
- Refurbish older portables to extend their lifespan

Critically, the funding and resources for these tasks have been redirected from other budget areas, magnifying the impact.

Repurposing Support Spaces into Enrolling Space

Renovations to create enrolling space from non-enrolling spaces for many of our schools is no longer an option. All surplus space is being used. The floor areas allowed for special education spaces, libraries, gymnasiums, multipurpose spaces were not designed for larger enrolments. With some school sites relying on fields to place a portable (s) even outdoor spaces in some schools are taxed and require scheduling of student access.

Turning Away Partnerships

The school building has evolved into a connection point that links families to community support programs, health and wellness, law enforcement, and further education. It is the place where community groups expect to find affordable space for their programs and activities. However, the demand for enrolling spaces has in some cases negatively impacted these programs, activities and services, where leases for community groups requiring full-time space are not being renewed.

STUDENT EXPERIENCE

WHAT DO STUDENTS NEED TO BE SUCCESSFUL IN THEIR STUDIES?
TEACHER, STAFF, & ADMIN SUPPORT LOOKS LIKE:

- ★ KNOW MY NAME
- ★ CARE ABOUT MY LIFE NOT JUST MY ACADEMICS
- ★ ASK FOR MY FEEDBACK, ACT ON IT
- ★ COMMUNICATE BETWEEN TEACHERS, STAFF, PARENTS
- ★ ALLOW STUDENTS FLEXIBILITY REFLECTION TIME



WHAT DO STUDENTS NEED TO BELONG?



DIVERSE ACTIVITIES

- TRAINING**
- TRADES
 - REACH
 - YELL
 - FIRST AID

WHAT OPPORTUNITIES DO STUDENTS HAVE TO GET INVOLVED IN EXTRA-CURRICULAR ACTIVITIES?



- PARTNERSHIPS**
- WITHIN DISTRICT
 - WITH CITY OF SURREY
 - WITH FOUNDATIONS

NETWORKING BETWEEN SCHOOLS FOR SIMILAR INTERESTS



WHAT IS THE MOST IMPORTANT THING STUDENTS NEED AT SCHOOL?

BE & FEEL SUCCESSFUL



EMOTIONAL SAFETY

STEERS OUR LEARNING EXPERIENCES

RECOGNIZE SUCCESS IN SCHOOL, COMMUNITY, LIFE ...

OPPORTUNITIES TO BUILD RESILIENCE

TEACHERS ADMIN & STAFF SUPPORT VARIETY OF LEARNING NEEDS & STYLES



- OPEN-ENDED PROJECTS
- BROADER CURRICULUM
- Exploration FOR THE future...

Photo courtesy of Surrey Schools

PART B

THE STRATEGY

CONTENT

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Part B4: Act	185

“Organizations can improve their performance by observing this simple yet powerful rubric: ‘Strategic thinking, followed by careful planning, enables confident action’.”

- Association of Strategic Planning

The district’s new strategy is a living document that addresses the evolution of the City and the district over the next 5-10 years. Understanding the new operating environment will allow the district to be better equipped to manage those profound changes.

New LRFP Actions

The LRFP supports facility planning that is guided by curriculum, program, instruction and student needs. The LRFP also strives to provide equitable program opportunities to students in all regions where demand, space and program sustainability exist.

The district's existing shortage of student spaces combined with the projected continued growth of over 1,000 students per year is a key focus of the LRFP. Moving forward over the next ten years, the district will focus on meeting the space demands of K-12 regular and choice programs by:

To meet the space demands of our K-12 regular and choice programs, through:

- Constructing more new schools and additions to serve new communities and maturing neighbourhoods that are experiencing growth;
- Reducing the number of portables;
- Acquiring new appropriate school sites to meet long term enrolment demand;
- Maintaining existing facilities to an appropriate educational standard; and
- Recapturing lost dedicated and flexible space to support engaged learning and strengthen community partnerships.

Work will continue to build on the fundamental Board policies to locate schools within the neighbourhoods they serve, ensuring that diverse programming is accessible to all students. The district will need to support school capacities that provide inclusive education as well as a safe and welcoming sustainable student culture.

Quality of the Space

The LRFP not only addresses how much more space is necessary, but also the quality of the space that will be provided to ensure the district facilities meet the wide range of needs of tomorrow's students.

The following questions helped to shape the focus of the LRFP:

- What is the district's biggest challenge over the next ten years?
- What has been done right over the past five years?
- Are 21st century-designed schools successful in supporting today's new curriculum?
- Should consideration be given to making schools larger?

- Is there a difference between being a student/staff member in a portable vs. a classroom at an elementary school? At a secondary school?
- How should Neighbourhood Learning Centre (NLC) spaces be used?
- How best can different cultures and identities be reflected in schools? How can First Nations students in schools be better supported?

The responses, ideas and observations helped shape the core concepts for developing the LRFP. The common themes that emerged from the feedback were as follows:

Space

- It is broadly recognized that the district does not have enough space.
- Spaces are required to support students who are discovering themselves and what they want to become
- Spaces and programs for teens to explore music, art, athletics and cooking, not only during school, but after hours.

Health and Wellness

- Green spaces and the outdoors are an important part of the classroom experience.
- There is an increasing awareness of the importance of mental health and self-regulation.

Partnerships

- Everyone benefits when we bring in other groups who offer experiences and connection points to students.
- In new neighbourhoods, schools often serve as de facto community and recreation centres.

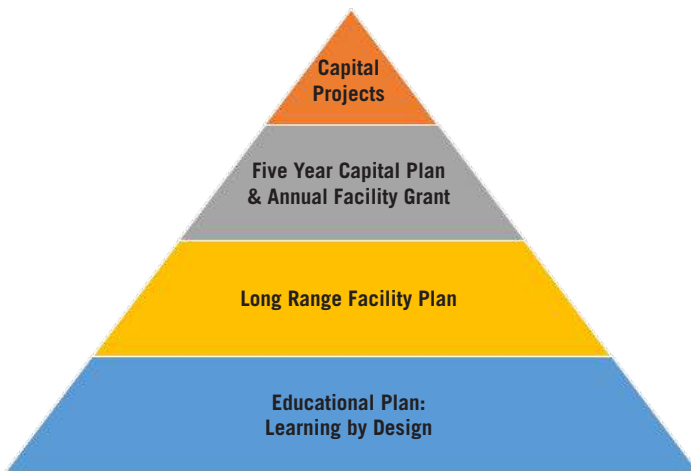
Creating a sense of belonging

- The key ingredient to teaching is the strong relationship between teacher and student.
- Well-designed spaces support social interaction and allow people to engage: community groups can find a kitchen to cook in, community circles can congregate, there are small nooks available to talk with friends, and tables and chairs so parents have a place to gather while waiting for their children.
- The school is the place where everyone feels safe and that they belong.

Learning by Design

Good strategic planning should always align with the organization’s vision and values: Long Range Facility Planning is one layer in a pyramid that connects the visionary work that is done to its physical form in the built environment.

The Long Range Facility Plan is aligned with the district’s Educational Plan “Learning by Design”, and the current and future “Five Year Capital Plan” and “Annual Facility Grant” planning. Ultimately, the spaces that are built will be informed by the Educational Plan.



“Learning by Design”, a report focused by the Board’s strategic plan, prepares learners to think creatively and critically, to communicate skillfully, and to demonstrate care for self and others.

The plan is based on three interconnected tenets:

1. Learning

Honours our diverse cultures and traditions. Inspired by individual passions, interests and connected to real-world experiences and challenges. Supported by all who work with, and for, our students.

2. Structures

Time, physical space, access to information and connection to community provide the flexibility to support powerful learning.

3. Tools

Tools that enable digital citizenship support access to information and demonstrations of learning. Tools to support learning extend beyond digital technologies.

For a more comprehensive summary of the District’s “Learning by Design” plan, please refer to the district’s website (surreyschools.ca).

Think. Plan. Act.

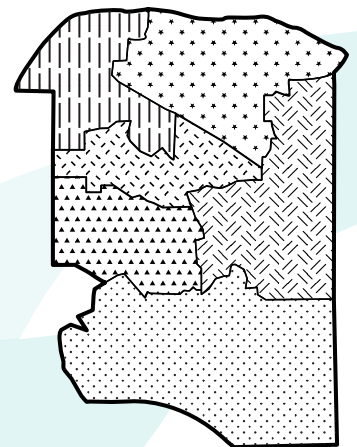
The motto of the Association of Strategic Planning suggests that organizations can improve their performance by observing this simple yet powerful rubric: “Strategic thinking, followed by careful planning, enables confident action”. This section of the report follows the same line of thinking and is presented in three sections:

THINK – reflects the concepts that address the quality of the space.

PLAN – is a discussion of the strategic planning that the district needs to undertake to meet the enrolling space demands over the next 5–10 years.

ACT – the final section of the plan details the capital plan and implementation of the elements therein. It also outlines the requirements for additional, supporting studies and reports to be undertaken in the future.

The LRFP is intended to be a “living” document that will be reviewed and updated annually: It is important to realize that while the discussions in this document may lead to an over-arching direction for action, separate in-depth studies on several issues will need to be undertaken independent of this report. Once completed they will, in turn, form part of this living document.



THE STRATEGY



PART B2 THINK

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This section reflects the important issues and themes that will help address the changes in the district's learning environment.

These concepts touch on the quality and attributes of the learning space: what engages students, what makes them feel like they belong, what design creates inclusive and safe environments, and how the district can continue to strengthen and build meaningful partnerships, within schools, with families, and community groups.

These concepts are, in no particular order:

1. Space is a Valuable Commodity
2. A Sense of Belonging
3. Operating Healthy and Safe Schools
4. Fostering and Supporting good partnerships, including Childcare

B2.1 SPACE IS A VALUABLE COMMODITY

To expand the number and quality of seats, the district must rethink the sites and design of school buildings.

The district has seen much change over the past 5-10 years that has influenced how the district looks at and thinks about space. Key among these changes:

- Unprecedented enrolment growth
- Smaller class sizes
- A new curriculum
- Strengthening partnerships with the City of Surrey
- Creation of the Surrey Capital Project Office (CPO);
- Continued rapid changes in technology
- Introduction of the new BC Energy Step Code resulting in additional pressure on design and performance criteria
- Commitment to light rapid transit
- Continuous development and densification throughout the City
- Acceptance of larger elementary and secondary schools

Enrolment within the district for the past ten years has grown by an average of 1,000 students per year. That equates to two new 500-seat elementary schools per year just to keep pace with the amount of growth.

Up until 2017, when the Ministry of Education (the Ministry) and Board announced the creation of Surrey Capital Project Office (CPO), capital funding for new enrolling space was not keeping pace with the district's enrolment growth. Over the last few years, the Ministry approved a large number of projects and funding for new schools, additions at both elementary and secondary levels, several site acquisitions and seismic projects.

A number of the capital projects under construction are either completed or will be completed in the near future, adding significant new capacity for the district. However, despite the large number of projects either completed or in various stages of completion enrolment will continue to grow and a continued investment will be required to ensure sufficient student capacity for the district into the future is required.

Rethinking Development: The Project Office

The CPO was created with the intent of accelerating the district's construction program to deliver major capital projects for new space and seismic upgrades more efficiently. The processes implemented by the CPO have proven to be effective, and the relationship between the Board of Education, the City of Surrey and the Ministry of Education regarding the shared processes of planning for and developing new students spaces continues to be strengthened.

Rethinking Sites

Land value in Surrey ranges up to \$6 million per acre. and there are various challenges in assembling large parcels of land within developed areas. The difficulties of acquiring sites from a cost and availability perspective is significant as the district attempts to meet the demand for a growing student population and the resulting need for new and expanded schools.

Given the relative challenges of land assembly, over recent years the district has moved towards larger schools and in some cases smaller sites, and it is clear that the district will need to continue to plan and move further in these directions. Increasingly, the district will need to address:

- What is an acceptable size site for a new and or expanded school and how to ensure the safety of students while providing safe, inclusive and appropriate environments for learning.
- What strategies can be implemented to maximize space and reduce the school footprint.
- How to further embrace the concept of shared facilities with partners.
- The challenge of land assembly when owners demonstrate an unwillingness to sell.
- Early identification and reservation of school sites in the City's planning process.

The average enrolment growth in the district for the past ten years has reached approximately 1,000 students a year and is forecast to continue to over the next decade

Portables

The district owns and operates 365 portables as long term educational space. It is anticipated that the number of portables will continue to grow until significant new space begins to come online in September 2021. The Ministry does not fund new portables; the district has invested and continues to invest funds and resources to acquire, move, set up and maintain portable structures as a temporary means of keeping up with rapid growth.

Overview of Current Portables

Within the district's 101 elementary sites, 50 of these schools have portables (50%), and of the 20 secondary sites, 16 have portables (80%). Seven elementary sites currently have 8 portables (space for average of 200 students) or more in use at their sites. Secondary schools are in a parallel situation, with 7 secondary sites having 8 portables or more.

Every year, the district Facilities Department moves or places 30 to 50 portables, mainly over the summer period. This consumes considerable resources, both financial as well as in manpower. Each new portable costs approximately \$220,000 to acquire, place and fit out. Over the last decade, 143 portables have been purchased. The use of portables has consequences beyond just the financial: in many cases, where there are more than four portables on a site, they will start to encroach on crucial outdoor play areas and in some cases, sports fields. And when the number of portables exceeds eight (approximately 200 students), they begin to overload the operation and circulation of the school.

Can the District Phase Out Portables?

It is unlikely that portables will be fully phased out in the district. Portables often play an important role in dealing with short term fluctuations in enrolment in schools but should not replace the need for building permanent space.

The district has continually put forward capital plans intended to ensure sufficient space exists to accommodate enrolment growth and to replace existing portables with permanent purpose built school space. This LRFP and the district's current five year capital plan, combined with the significant number of student spaces currently under construction and planning, if adequately funded and implemented will reverse the trend of a growing numbers of portables in the district and will in fact result in a significant reduction in portable numbers throughout the district.

Reshaping Community



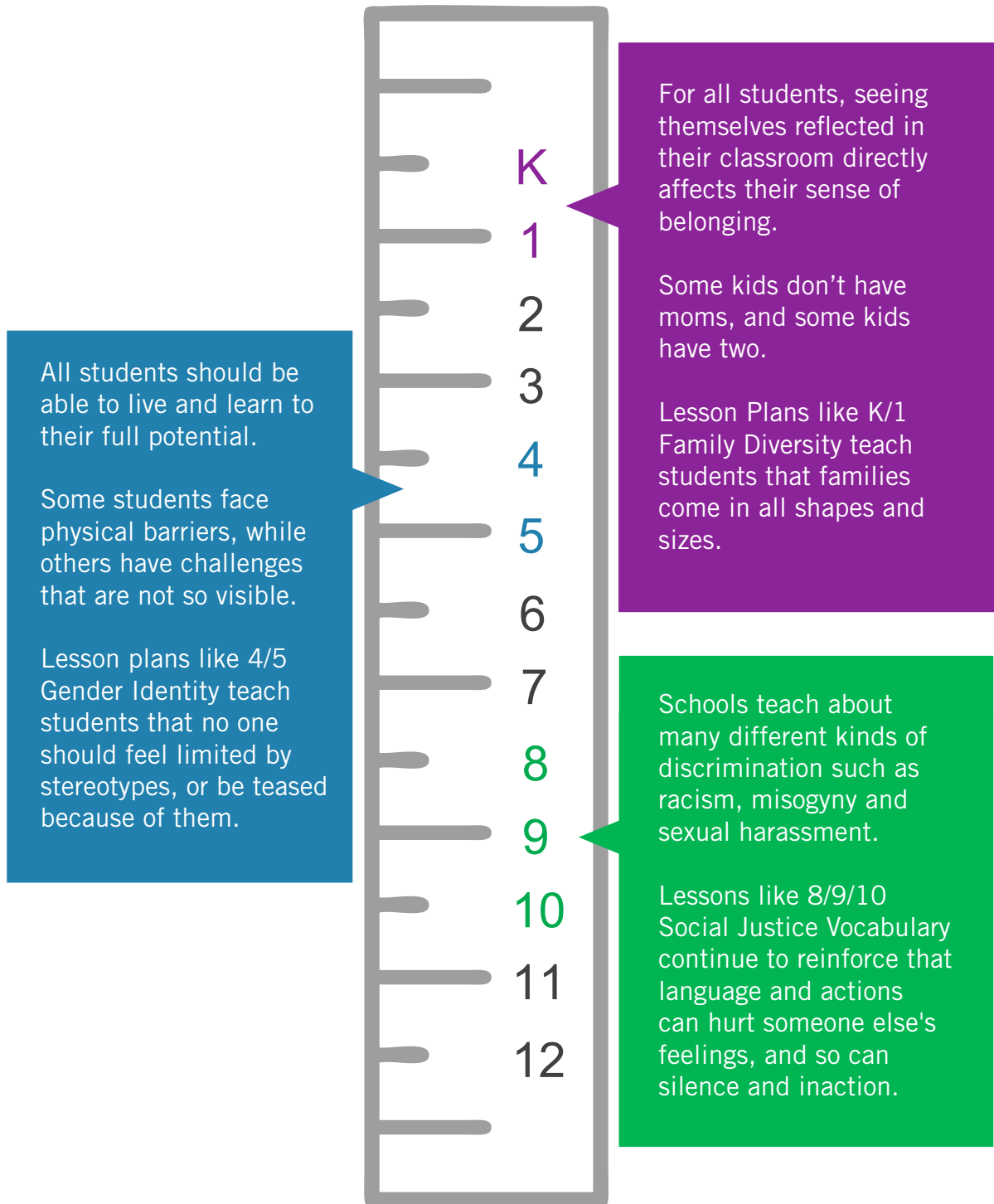
Photo courtesy of Martin Diotte/CBC

City plans to reshape community as developers buy large parcels of land along King George Boulevard.

Portables Corridor



Photo courtesy of Surrey Schools



Source: SOGI Parent Brochure: <https://bc.sogieducation.org>

Topics and learning looks different at every age and in every classroom.

B2.2 A SENSE OF BELONGING

Schools need to be a place where students feel safe, and where they feel safe to be themselves. A sense of belonging can be strengthened through many channels.

One theme throughout all conversations around the LRF is the many advantages that come from giving students strong and continuous support – a true sense of belonging throughout their educational journey.

Students who feel they do not fit into the mainstream box can often feel alienated, with the risk of dropping out or looking elsewhere for confirmation.

First Nations

The services of the Aboriginal Services Department are guided by the Aboriginal Enhancement Education Agreement (AEEA). Particularly for students of First Nations descent, it is important that the school environment includes visual architectural and artistic cues of its heritage. When designing facilities, the district must consider how the built environment can help make students feel that they belong and make the educational experience a positive one, especially as many of the elder relatives of the First Nations students did not have such an experience.

LGBTQ2S and SOGI

An important part of a sense of belonging is that every student can feel they belong at school. SOGI (Sexual Orientations and Gender Identities) is an inclusive term that represents all individuals regardless of sexual orientation or gender identity. It includes lesbian, gay, bisexual, transgender, queer, two-spirit, heterosexual and cisgender. LGBTQ2S students make up a significant part of the school population:

- 19% of B.C. high school students identify as gay, lesbian, bisexual, or not exclusively heterosexual
- 1% of B.C. high school students identify as transgender and 5% of Indigenous students identify as two-spirit

The Surrey School Board supports B.C.'s new curriculum, which includes a focus on valuing diversity, respecting differences, and the topics of human rights and responses to discrimination. In addition, several policy changes have recently taken place as outlined on the SOGI 1 2 3 website ¹:

“The Minister of Education announced on September 8, 2016 that all British Columbian boards of education and independent school authorities were required to reference sexual orientation and gender identity (SOGI) in district and school codes of conduct by December 31, 2016.

This directive follows the July 2016 amendment to the BC human rights code, which added gender identity and expression as a prohibited ground of discrimination (joining the already existing inclusion of sexual orientation).

All public school boards were already required to address bullying by having codes of conduct in their schools that articulate all areas protected from discrimination – including acceptable and unacceptable behaviours and consequences. These schools are now required to ensure their codes of conduct include behaviours and consequences related to SOGI.”



Photo courtesy of Surrey Schools

¹ <https://bc.sogieducation.org/sogi1>

B.C.'s new curriculum includes a focus on valuing diversity and respecting differences.

The ten key components for effective SOGI-inclusive policies and procedures, as compiled by the Ministry of Education SOGI working group, are:

1. Common language
2. Safety/anti-harassment
3. Self-identification
4. Confidentiality
5. Dress guidelines
6. Gender integrated and inclusive activities
7. Educator training
8. Inclusive learning
9. Facilities
10. Inclusive extra-curricular activities

The facilities component is an important area that will help shape school design: individuals may choose to use washrooms and change rooms that match their gender identity, including non-gendered single-stall washrooms and change rooms. Appropriate and inclusive signage and language can help in identifying these spaces and creating awareness.

More information on SOGI can be found on the BC Ministry of Education website at <https://news.gov.bc.ca/factsheets/sexual-orientation-and-gender-identity-sogi-in-schools> or on the SOGI 1 2 3 website at <https://bc.sogieducation.org>

Reducing the stigma on mental health is an important step to allow more people to access support early on. When we can raise awareness, we can create opportunities in schools to actively encourage and support social, emotional and physical wellness.

Safe Schools

When talking to those involved in Safe Schools, the one concept that recurs is Early Intervention: giving students a sense of belonging from a very early age, that prevents them for looking outside of their family or school for this sense, is key.

The Safe Schools program was established in alignment with all departments at Surrey Schools. Since its inception in December 1998, Safe Schools has been a provincial, national and international leader in the development and implementation of many unique, evidence-based, highly successful and comprehensive prevention and intervention programs, initiatives and resource materials aimed at enhancing student and staff safety. These programs include the Safe School Liaison, Substance Use Liaison, Youth Diversity Liaison and Surrey RCMP School Liaison Officer models in schools; the implementation of a School Safety Alert System, Violence Threat Risk Assessment Protocol, Safe & Caring Schools Policy and Regulations; federally and provincially funded youth mentorship, suspension, bullying and gang prevention initiatives, including the highly successful Surrey Wrap project and PSST student website at <https://www.psst-bc.ca>.

District and Other Programs

The district offers a large number of choice programs: French Immersion, Montessori, Intensive Fine Arts, International Baccalaureate® (IB), traditional and various second language programs. It also offers programs outside of the regular mainstream, such as adult education and the Surrey Academy of Innovative Learning (SAIL) at its district education centre and various learning centres.

Mental Health Support

Social-emotional wellness is as important to a student's development and well-being as their physical health. One in five Canadians will meet the criteria for suffering a mental health disorder in their lifetime.

Reducing the stigma on mental health is an important step to allow more people to access support early on. When awareness is raised, opportunities are created in schools to actively encourage and support social, emotional and physical wellness, such as:

- Spaces for self-regulation
- Connections to nature
- Opportunities to be physically active
- Spaces that teach about nutrition and healthy eating
- Spaces for counseling or visits from mental health professionals

With the growing pressure on regular enrolling space, it is becoming increasingly challenging to find space for specialty and choice programs. As enrolment grows, and the district attempts to keep up with the supply of space, the question of how it can continue to deliver these high-quality programming in an equitable way becomes more pressing.

Supporting a Sense of Belonging Through Information Technology

Technology is rapidly changing the way socializing and learning takes place. When digital tools are widely available and well-integrated, technology can help shape a sense of belonging, provide students the ability to work and interact remotely. Technology can support the students in working out their ideas independently or in group settings.

Supporting a Sense of Belonging through Design

A sense of belonging manifests itself in many ways. One way the district can contribute meaningfully when it considers its facilities is through design.

The traditional classroom is changing. Today, the classroom must meet the needs of today's learners. Spaces need to be flexible enough to support the individual and varied needs of all learners.

The right space can give educators a platform, and the right environment can give staff and students opportunities for meaningful connections through small group work, social gathering, and parent participation. It can be designed so staff and students from all orientations and backgrounds feel safe and welcomed. In particular, the district needs to plan for student spaces that are outside of the classroom:

- Spaces for socializing
- Spaces for self-regulation, such as small quiet rooms
- Spaces for confidential conversations between staff, student and their family (as mental health professionals and others move into schools to offer support within the school)
- Spaces for parent and guardians to come together and/or participate in the school
- Spaces to feel safe while using the washroom or changing for gym class
- Outdoor spaces for learning and exploration

The District recognizes that the new core competencies need fluid spaces to be taught in, and that there is power in team teaching.

The right space can give educators a platform, and the right environment can give people opportunities for meaningful connections through small group work, social gathering, and parent participation. It can be designed so people from all orientations and backgrounds feel safe and welcomed.



Photo courtesy of Surrey Schools

B2.3 OPERATING HEALTHY & SAFE SCHOOLS

The biggest challenges that the Facilities Department is facing are an extremely large and aging infrastructure with an occupancy exceeding capacity and an increased demand for occupying schools beyond the traditional school hours, seven days a week.

From a facilities perspective, the district is in the business of operating healthy and safe schools. This includes preventative maintenance, creating flexible systems for new and existing structures, healthy indoor environments, and how to prepare for and meet increasingly difficult sustainability targets.

The State of Existing Schools and How to Maintain Them

The district's population is growing at a rapid pace, school facilities are being used more intensively and for more hours a day. Project work – ideally completed during the summer months when classes are out – is now being conducted year-round.

Traditionally, many maintenance activities were carried out directly after school hours. Now, due to facilities being open longer hours and/or on weekends year round, larger project work must be more carefully scheduled and planned. This has resulted in the district developing a more flexible workforce and approach for maintenance and special project work.

Funding

The majority of funding for maintenance comes from the district's operating budget and several special purpose funds such as the Annual Facilities Grant (AFG), the School Enhancement Program (SEP), and the Carbon Neutral Capital Program (CNCP).

Over the past five years, the district has received an annual average of \$11-11.5M AFG funding to cover the following work: roofing, mechanical, electrical, flooring and utility upgrades, functional improvements, painting, and grounds upgrading. This funding does not cover all scheduled maintenance and immediate repairs.

Minor capital project funding provided by the Provincial Government are approved on a specific project-by-project basis as part of the district's annual Five Year Capital Plan for SEP and CNCP.

The district has been prioritizing two major programs over the past few years: a portable upgrade program, and a water quality improvement program.

Clean Water

An important maintenance priority in the past few years has been to test the potability of the water at each district school. With the assistance of Fraser Health the district has been evaluating each water source and confirming that every school has multiple sources of safe and clean drinking water for staff and students, through the use of filters, flushing and the replacement of piping and fixtures.

Facility Condition Index (FCI)

In order to compare the equivalent age and condition of each school in the province, the Ministry has established a Capital Asset Management System (CAMS) for all schools and has contracted with an external company (VFA Canada Corp.) to conduct facility condition audits.

Each school is given a rating called the Facility Condition Index (FCI). This is a comparative index that allows the Ministry to rank each school against all others in the province and is expressed as a ratio of the cost to remediate maintenance deficiencies divided by the current replacement value. In general, the lower the number, the better shape the facility is in.

The FCI value ranges are as follows:

- **0.00 to 0.05 – Excellent:** Near new condition, meets current and foreseeable future requirements;
- **0.05 to 0.15 – Good:** Meets all current requirements;
- **0.15 to 0.30 – Average:** Has significant deficiencies but meets minimum requirements. Some significant building system components nearing the end of their normal life cycle;

Comparison of Project Costs: 2011/12 vs. 2019



Typical Boiler Upgrade
Elementary School

2011/12

\$150K

2019

\$300K



Typical Boiler Upgrade
High School

2011/12

\$350K

2019

\$800K



Typical Ventilation Upgrade

2011/12

\$25,000
PER CLASSROOM

2019

\$40,000
PER CLASSROOM

- **0.30 to 0.60 – Poor:** Does not meet requirements. Immediate attention required to some significant building systems. Some significant building systems at the end of their life cycle. Parts may no longer be in stock or very difficult to obtain. High risk of failure of some systems;
- **0.60 and above – Very Poor:** Does not meet requirements. Immediate attention required to most of the significant building systems. Most building systems at the end of their life cycle. Parts may no longer be in stock or very difficult to obtain. High risk of failure of some systems.

Although the FCI does not tell a whole story about a facility's current state, it is a quick benchmark that is used province-wide to assess facilities. Despite efforts of the facilities team to keep up with maintenance, the conditions of facilities in the district is below average: out of the 132 facilities, 84 (64%) have an FCI on or above the provincial average of 0.32.

New Facilities

When building new facilities, it is important to realize that ongoing maintenance is a larger percentage than the capital costs, over the lifespan of the building. How buildings are designed, and the quality of materials used, both have a huge impact on how schools are maintained, and the serviceable life of the schools' systems. During the design stage, a critical balance needs to be found between capital project funding available and the life cycle values of building components.

How do Partnerships Influence Operations and Maintenance?

The district has numerous partnerships with community groups that use the school facilities after hours and on the weekends. In many cases, schools function as the local community hub, especially in relatively new developments, where a school is often the first public facility to be opened. This added use has several effects:

- It decreases the serviceable life of systems;
- It increases wear and tear on the building;
- It increases hours of operation;
- It increases the needs for cleaning.

Transportation

The Transportation Department is part of District Facilities. While the Ministry does not provide specific funding for transportation, it does provide funding for new buses. The overall transportation budget is allocated by the district.

Busing in the district consists of the following:

1. Regular Bus Runs to Schools

This service is offered at no cost to those students that live a walking distance greater than 4.8 km from the school. There are 15 buses that make two runs each morning and afternoon.

2. Special Needs Busing

This service is contracted out to a third party. It consists of approximately 85 buses and serves over 700 students.

3. Activity Trips

There are approximately 1000 activity trips a year in the district. These trips are organized by individual schools and they may either use the district buses or third-party transportation services.

In addition to buses for students, the transportation group manages a fleet of 146 maintenance vehicles.

Active Travel Plans

The City has partnered with the district to develop Active Travel Plans for district schools. This includes an analysis of safe walking routes to each school, and the implementation of signaled crossings and sidewalks to improve safety.

More information on Active Travel Plans can be found at: <https://www.surrey.ca/city-services/8395.aspx>

Increase Efficiency

The district's Transportation Department is developing a number of initiatives to increase efficiency of its fleet, and increase the use of buses over cars:

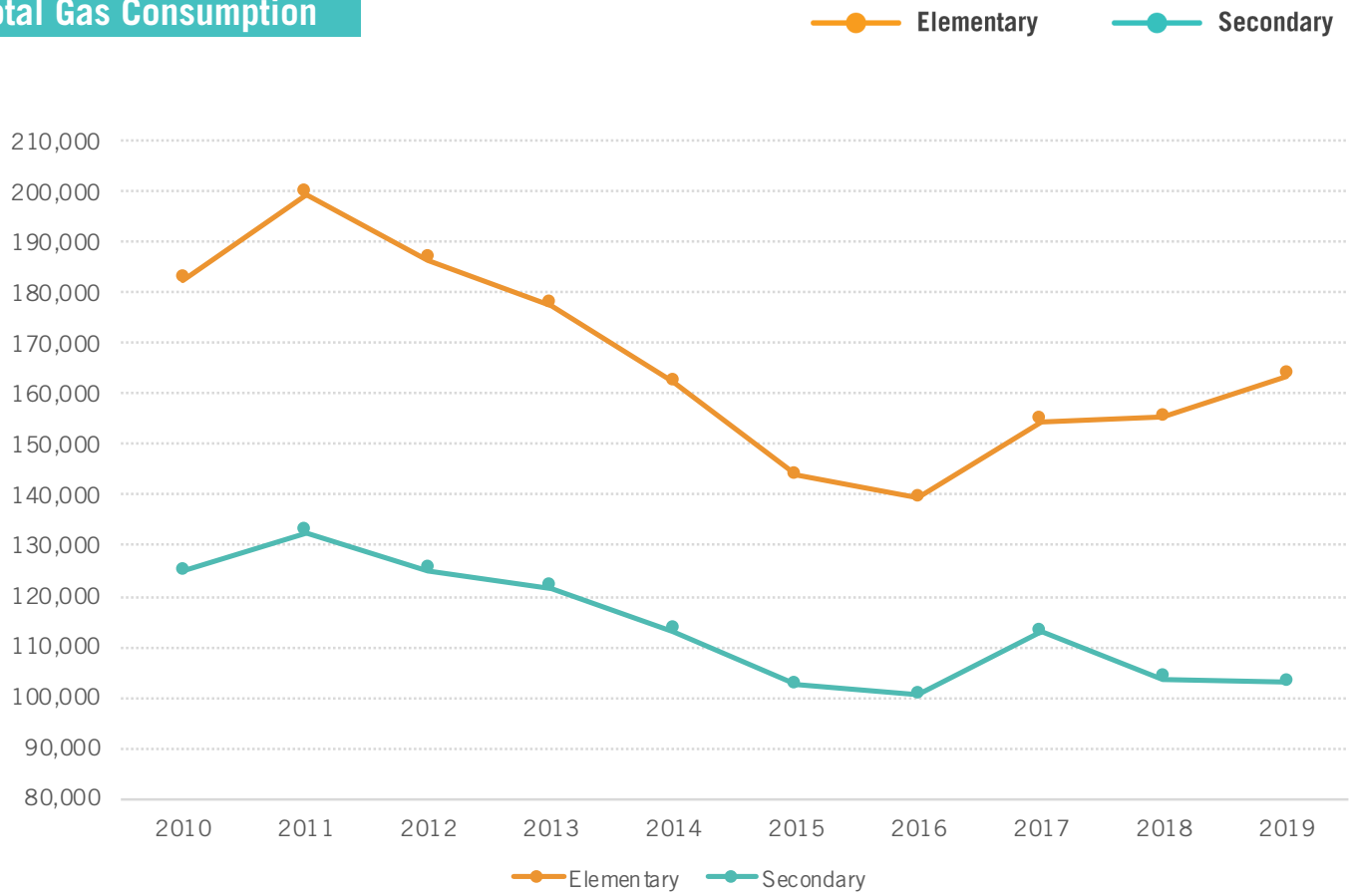
- Increase efficiencies and revenue by encouraging the use of in-house busing for activity trips;
- Continue to partner with the City on the development of Active Travel Plans for schools in the district; and
- Continue to work with the Capital Project Office to improve the design of drop off zones at new school sites.

Greenhouse Gas Emissions



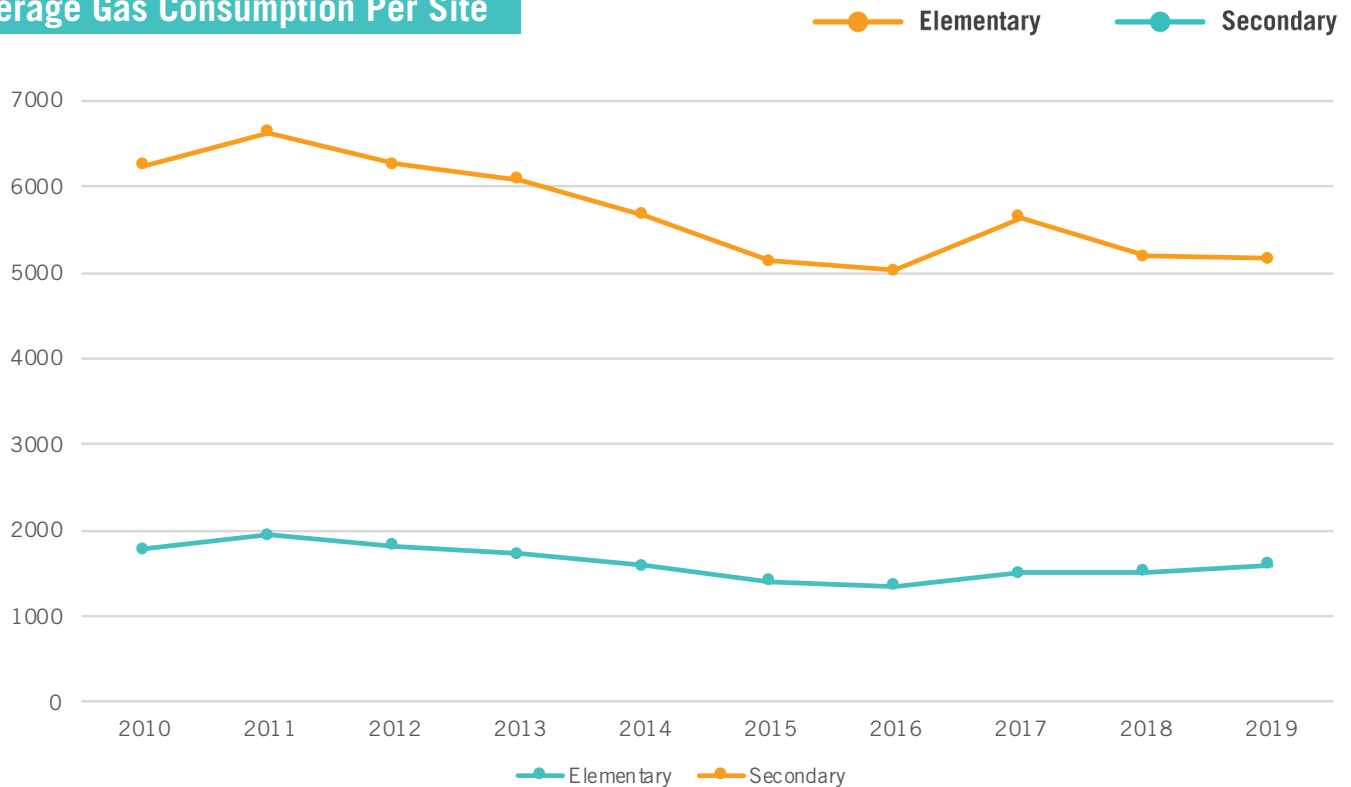
Figure B2.3.2

Total Gas Consumption



Source: School District 36, Energy Management & Sustainability

Average Gas Consumption Per Site



Source: School District 36, Energy Management & Sustainability

Figure B2.3.4

Ever-growing Environmental Requirements

Over the last decade, a key district focus with respect to sustainability has been on Greenhouse Gas Emission (GGE) reductions. This is achieved through retrofits and through building new schools.

When building new schools, the district has been observing the practice of designing schools to a LEED Gold equivalent standard, however typically certification is not pursued. The district is now incorporating an incremental cost estimate reflecting the added cost for achieving new “net-zero” energy and carbon targets as an option for government funding when developing business cases for new schools.

Buildings are one of the largest contributors to GGE. Nations around the world are setting GGE reduction targets in an effort to mitigate climate change. Worldwide, starting in 1994 through the Rio Earth Summit, nations have pledged to reduce GGE by 40% or more below 2005 levels by 2030, and by 80% by 2050. This commitment was recently re-enforced by nations worldwide during “COP24”, the December 2018 United Nations Climate Change Conference.

Provinces have followed suit in their commitments: in 2006, the BC government enacted climate action legislation that frames BC’s approach to reducing emissions and transitioning to a low-carbon economy. As part of British Columbia’s commitment to mitigate climate change, the BC Energy Step Code regulation – a part of the BC Building Code – was enacted in April 2017 with the goal of making all buildings net-zero energy ready by 2032. This new standard sets performance targets for new construction and is grouped into “steps” that apply across various building types and regions of the province.

For more information from the Government of Canada on the progress towards the GGE reduction goals, see: <https://www.canada.ca/en/environment-climate-change/services/environmental-indicators/progress-towards-canada-greenhouse-gas-emissions-reduction-target.html>

For more information on BC provincial goals for GGE reductions and legislation, see: <https://www2.gov.bc.ca/gov/content/environment/climate-change/planning-and-action/legislation>



B2.4 FOSTERING AND SUPPORTING GOOD PARTNERSHIPS, INCLUDING CHILDCARE

Supporting learner success is achieved through many and varied partnerships within the district and with external stakeholders and community partners. Each partnership adds a layer of expertise, knowledge, care and support that enhances the experience of students, families and the community.

In the district, there are two primary types of partnerships:

1. Collaborative Partnerships
2. Use of Space Partnerships

Each type has its own distinct needs, benefits and challenges.

Collaborative Partnerships

Examples of collaborative partnerships that have shown success in the district:

- Partnerships with the RCMP in Safe Schools and other prevention programs have high success rates and are nationally recognized;
- Community Schools Partnership (C-SP) is an initiative of Surrey Schools in collaboration with the City, and other community partners work alongside schools in addressing vulnerabilities and creating opportunities for all students to flourish;
- The district is in the process of renewing its long standing partnership with the City of Surrey through an updated Memoranda of Understanding (MOU) on shared use of indoor and outdoor facilities; and
- The district's strong relationship with Fraser Health.

Other examples of partnerships are those that provide students support and opportunity after school hours. These programs can provide a safe place where students can explore a wide range of programs including athletics, arts, culinary programs or options for post-secondary education to name just a few. These programs offer a direct benefit to the students.

With the focus on and need for affordable childcare, the Ministry of Education is prioritizing the use of NLC space as childcare space.

Use-of-Space Partnerships

Use-of-space partnerships involve the use of district facilities by a partner that does not necessarily partner programmatically with the district. Some of these include use of school facilities after hours, for example: community groups using the gym or a meeting room for their own activities. Others require dedicated, longer-term, purpose-outfitted space, for example: full-time non-profit daycare. Others again will have a modular building on a school site, out of which they operate.

Needs:

- Shared space after hours, or dedicated space, depending on the type of program
- If no dedicated space is required, programs often require a minimum amount of space to store their resources

Challenges:

- Extended hours and use add to the accelerated wear and tear of the facilities and systems;
- Users are often non-for-profit or smaller community groups with low budgets: rental fees may not cover the additional operational costs, such as heating and lighting, janitorial costs or costs to have someone there to open and close the building;
- Programs, in some cases, may not directly benefit the students or the district; and
- For pre-school space, in addition to dedicated, purpose built indoor space, these programs also require a dedicated fenced-in outdoor space.

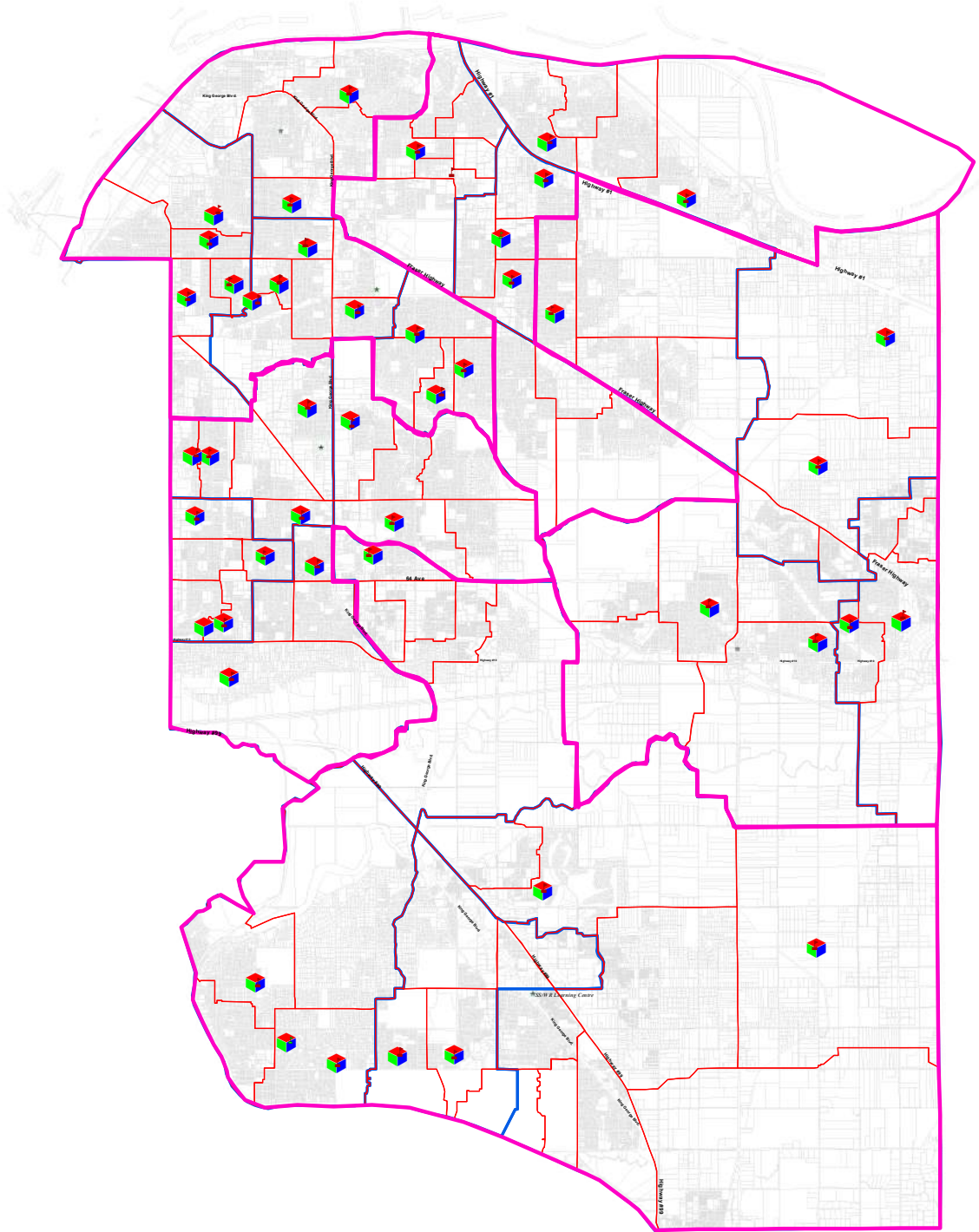


Figure B2.4.1

Childcare

Childcare is being made a priority by the Provincial Government as well as the City of Surrey: as childcare is one of key policy areas in the City of Surrey “Poverty Reduction Plan. Providing affordable childcare for all, particularly for First Nations and immigrant populations, is an important step towards this goal. With the pressure on affordable childcare, the Ministry of Education is prioritizing the use of NLC facilities as childcare space, where appropriate.

With regards to Early Learning, the school district offers the following programs in their schools:

- StrongStart: free drop-in program for parents/caregivers and children aged 0-5, there are currently 24 StrongStart programs in schools in the district;
- Pre-school Daycare: these are independently-run daycares and pre-schools that operate out of Surrey schools. There are currently 48 of these programs in District schools;
- Ready, Set, Learn: an early learning initiative for three- and four-year-olds sponsored by the Ministry of Education in the form of events that are held throughout the district; and
- Parents As Literacy Supporters (PALS): provides parents and caregivers with strategies to support their children’s learning. The program is offered in English in 13 District schools, with an additional four schools hosting language-specific programs under the iPals (Immigrant PALS) banner

While StrongStart or PALS programs can be run in school libraries, all-day childcare space is dedicated, customized space, with specific indoor and outdoor space needs.

Operators also need a reasonable, multi-year, commitment in order to allow operation. At the same time, enrolment growth is continuing to put pressure on any space in schools in the district. And in some cases, this is in direct conflict with the availability of space for our partners and their programs.

It is important to note that only the capital costs for NLC space are funded; operations and maintenance, as well as administrative costs associated with rentals, are at the expense of the District.

NLC: Neighbourhood Learning Centres

The Ministry of Education allows funding additional gross floor area for new buildings (and, occasionally, building additions) for the allocation of community space. It has been up to the District to identify the community needs and design the space accordingly. The additional gross floor area can be built as a separate entity, or the space can be used to augment other elements, such as gyms or theatres. As such, the space can be fully dedicated to a third party, such as, childcare space.

It is important to note that only the capital costs for this space are funded; operations and maintenance, as well as administrative costs associated with rentals, are at the expense of the District. On the other hand, any revenue from rentals is for the benefit of the District.

Because of the District’s numerous partnerships, much more than official NLC space is being used by the community. It should also be noted that, in some cases and as a last resort, previous NLC space had been reallocated into classroom spaces to accommodate enrolment growth at the school.




Photo courtesy of Black Press Media

PART B3 PLAN

CONTENT

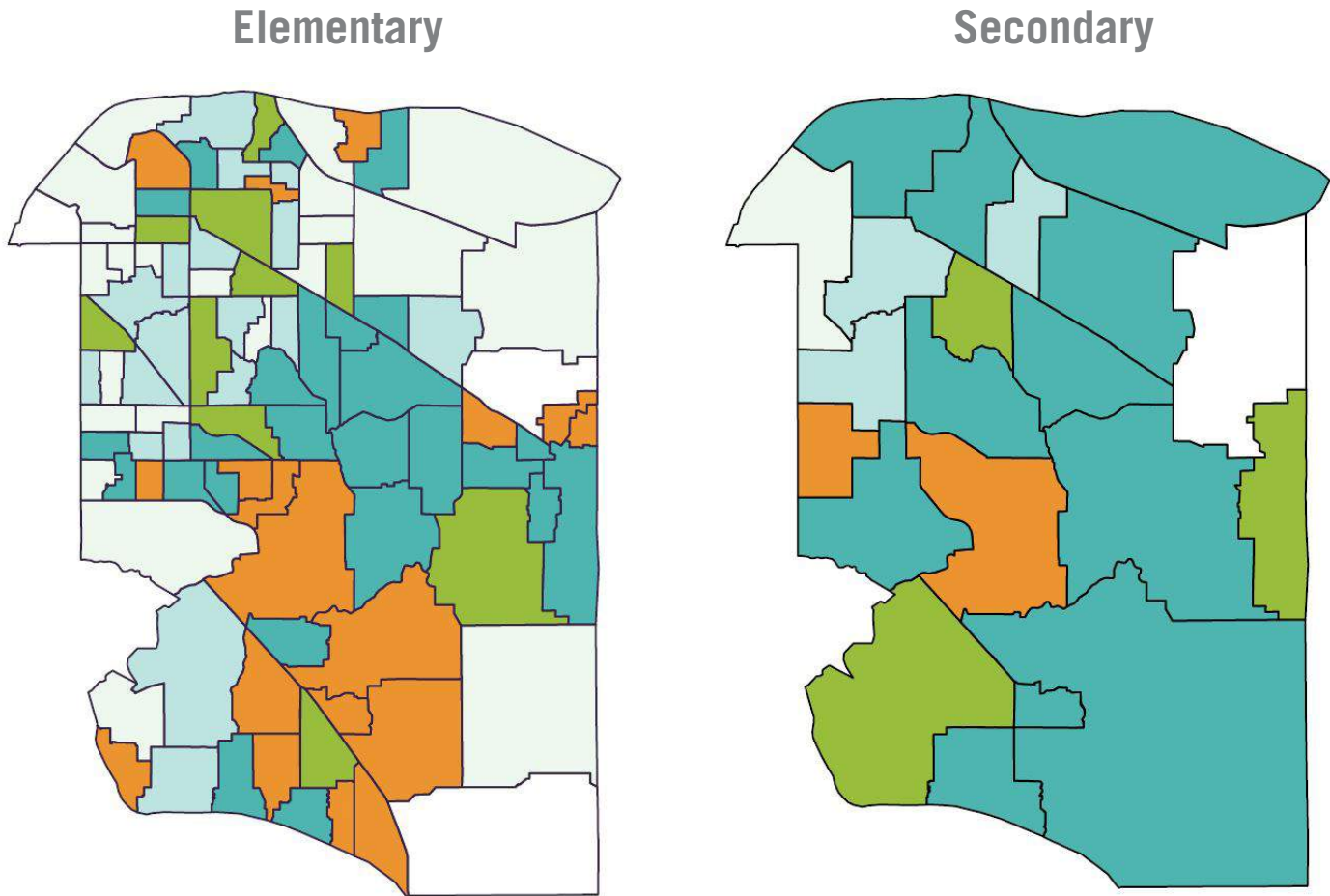
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This section is a discussion of the strategic planning for the district to meet the enrolling space demand over the next ten years. It looks at the impact that the development in each community will have on projected enrolment and how the district intends to respond.



Utilization Map

Operating Capacity Utilization by Catchment



Legend:



Green: These areas have schools that are approaching or at capacity based on actual September enrolment. Schools in these areas generally serve mature neighbourhoods, and can accommodate the ebbs and flows of the generational waves going through the neighbourhoods.

Blue: These areas signify where there is significant excess or under-utilized space within the local schools based on September actual enrolment.

Orange: These areas are generally operating well beyond capacity. These areas typically represent the areas where there is significant new development growth and communities that are densifying and transitioning.

Figure B3.1.1

B3.1 WHERE SPACE IS NEEDED

Space is a valuable commodity in the district. The primary goal of the LRFP is to meet the space demand of K-12 regular and choice programs. Consequently, one of the first steps in developing the LRFP is to identify where space is needed.

The following is an introduction into how the district defines enrolment and capacity, and how the data is analyzed to determine the district's space needs for the next ten years and, in some cases, beyond.

Student Trends and Building

Population, Enrolment & Capacity

It is important to highlight the difference between Population and Enrolment:

Population is the total number of children that make up the demographic profile of a community. In a schooling context, children are often categorized into one of four age cohorts:

1. Births
2. Pre-schoolers (ages 1-4)
3. Elementary (ages 5-12)
4. Secondary (ages 13-18)

Birth and pre-schooler populations are strong indicators in understanding long term growth trends for the local school.

In contrast, **Enrolment** is the number of children that are registered within the Surrey School district. This can represent a student registered in their local school (i.e., an *in-catchment* enrolment) or in another school elsewhere in the district (i.e., an *out-of-catchment* enrolment). Families can make other choices than attend their local public school. "Other choices" can include attending a private school or registering in another school districts. The district typically enrolls an average of 90% of the catchment's population of children.

As of September 2019, the district *enrolment* is **71,308**, comprising **43,587** elementary and **27,721** secondary students. Whereas the total population of children age 0 to 19 is 103,579 (2019).

Current Capacity

The prime focus in district long term planning is to align "capacity" with current and future enrolment demand. Capacity is defined as the number of students that can occupy a typical school. Capacity can also be expressed as either "operating" or "nominal" which differentiate the number of students calculated in each classroom. Nominal uses 25 students per class and 20 per kindergarten. Operating capacity uses 23.28 per classroom and 19 per Kindergarten class. These numbers closely reflect our current Class size composition. District planning uses "operating capacity" whenever capacity numbers are quoted.

District planning looks at each school catchment in detail. Typically, we consider schools and their catchment areas in groupings with their adjacent schools. Analyses and planning of schools in groupings allow the district to see overall growth trends within the family and the geographical area to see if seat shortfall can be addressed with boundary changes prior to advancing to more expensive space solutions.

As of 2019, the district has 101 elementary schools and 20 secondary schools. The overall operating capacity of the district is **69,447 seats**.

Capacity Utilization

To express how full a school is, an “operating capacity utilization percentage” is expressed. This ratio is calculated as follows for both elementary and secondary schools:

$$\frac{\text{students enrolled}^*}{\text{school capacity}} = \text{capacity utilization \%}$$

- When the percentage is at 100% or greater, this indicates that the school is using all of its operating capacity (or “seats”), and must depend on portables to create more temporary classroom space to accommodate growth or alternating turn other school spaces into classrooms
- When the percentage is below 100%, this indicates that the capacity of the school can accommodate all the students without using portables.

An optimal operating capacity utilization for a school is typically between 90% and 95%. For schools in this category there is enough space to meet all enrolment demands with some additional space to accommodate additional students during the school year, and room to house additional special education or other programming demands that might arise.

At the secondary level, the operating capacity is defined by the number of students the school was built for. For example, a 1200 student capacity secondary school has an operating capacity of 1200. Secondary schools can tolerate a capacity utilization percentage up to 110% through making accommodations within their timetables. It is important to note that when enrolment is higher than the operating capacity, it begins to restrict the efficiency of a standard timetable. Beyond 110%, consideration must be given to an extended day/timetable or the addition of portables to ensure all students have access to key specialty areas such as science labs, etc.

Housing Density and Form

The district experiences the highest student yields from residential design that supports family housing which can be roughly defined as units with 2 bedrooms or more and can accommodate a secondary suite. It should also be noted that townhomes are now rivalling single family homes for highest

student yields. As existing neighbourhoods are densified and housing form changes, the population in the community grows. The resulting population growth correlates with enrolment growth.

There are three archetypal neighbourhood development models that influence the enrolment trends in our district:

- Maturing
- Transitory
- Development

Maturing Neighbourhoods

A neighbourhood can be considered to be maturing or established when it experiences no more than 2% growth over an extended period of time.

When preparing enrolment projections for these neighbourhoods, the projections show a rise and fall of enrolment, however, these changes typically do not show significant highs or lows.

Transitory Neighbourhoods

Generally, these neighbourhoods form pockets within a larger community. They can grow or decline significantly based on local and federal policy around immigration and low-income families.

When projecting for these areas, it is important to understand current and potential future policy changes to have context as to how these neighbourhoods can rapidly evolve over short periods.

Development Neighbourhoods

Neighbourhoods in a “development” phase are often experiencing a major residential building period that changes the area. This is usually demonstrated by a once-rural area or suburban enclave transitioning into a high-density urban community over a short period of time. Population growth is expected to be 3% or greater per year as developers build large, multi-family homes that open in large blocks (i.e., 50+ residential units come on the market at once).

Indicators of Enrolment Growth

When preparing enrolment projections for a catchment, there are three factors that work hand-in-hand:

1. The Number and Type of Residential Units

The district relies on the City's ten-year housing projections which are updated bi-annually. The City breaks the projected housing by type and number of units per type, per catchment. Generally, for the housing projections, residential units are defined as single family, townhomes, low rises and apartments. Historical data are critical here: each housing form is multiplied by a "yield rate", a factor based on the number of Surrey students that have traditionally come from each type of residence within their community. The yield rates are recalculated every year to reflect societal trends in family size and housing preference.

2. The Rate of Development

The rate of development measures how fast residential construction will start after the approval of a plan and the rate of how fast the plan will reach its build-out. The starting point and housing numbers completed per year are key pieces of information that are used to model development growth in a community and its impact on enrolment growth. The rate for each catchment can vary widely. To determine enrolment growth for the next five years, the district also reviews the number and type of residential development permit applications, connect with City planners of the area, and realtors to understand the market and determine the impact current construction will have on short term enrolment.

3. The Percentage of Students that will attend their Local School

Parents make different choices in determining the type of education for their children. There are many variables that influence families enrolling their children at a public school versus other options.

Typically, the local school will attract an average of 90% of the local school-age population. Once enrolled in the public system, parents can also register their child into district choice programs where they may move to another Surrey district school. Registration to choice programs is typically highly sought by families that live closest to the choice program location. Registration begins to drop off the farther away, in a concentric circle, from the location of the choice programs. Choice programming typically requires

enough classroom spaces to support a separate stream of K-7 from the regular stream space demand and the availability of the space should be sustainable over a minimum of 8 years.

The importance of tracking enrolment by each grade at each school every year is imperative. This data establishes the "participation rate": a percentage that indicates at each grade how many students return from the previous years to attend the next grade. Participation rates can vary per grade and are different for each school. One trend that is constant is that new schools in new communities have high participation rates as they are typically the first K-12 educational program in the area.

A key component of projecting future enrolment is to work closely with the City's planning department as they develop NCP's and other development plans for each area. This joint planning with the city provides the data necessary to start planning what the future community would look like and how it will be best served by their local school in the short, medium and long term.

Portables

For a number of years the district has increasingly relied on portables to deal with growth. Portables, by their very nature, allow for flexibility enabling the district to manage:

- The natural ebb and growth of maturing neighbourhoods;
- The immediate enrolment spikes in transitory neighbourhoods; and
- The classroom space to accommodate the 3+ percent enrolment growth from the new neighborhoods annually.

Though it would be ideal to remove all portables from the district and have students located in their local school, this goal may not be reasonable. Portables will continue to be appropriate to accommodate short term enrolment increases that are beyond the school capacity.

The Long Range Facility Plan is focused on replacing portables that are required typically every September to deal with new registrations coming from new development in the neighbourhood. This plan also attempts to right size the existing capacity of many schools that have and will continue to have higher enrolment than can be accommodated within the existing building.

Secondary versus Elementary Portable Requirements

At the secondary level, portable requirements are much different as space needs are tied to an efficient timetable and not as enrolment-based as an elementary program. Here, unlike at the elementary level where students stay in the same room most of the day, there could be upwards of four classes of different secondary students accessing the same classroom space each day because of their timetable. For secondary students, portables are used to support a variety of programming as well as providing space to create an efficient workable timetable because of overcrowding in the school.

When the enrolment of a school far outweighs the capacity of the school, even portables are no longer a viable option. Having access to specialty spaces to accommodate all the educational program needs for each grade becomes the pinch point.

A key component of projecting future enrolment is to work closely with the City's planning department as they develop NCP's and other development plans for each area. This joint planning with the city provides the data necessary to start planning what the future community would look like and how it will be best served by their local school in the short, medium and long term.

Portable vs New Enrolling Space

Elementary

- Proposed Additions
- Portable Seats Required
- ◆ 4 Portable Threshold

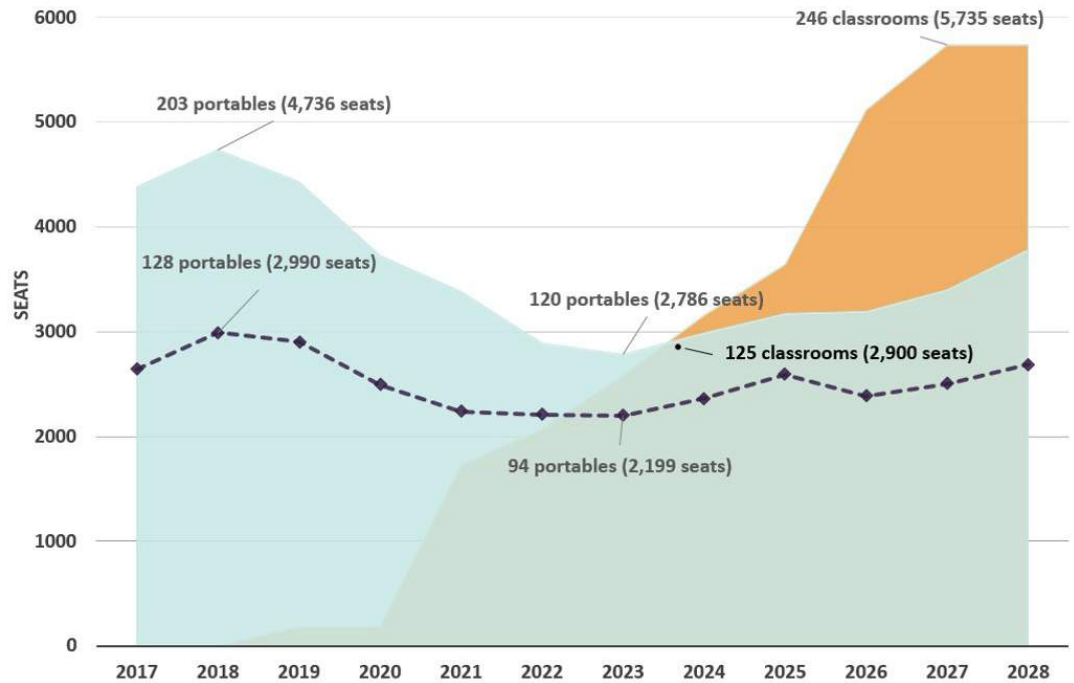


Figure B3.1.2

Secondary

- Proposed Additions
- Portable Seats Required
- ◆ 4 Portable Threshold

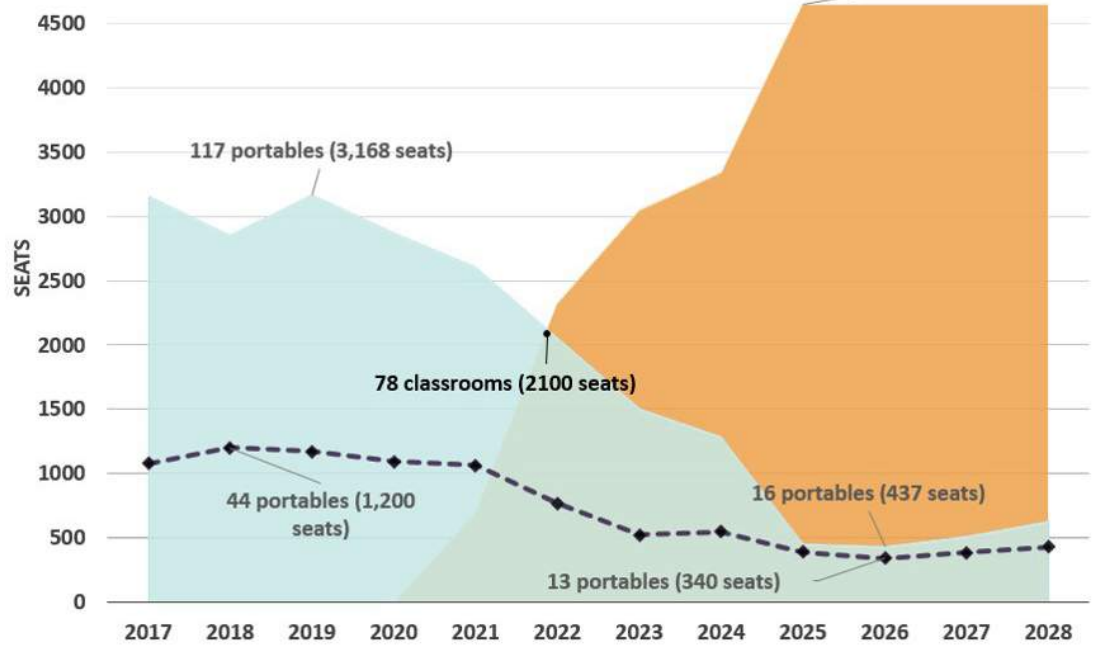


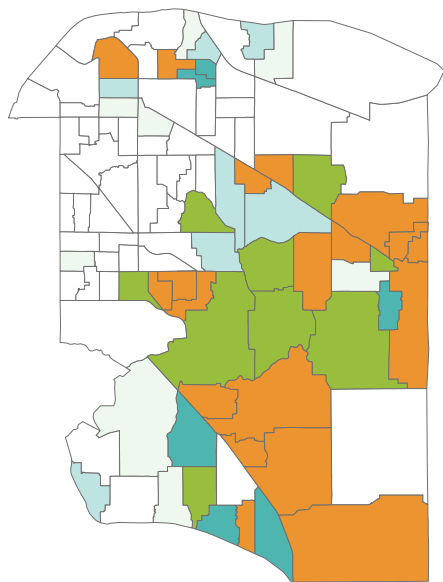
Figure B3.1.3

The graphs show the impact that new spaces could have on reducing the number of portables while meeting the demand of the rate of growth in school enrolment. Both the tables assume that the 2019/2020 Five Year Capital Plan has provided the new enrolling space requested to meet the projected enrolment demand.

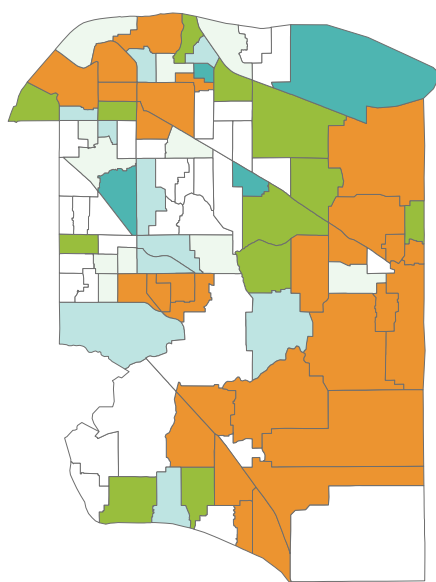
The graphs also show the inverse relationship between constructing new enrolling space and portables. The dashed black line shows the number of portables needed by the district to manage temporary enrolment shifts under the 4 portable rule referenced elsewhere in this report.

Four Portable Test Results

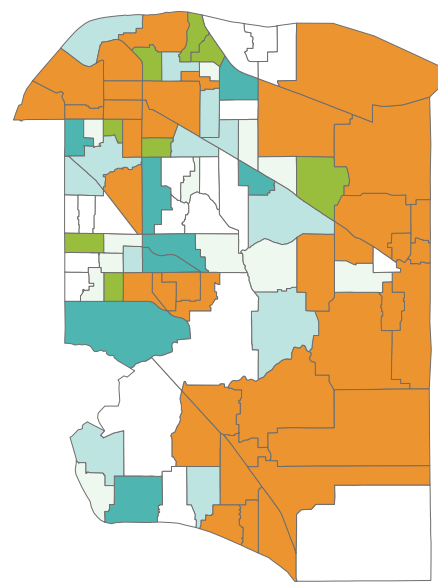
Elementary



2019

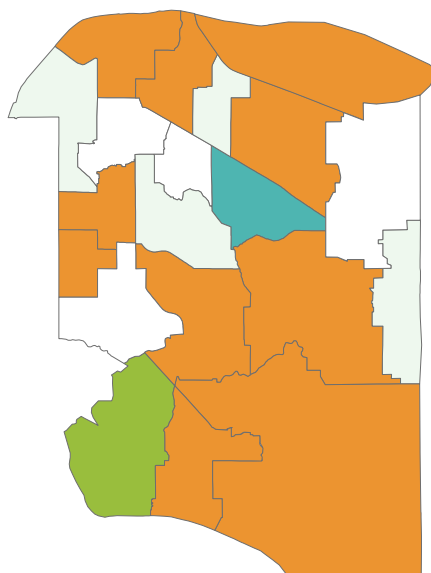


2024

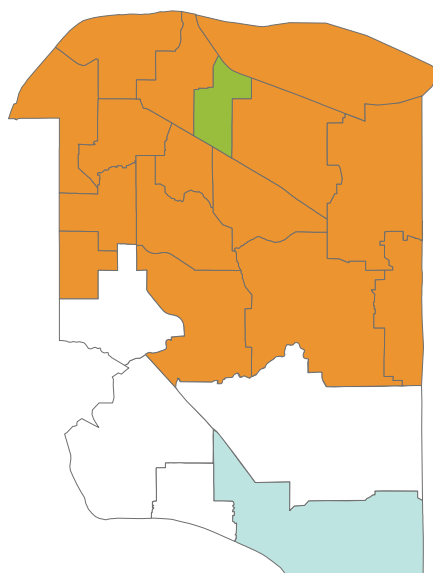


2029

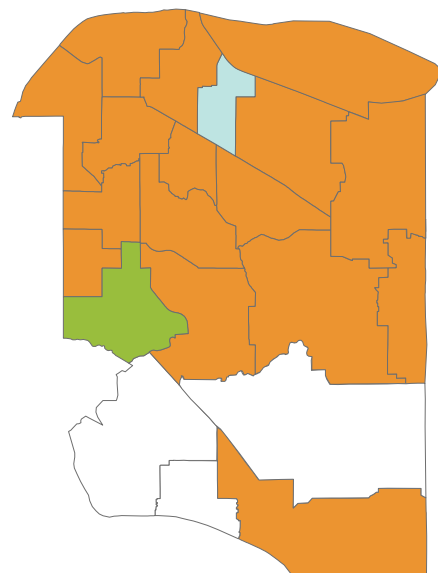
Secondary



2019



2024



2029

Number of Portables

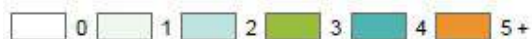


Figure B3.1.4

The Four Portable Test

Projected enrolment growth models determine what is needed over the next ten to fifteen years to serve local enrolment demand. Looking at the projected seat shortfalls for each catchment, it quickly becomes clear how much new space is necessary and where it needs to be located. It is crucial that new student space be built where the demand is greatest.

The “Four Portable Test” is a model that was created to look at each school and its family of schools to determine the best solution to deal with the school’s space requirements over the next 10-15 years. This model attempts to identify over-capacity schools that a) can be managed with four portables or less over a 10-15 year span and/or b) are candidates for a boundary change to move growth within the family of schools where there is space. These two key controls are considered to be the least disruptive and most practical solutions to manage space needs. If enrolment growth cannot be accommodated by these controls, the school can become a potential candidate a for capital plan expansion project.

This plan focuses on the reduction of the number of portables, where enrolment growth is outpacing existing school capacity in the new and developing communities around the district.

Space Solutions

Listed below are five space solutions ranked from least cost to highest. The intent of these solutions is to match the enrolment growth trends resulting in a seat shortfall with the appropriate space solution.

1. **Boundary changes (short- to mid term solution):** Requires substantial available surplus space in surrounding schools. It takes upwards of eight years to realize full impact as this is a phased-in move.
2. **Programs moves (short term solution):** Also requires substantial available surplus space in the relocated school to accommodate the program to be moved all at once. Typically, program moves can require eight classrooms in the destination school.
3. **Placing portables (short- to mid term solution):** It immediately addresses space needs in September when the school is expected to be operating at/over 100% capacity. Using portables as a space solution can be restricted after a period time by the lack of available site to house portables. Once space runs out for additional portables, both the school projections are reviewed for possible capping to in-catchment and out-of-catchment students in future years.

4. **Classroom additions (long term solution):** Building larger classroom additions are typically more cost-effective in our current market. More significant additions greater than four classrooms, and built in order to address 10+ years of expected enrolment growth is the ideal situation for school expansion through classroom additions.
5. **New school (long term solution):** Alone or in combination with additions at surrounding schools, this solution requires several factors to be considered because of the significant investment required. For example, where surrounding schools have no site space for an addition, and the seat shortfall for the family of schools is projected to be greater than what can be accommodated by just building additions then a new school is appropriate.

The district has always endeavored to show, prior to asking for capital funding for an expansion project, that the space need could not be satisfied over a ten-year period by any of the first three tools (i.e., the short- to medium-term solutions) listed above. The district uses the Four Portable Test to help identify which schools require capital funding to address mid and long term needs.

Connecting Growth with Appropriate Space Solution

When analyzing growth, district planning looks at the available data to look for the strength and length of a growth trend, what is fueling the growth and how the growth impacts each family of schools’ capacity. Based on the findings, the district can better connect an appropriate space solution to current and future enrolling needs.

Each school facility demonstrating some type of growth is subject to the following three questions or the Four Portable Test. Each time a projection does not support a YES to the question, the school was removed from consideration for a potential capital plan expansion project.

Question One: Is the school currently operating over capacity? And if not, do the projections show that enrolment to grow beyond the school’s existing capacity over the ten-year period?

Growth over a ten-year period can show a variety of patterns. For example, the increase in enrolment could push the school from a seat surplus to a seat shortfall position; enrolment may have already exceeded school capacity and is showing a continuing upward trend; enrolment could show “flat growth”, (meaning that the number of students neither rises or falls more than 10% of total school enrolment over the 10 years).

Looking farther out in the projections, enrolment can continue to grow beyond 10 years but peak during the 15 year period. Sometimes the decline after the peak can be strong enough to see the enrolment dipped below the schools capacity. Each of these scenarios, can be driven by factors such as; demographics, migration trends and/or significant residential construction. A school that answered YES would then move on to Question Two.

Question Two: Could growth be accommodated by a boundary change, program move or the addition of four (or fewer) portables over the ten-year period?

This question considers schools that are experiencing growth now or in the future, but the growth is not significant. The space solutions that would be paired with this type of modest growth would include reviewing surrounding schools to determine if the growth can be spread through a boundary change or program move. It is important that the new school to receive this growth has enough available long term space to sustain the additional enrolment and/or the operation of a program.

If neither of these strategies is successful in distributing growth, then the school site is reviewed to determine if enrolment growth can be handled by four or fewer portables. Consideration is also given when a school demonstrates a strong growth trend if their site has sufficient available land to accommodate a potential addition. Again, it is important to emphasize that portables should generally be used only as a short- to mid term strategy.

One final issue must be addressed before a school can move on to Question 3. If the ten-year growth projection shows in the tenth year that it will need four portables to address growth, then a supplemental 15-year projection was done to determine the growth pattern in the following years. If still more portables were required in years 10-15, only then would the school move on to Question Three.

Question Three: Where expected enrolment was showing continued growth beyond the ten-year window, what is the best space solution to meet long term future demand?

Sometimes when the 10–15 year projection indicates growth, it can also show that growth peaks within the 5 year period and then starts to decline. Consideration is given to the strength and duration of the decline. For example, the decline between 10-15 years might be significant enough where enrolment can be accommodated by a maximum of four portables. Schools that show this enrolment pattern are no longer considered for capital funding.

Where schools show continued strong growth that needs to be accommodated by a 4-6 classroom addition or larger, they form the first draft of where capital funding is needed to support the growth. And where the seat shortfall for each school in the family and the family seat shortfalls is large enough to support a 350-capacity elementary school (or greater) or 1000-capacity secondary school (or greater), then consideration is given to the potential of building a new school to serve the existing family seat shortfall. Each of the potential expansion requests are then studied in further detail to determine how the seat shortfall will be managed in the short, mid and long term. Short Term expansion projects typically are then included in the Five Year Capital Plan as higher priorities and mid term projects makeup the 3-5 year capital requests.

Because we do this test each year, if a catchment starts to change, it will be flagged and reconsidered.

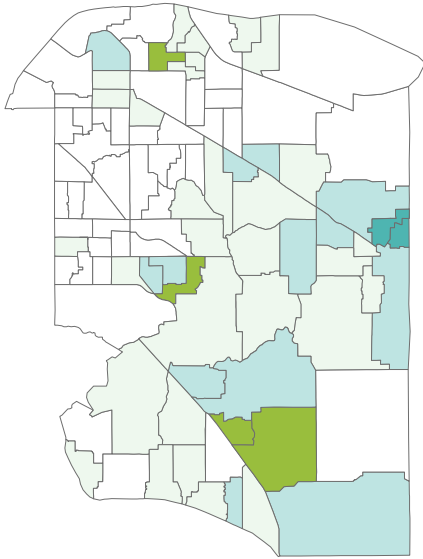
Results of the 2018/19 Four Portable Test

The primary results of the Four Portable Test are shown in Figure B3.1.4 uses heat maps to represent three time periods: current day, five years from now, and ten years from now. Elementary and secondary school breakdowns are presented. The catchments coloured in orange on the heat maps indicate that if no new enrolling space were provided in these catchments, these schools would require more than four portables to satisfy local enrolment demand. The blue and green catchments indicate modest growth. It is these catchments that often can be managed by four portables, boundary changes and/or program moves; while the orange catchments represent schools that will require capital investment.

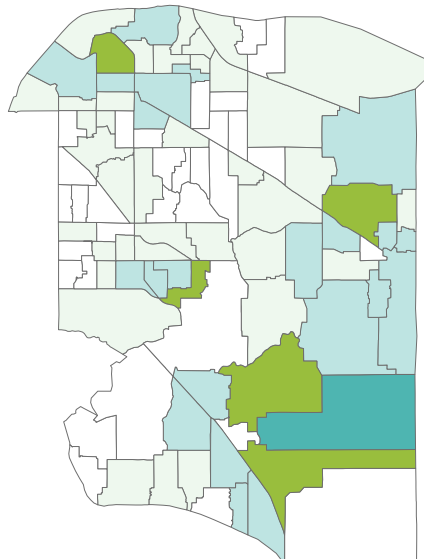
A second heat map was created to understand catchments that would require more than 4 portables to address mid and long term growth. Presented in Figure B3.1.5 with the same time periods for elementary and secondary need, the hot spots begin to show up post 2024. The reason for this is that the heat maps for 2024 show the impact of current capital funding of new spaces. However, after the current construction program is completed, the 2029 maps are showing the District will trend back into a seat shortfall position in many catchments that align with today's new NCPs if further capital projects are not funded.

Map of Forecasted Portable Requirements Based on Projected Need Catchments

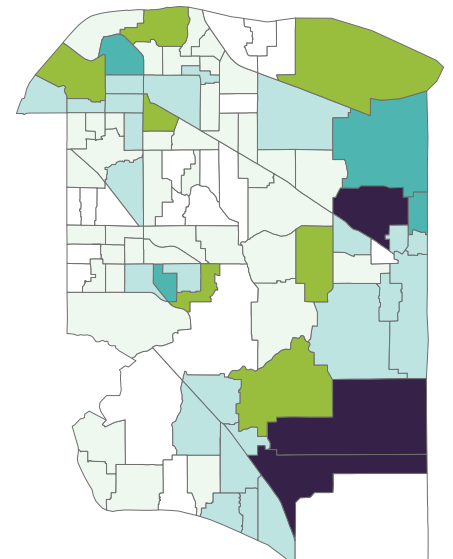
Elementary



2019

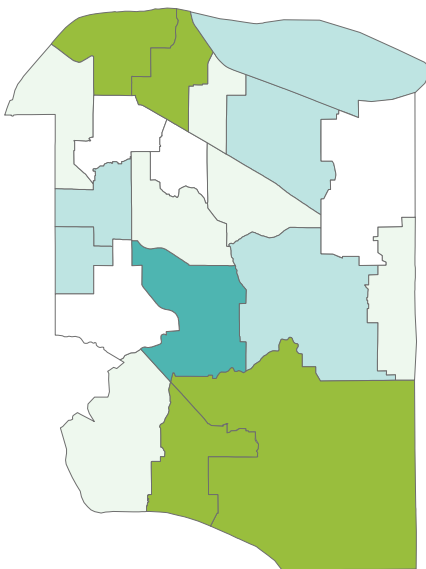


2024

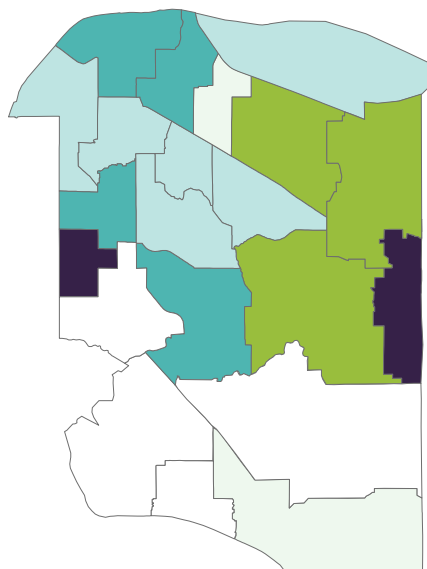


2029

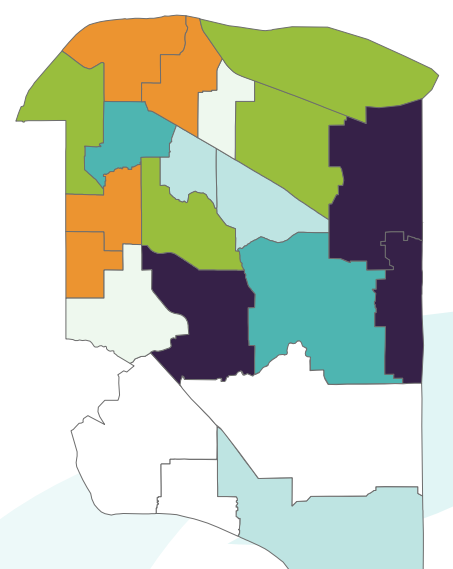
Secondary



2019



2024



2029

Number of Projected Portables

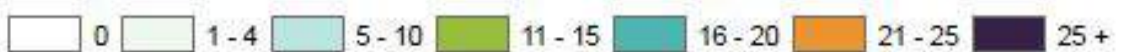


Figure B3.1.5

Determining District Space Need

These maps provide a simple overview of how district and Ministry funding resources can be directed to maximize the right type and amount of funding to solve the many different kinds of space needs in the district.

To right size school capacities to meet current and future enrolment demand by aligning the appropriate space solution to the space need that is the most efficient and appropriate.

Introduction to the Long Range Plan

Up to this point, the LRFP has laid out the key pieces that are shaping the City and the district. To properly plan for the district's facility needs for the next ten years, actual and future enrolment must be seen in the context of the City's land use policies. Part A "The Community" summarized the four over-arching plans that are shaping the City and its six Town center areas. Part B "The Strategy" has laid out the district's overall goal to start building more space to help balance space and demand.

In section *B3.1 Where Space is Needed* outlines the District's methodology, and describes where our space needs are now and in the future. In section *B3.2 Strategic Planning for Growth by Educational Region* analyzes enrolment and capacity at a more granular level and discusses school needs at both the community and neighbourhood levels. The section discusses what the space need is, and how the district plans to solve it.

Since 2017, the district has been successful in receiving and committing much-needed capital funding to support expansion projects for the district. This funding, however, will only start to meet the district's existing capacity shortfall. Further capital funding is required to build additional new enrolling spaces as the City continues to build new residential communities on once rural and suburban land. This LRFP aspires to fulfill the original instruction from the previous SDFP by preparing: "*a comprehensive plan outlining how the district will manage its school facilities in order to deliver its educational programs at the highest standard.*"



Educational Regions

School District No. 36

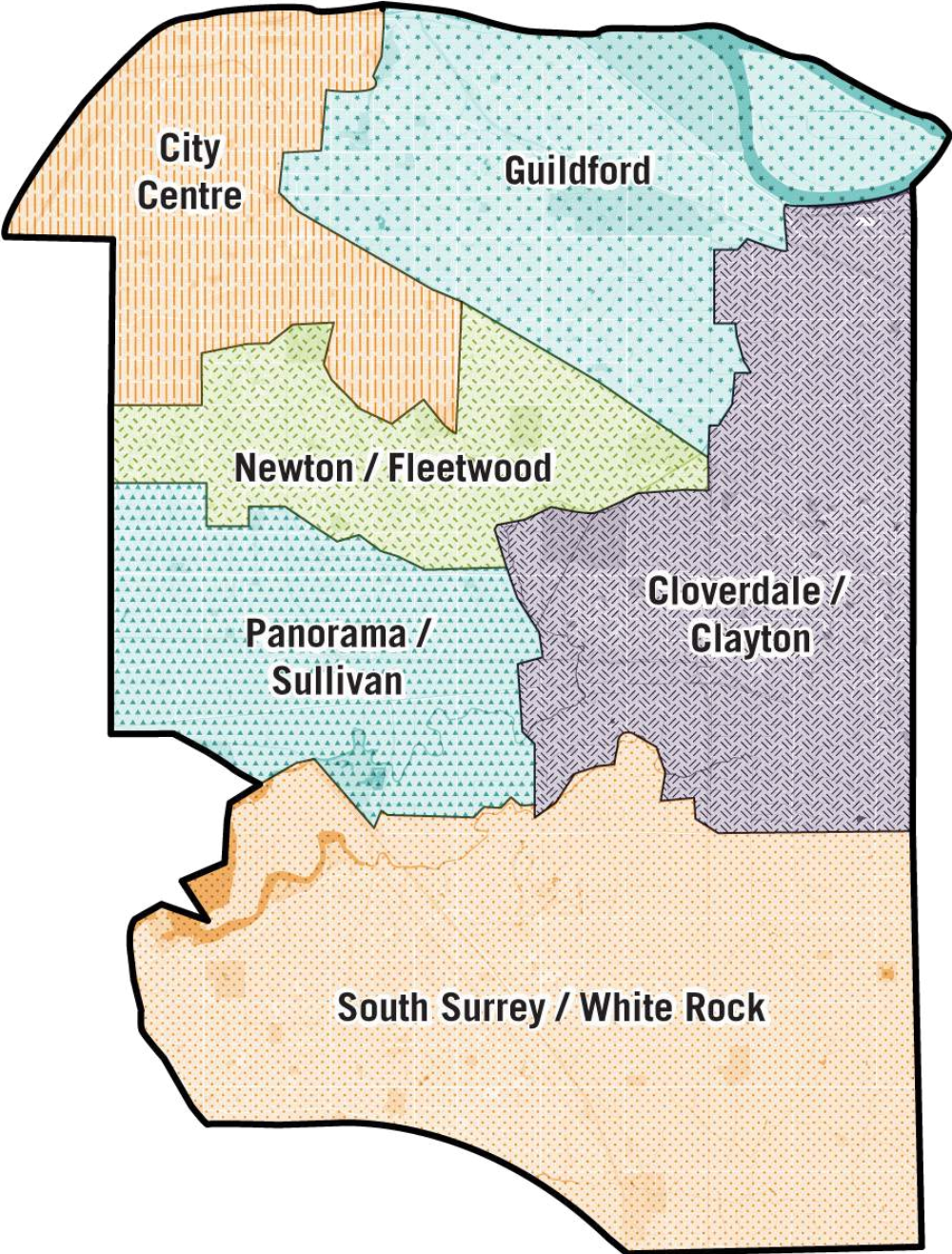


Figure B3.2.1

B3.2 STRATEGIC PLANNING FOR GROWTH BY EDUCATIONAL REGION

This plan recognizes not only the district's six distinctive educational regions, but also the 'micro communities' that exist within each region.

Educational Regions of the District

The district catchment map – and the plan – has been divided into six educational regions to allow easy navigation for all stakeholders. Each region contains three to four secondary schools and all of the feeder elementary schools in the respective areas.

This plan discusses each region, and then focuses on the overall trends and space needs for that region. Schools that are managing today's enrolment and future growth without portables now or in the next 10 years, are not included in the plan, however, the appendices provide data for all schools.

Each region is further broken down into the different communities within that region. Most of these communities are defined by past and current NCPs. Each community is further broken down into a family of schools which relate to each other because of their proximity and similar neighbourhood character.

Elementary boundaries are particularly sensitive to surrounding road network and grade changes. To protect our younger, more vulnerable students, the district strives to avoid defining catchments that create difficult or arduous commutes (e.g., crossing major collector and arterial roads, traversing large private developments, climbing steep grades, commuting without public walkways, etc.). Older students are considered more able to manage longer commutes and often rely on public transportation to access their schools.

Sourcing School Information from LRFP

To access information about a particular school or family of schools, the LRFP has been designed to provide access to information at the school level and the community/neighbourhood level within each district region. To access this information by:

SCHOOL LEVEL: Refer to the Table of Contents: Separated by School, to locate the school's region, and the page on which the region is discussed in the plan.

STARTING AT THE DISTRICT LEVEL: Refer to the Table of Contents: Part B.3.2, where the regions are listed. The first page of each region includes a map of the region, a written description of the region's boundaries, a list of the communities that will be discussed within the region and, finally, a list of all of the elementary schools and the secondary schools within the region.

The second page of each region presents an infographic that highlights overall current and projected enrolment and capacity information for the region along with the number of current and projected portables.

Note: The LRFP focuses on a school or family of schools where projected enrolment growth cannot be accommodated by existing capacity. Please refer to the Appendix for specific information about every school in the district.

Appendix Information

Enrolment, capacity and portable numbers can be found for each school in the Appendix; even those schools that have not otherwise been highlighted in the plan. The appendix also has a comprehensive district catchment map and a detailed description of each land use plan/NCP by region.

City Centre Educational Region

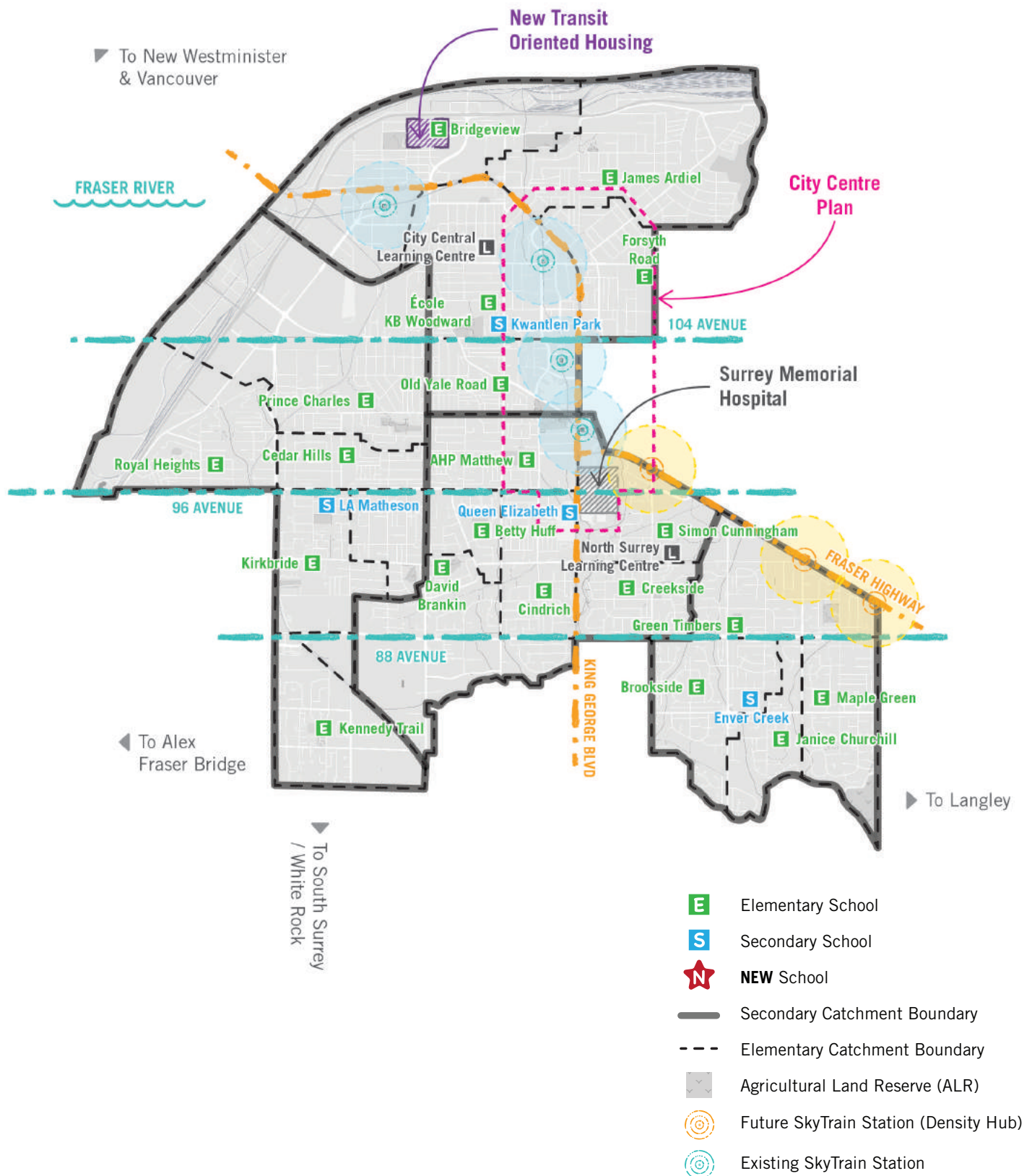


Figure B3.2.2

3.2.1 City Centre Educational Region Overview

The City Center Educational Region is defined by:

- **North:** Fraser River
- **East:** the east catchment side of Kwantlen Park and Queen Elizabeth
- **South:** the south catchment sides of Enver creek
- **West:** The City of delta and the Fraser River

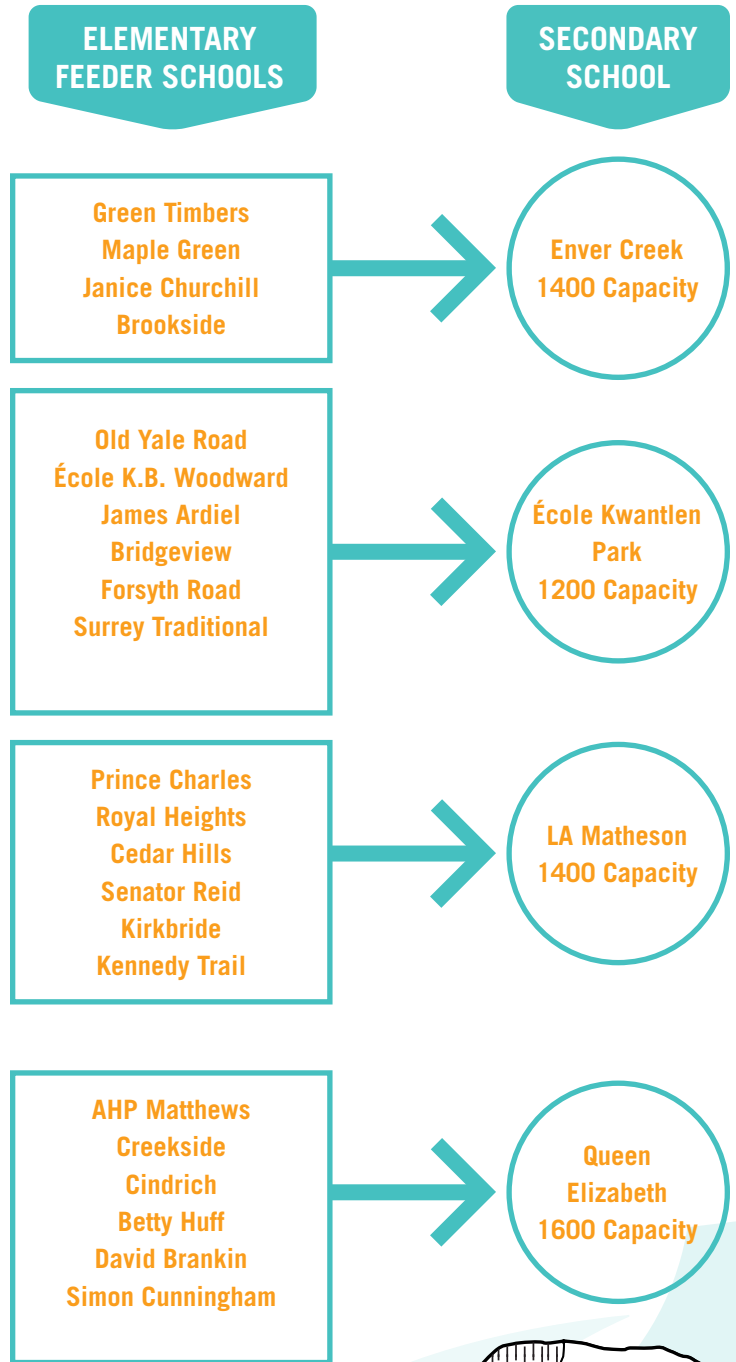
City Centre is known as the “gateway” to the Surrey community. The Pattullo Bridge connects Surrey and the City of New Westminster. This area also serves as the end of the SkyTrain “Expo Line” which currently terminates at King George Boulevard close to Fraser Highway.

The region is bisected by King George Boulevard (KGB) which, at this point, is an eight lane roadway. This arterial road becomes an automatic elementary catchment boundary because it is considered unsafe and difficult to cross.

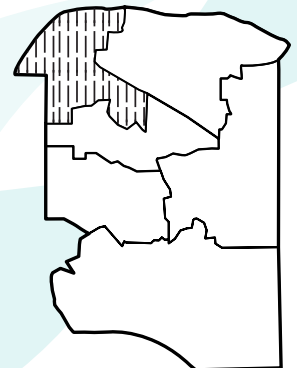
Another significant feature in the region is that City Center is built on an escarpment, and there is a significant elevation drop from City Center down to water’s edge along the Fraser River. Both Royal Heights and Bridgeview serve self-contained communities because of the grade change and accessibility of these areas.

Region History

The Kwantlen First Nation came to the present day Surrey/New Westminster area many hundreds of years ago. By the 1700s, they were a powerful nation with a large community called Squaimetl located in New Westminster. Surrey City Centre was a place of refuge for the Nation. In 1871, this 16 hectare area was deeded to the Nation, who in turn sold it the City of Surrey in 1956. In 1956, École K.B. Woodward was the first school built on the newly purchased land.

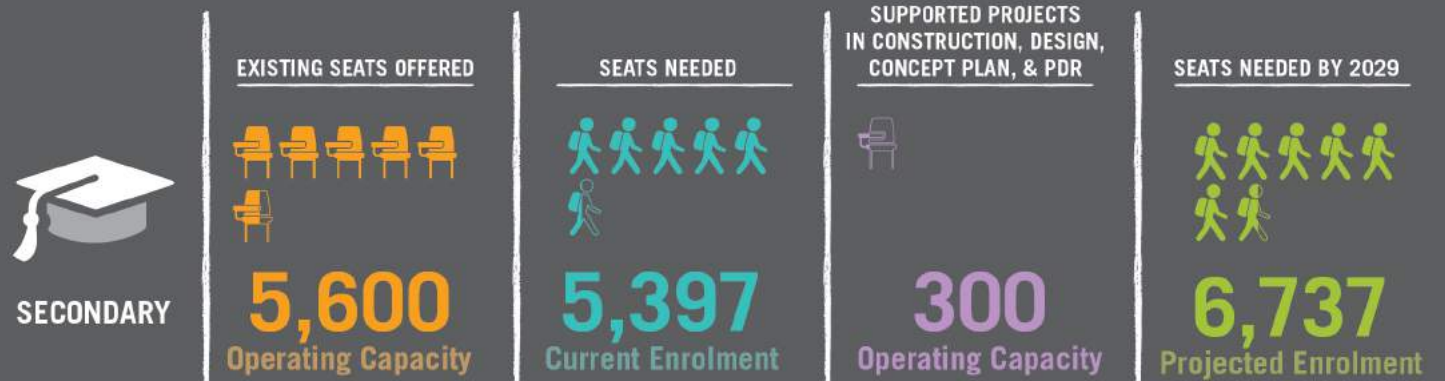
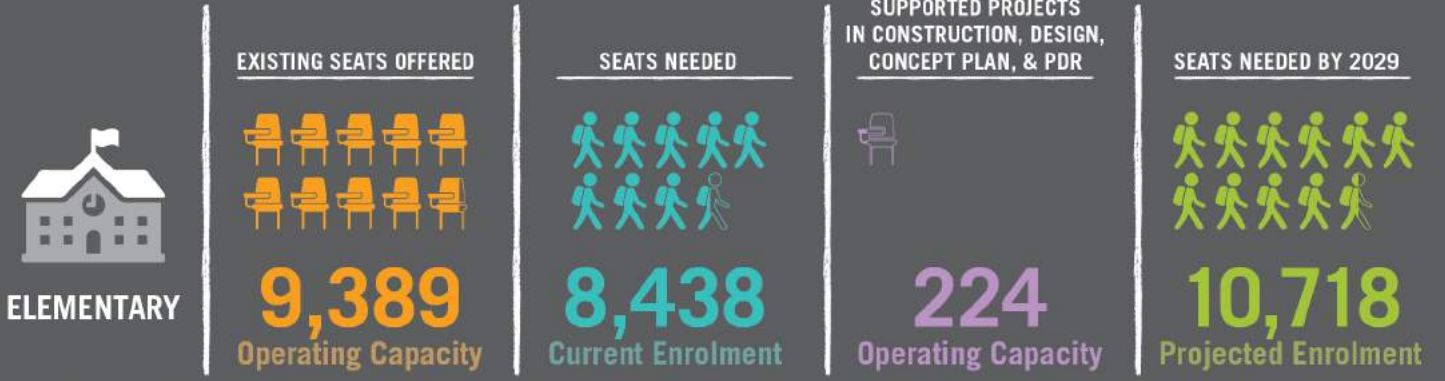


What was once a Queen Elizabeth suburban town centre is developing into a walkable, transit oriented downtown core for business, culture and entertainment. The future vision is that City Centre will be a vibrant downtown with distinct neighbourhoods, each with its own character.

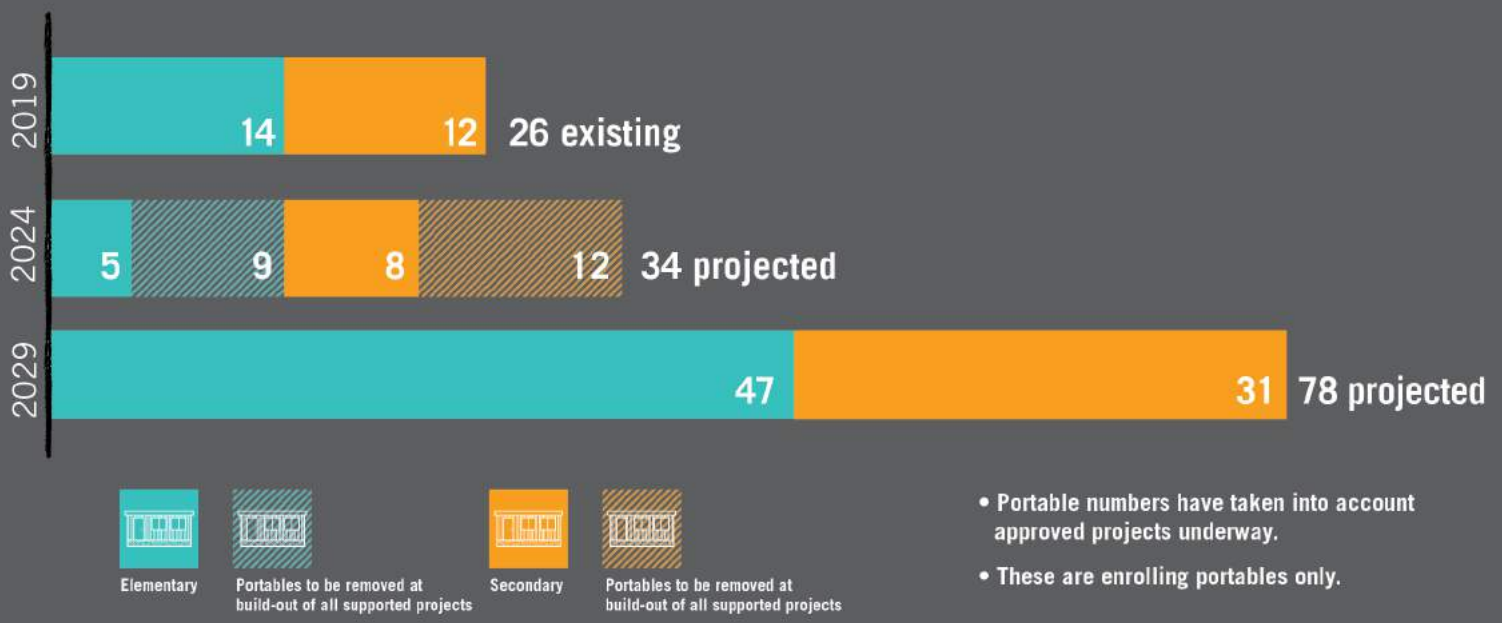


City Centre Educational Region

SEATS, ENROLMENT & PORTABLES



the CHALLENGE: Aligning school capacity with short to long term enrolment growth.



CITY CENTRE REGION PORTABLE GROWTH

Figure B3.2.3

Though the City Centre Plan (adopted 2017) encompasses most of the region, the plan has highlighted eleven different neighbourhoods, five of which are predominantly residential. The LRFP will focus on the “The Bailey” which surrounds the Whalley Athletic Park. It is the first residential neighbourhood in the plan being affected by enrolment growth due to the plan.

Regional Enrolment

Enrolment in this region has been moderate to date and will begin to increase rapidly into the future. The City Center has seen significant gentrification over the last ten years with the opening of the new City Hall/Civic Centre and new post-secondary campuses located nearby. Much of the storefront and strip mall retail along the King George Boulevard is transforming into large scale office space and high-rise apartments. The high-rise market is capitalizing on buyers looking for transit-oriented and/or post-secondary student housing rental housing. This area is a hub for one-bedroom-plus-den and studio units.

Though there are over 54,000 residential units planned for the area, high-rise construction is only modestly starting to increase to capture the market while prices and mortgage rates are favourable towards investment property. High-rise construction may also ebb in the short to mid term as developers consider potential high-rise construction along the future SkyTrain extension along Fraser Highway which is targeted to be operational sometime mid-decade.

The Medical District, which is located around Surrey Memorial Hospital, is another neighbourhood undergoing a major transformation. The Fraser Health Authority is redeveloping the existing hospital and surrounding sites to support more extended patient care, medical office space and tech/testing labs. In response to this, the City Centre plan has rezoned the existing housing from single family to multi-family low rise residential to benefit future Surrey Memorial medical staff with affordable and accessible housing. Construction of several of the first low-rise complexes are coming to a completion. Enrolment at Lena Shaw and Simon Cunningham is steadily growing each year and is expected to increase over the next two years as more multi-family residences are built in the Medical District.

The five existing residential neighbourhoods are being upzoned to allow multi-family density along major arterials roadways such as King George Boulevard, 104th Avenue

and 100th Avenue. Increased housing density within existing single family neighbourhoods is being upzoned as well. The Bailey neighbourhood is the first residential neighbourhood to experience the impact of these zoning changes and has become the focal point of residential development because of the high-rise construction and spot infill housing started around the City Hall/Civic Centre area.

Many of the elementary schools that feed the secondary catchments in the region are still showing seat shortfalls both within their catchment and the region. Over the last 10 years development of this plan has focused on commercial, civic and business use but is now starting to refocus on residential development. The result of the renewed focus on City residential development is showing in later years enrolment growth.

Future City population figures will continue to rise as the City continues to actively attract new people to the area. It is also forecasted that the population of school age children will also increase proportionally. Historical elementary enrolment indicates that each grade has been increasing each year because of in-migration. Secondary schools are now realizing the impact of this trend as the Grade 8 cohorts grow larger each year, creating further space pressure at that level. In particular, Kwantlen Park has been operating over capacity consistently by approximately 230 students for the last three years.

Portables

Of the six regions, this region has had the fewest portables. The City Centre region, referred to as Whalley by the City, has 38,301 existing residential units; 55% (20,908 homes) of this existing housing stock is made up of single family homes. Because of the King George Boulevard traffic corridor linking North Surrey with White Rock, development along the corridor has been evolving over the last 100 years. The average age of homes in the area is 37 years. Many of the elementary schools that serve the region have managed to meet in-catchment demand and have not required portables. The *Four Portable Test* heat map (Figure B3.1.4) for the region confirms that schools in the area currently operate below capacity except for two catchments, KB Woodward and Old Yale. This indicates a new hub of enrolment growth which coincides with the new apartment towers opening in their catchments. In the coming years as residential construction continues and new people move into the City Center, the population of school age children

Current New Schools /Expansion Projects Underway*

Ecole KB Wooward Elementary

Type	Addition - 224 Operating Capacity
Phase	Design
Target Occupancy	January 2023

**Based on CPO Dashboard - September 16, 2020*

will also increase proportionally. This is demonstrated in (Figure B3.1.5) that starts to show enrolment growth along both sides of King George Boulevard as schools start to reach school capacity and require portables to meet space demands. The City is targeting to have 15,000 new units built along the corridor in the next 10 years which will be replacing existing old retail strip malls and old single family housing stock.

With construction in the area shifting from civic and commercial construction towards more residential, there is one elementary catchment that has, over the last five years, steadily increased by one portable per school year. École K.B. Woodward elementary is the first school to experience over-crowding because of the re-envisioning of the City Centre plan. As construction of high-rises along the King George Boulevard continues, the District is anticipating that portables will soon be required at Old Yale Road, Forsyth Road and Lena Shaw elementary schools to address increased registration as new towers are completed. As of September 2018, the first portable was placed at Old Yale Road to deal with over-crowding and a second one was placed September 2019.

The Medical District is another community in the plan that the District anticipates future portables will be needed to address enrolment growth as the first low-rise apartments are nearing completion. Both Lena Shaw and Simon Cunningham are on the tipping point of no longer having enough capacity to address enrolment growth. As of September 2018, the first portable was placed at Simon Cunningham to deal with growth.

With an increase in housing density planned for the whole City Centre area it is anticipated that, in coming years, there will be a need for more portables to address growth until approval and construction of new student spaces can be completed. Using an average annual rate of 500 new residential units to be built in the coming 15 years, early forecasting is signaling that growth will start to trend faster than in past years.

The Bailey Community



Figure B3.2.4

Ten-Year Projected Enrolment Bailey Community Elementary Schools

School Information			Actual	Projected Domestic Enrolment									
Site #	School Name	Operating Capacity	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
40	K. B. Woodward Elementary	434	645	695	739	738	735	750	780	791	812	820	833
64	Old Yale Road Elementary	387	429	428	443	465	491	525	579	616	662	706	753
55	Lena Shaw Elementary	569	561	580	598	622	652	683	696	720	727	734	751
183	Forsyth Road Elementary	275	310	317	320	323	331	346	350	366	366	372	375
44	Prince Charles Elementary	411	343	369	389	424	464	498	519	563	588	617	657
Total Enrolment			2288	2389	2489	2572	2673	2802	2924	3056	3155	3249	3369
Operating Capacity		2076	2076	2076	2076	2076	2076	2076	2076	2076	2076	2076	2076
Seat Surplus / Shortfall			212	313	413	496	597	726	848	980	1079	1173	1293

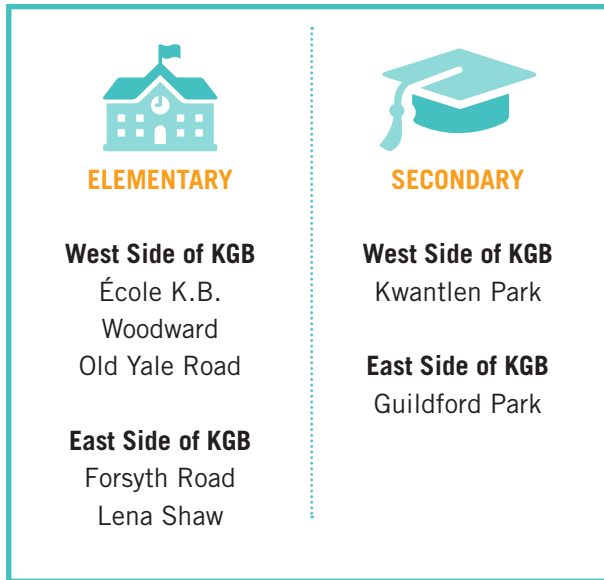
Figure B3.2.5

COMMUNITY OVERVIEW

The discussion is now focused on the emerging need to accommodate elementary growth. Discussion on a secondary strategy for this educational region will be found in the Guildford region as part of the *North Surrey Secondary Strategy*.

1. THE BAILEY COMMUNITY

New Family of Elementary Schools



The Bailey Community is a neighbourhood that is currently growing at an accelerated rate. The projections show the rate of growth further increasing as a result of ongoing development. École K. B. Woodward and its neighboring schools will feel the largest impact of growth over the next 10 years.

Enrolment

In the Bailey community, the birthrate has been increasing at an average of 14% per year. The population of pre-schoolers in the neighbourhood also continues to grow each year because of a net in-migration contribution. The participation rate is also high indicating the number of students who register in their local public school remain at the school in subsequent years. Basic historical enrolment data indicate that children registered at KB Woodward and its surrounding family stay until they have passed Grade 7. More granular population data also indicate that, on average, 90% of the school-aged population attends one of these four schools. All of these factors are strong indicators that The Bailey community will continue to show robust enrolment growth over the next 10 to

15 years ; over and above, enrolment growth fueled from new residential construction.

Planning Approach

With the shift in development towards residential construction in the City Centre over the last several years, the District is anticipating that enrolment growth will start to radiate out from École K.B. Woodward to its surrounding school as high-rise residential construction is being built along both sides of King George Boulevard. Currents patterns are showing enrolment growth will move south from KB Woodward to Old Yale Road, and then to Forsyth Road and Lena Shaw.

The City plan indicates that, at build out, there will be approximately 54,000 new residential units built over the next 40 years. The City is forecasting that 15,000 of these units will be built in the next 10 years.

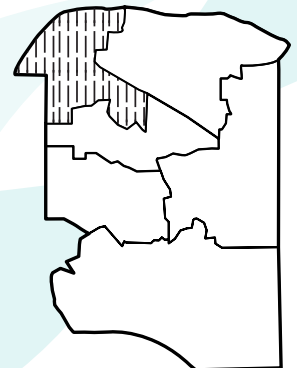
The plan is also re-envisioning density in the established single-family home neighbourhoods. The plan now allows for smaller lot single-family residential resulting in many of the existing lots to be subdivided into 2-3 homes, and the ability to construct multi-family residential units that fit within the context of the surrounding neighbourhoods. As this area has the highest proportion of renter households in the city at 57%, the plan continues to support family-sized secondary suites.

When comparing actual enrolment to existing capacity, each school that serves City Center plan is showing a seat shortfall position. The Ten-Year Enrolment Table (Figure B2.3.4) suggests that the family of schools is projecting a seat shortfall from 280 in 2019 and will reach over 1,047 by 2029 if the City reaches its target of constructing 15,000 units over the next decade. Finding a new school site in this community will be difficult as there are no large parcels of land available on which to build.

As buildable green sites in the Bailey do not exist, the District would have to construct additions in the short term on existing school sites to meet demand. If enrolment grows as anticipated in the table, future new sites may be required. Possible solutions to be considered, for example, include acquiring and combining adjacent existing residential parcels of land for a new school site, working with the City to consider designing elementary space in the base of one of the new high-rise towers, and re-purposing District program space back into elementary enrolling space. Imaginative solutions and partnerships are required.

Moving forward the planning is:

- **SHORT TERM:** Build a ten-classroom addition at École K.B. Woodward. Any long term growth (beyond ten years) will have to be built at a new location in the catchment. The site is not large enough to accommodate any more portables or subsequent additions.
- **MID TERM:** Build a ten-classroom addition at Old Yale Road. This addition would increase the school to the maximum capacity that can be accommodated on site. Limited boundary changes to the west and north may be considered, to help spread future growth.
- **MID TERM:** Consider increasing the capacity of Lena Shaw from 569 operating capacity to 751. That would require an eight-classroom addition. As the catchment is flanked by major arterial roads on all four sides, it is difficult to implement boundary changes. This school is also included in the Guildford 104th Corridor plan which will also bring more development that has not been reflected in the enrolment table.
- **MID TO LONG TERM:** Build an eight-classroom addition at Forsyth Road. This addition will use all available existing site area. Future portables in the long term may not be accommodated on the site.
- **LONG TERM:** Renovate the City Central Learning Centre back into an elementary school. This is the only existing land owned by the District that could be re-purposed.
- **LONG TERM+:** Consider building new elementary(s) at the base of any of the future proposed tower complexes.



3.2.1 City Centre PLAN

Clayton / Cloverdale Educational Region

- E Elementary School
- S Secondary School
- ★ **NEW** School
- Secondary Catchment Boundary
- Elementary Catchment Boundary
- Agricultural Land Reserve (ALR)
- Future SkyTrain Station (Density Hub)
- Existing SkyTrain Station

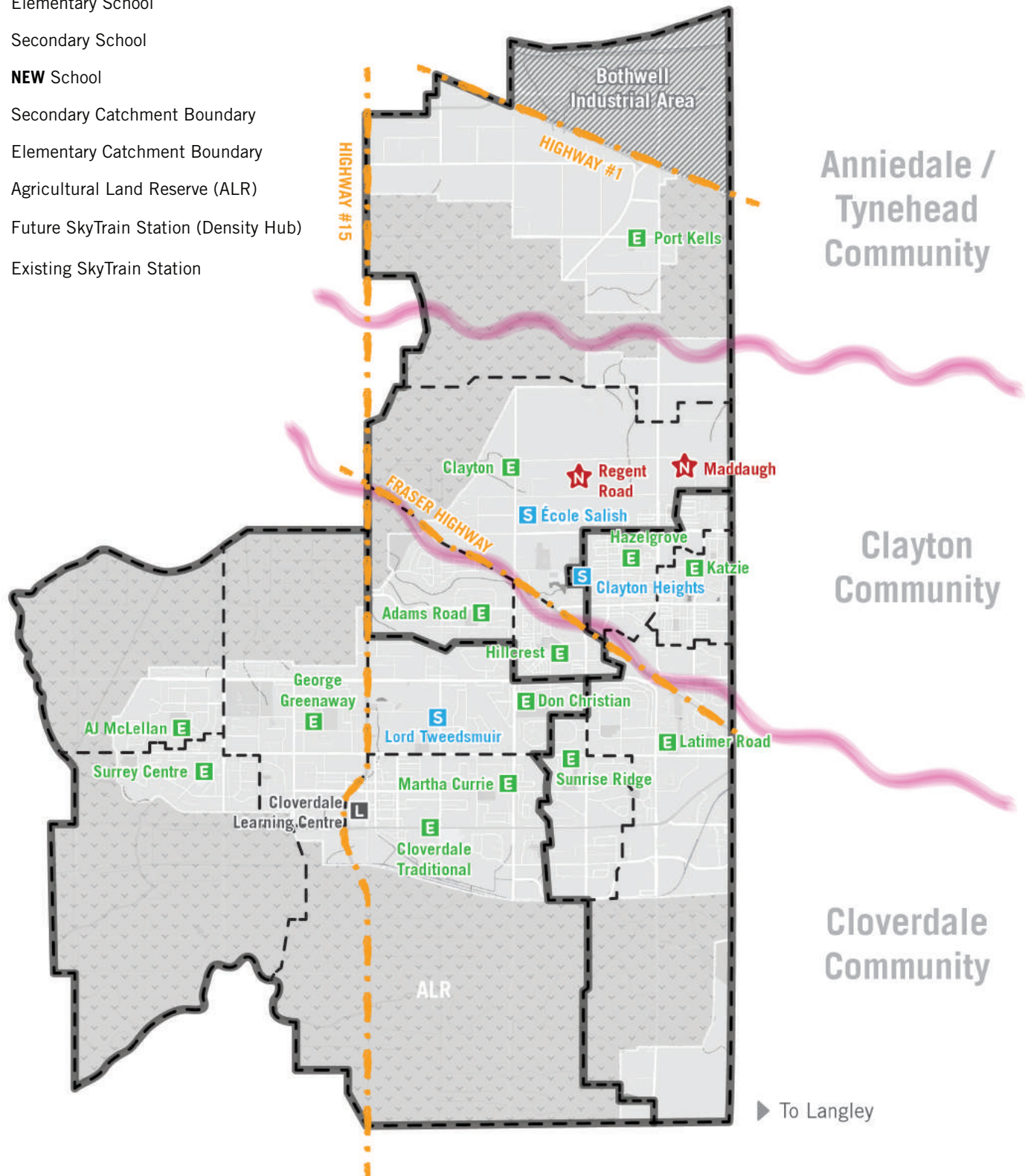


Figure B3.2.6

3.2.2 Cloverdale / Clayton Educational Region Overview

The Cloverdale / Clayton Educational Region is defined by:

- **North:** Highway 1 and a portion of the Bothwell industrial area
- **East:** The City of Langley Border
- **South:** Agricultural Land Reserve (ALR)
- **West:** ALR and Highway 15 at its northern portion

The placement of transportation corridors and the ALR create three distinct communities in the region:

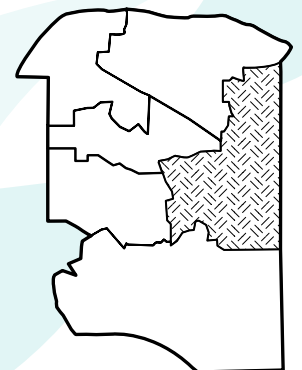
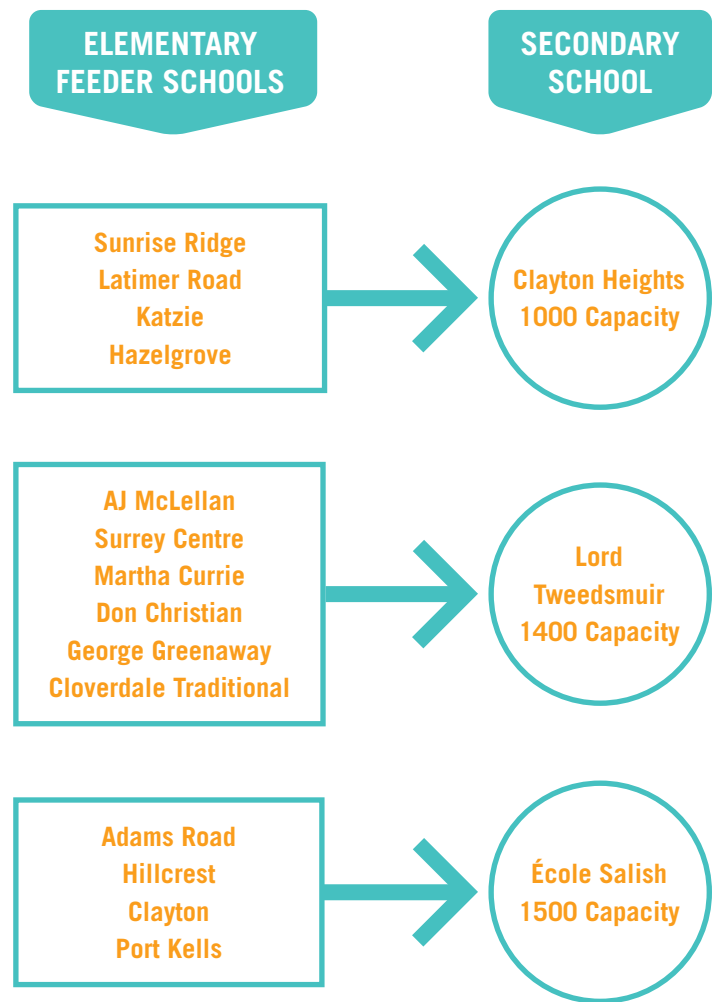
1. Anniedale/Tynehead Community
2. Clayton Community
3. Cloverdale Community

Fraser Highway separates Clayton from Cloverdale. And, the ALR contains the region to the south and east borders and then wraps around, separating the Clayton area from Port Kells. The size of this ALR swath creates a clear delineation between the communities.

Region History

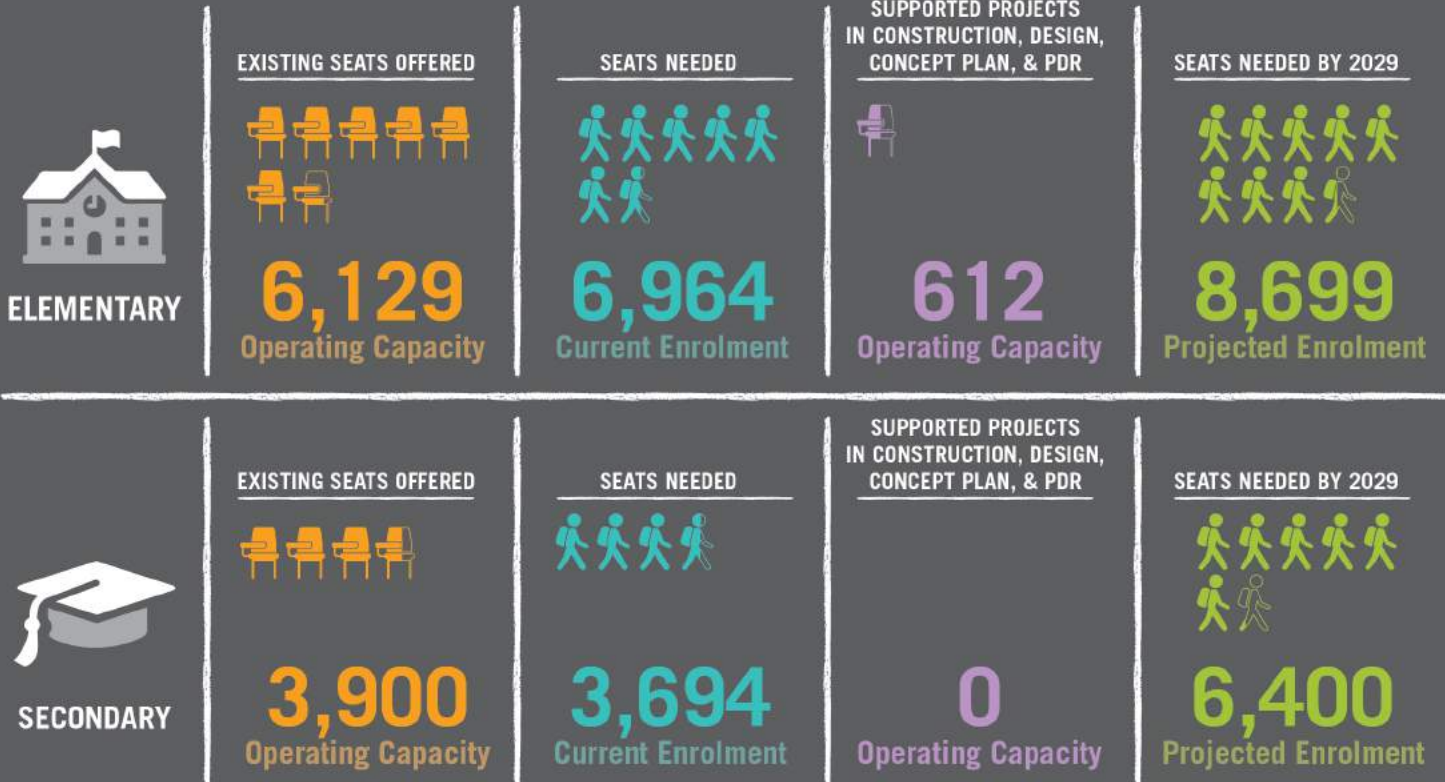
Cloverdale was the site of the first railway station in the area and is considered the birthplace of current day Surrey. Cloverdale is the home of the Cloverdale Racetrack and fairground which are huge attractions for Lower Mainland events. South Port Kells, though still predominantly farm/ rural land was bisected by the Trans-Canada Highway separating the farming communities to the south and the industrial area to the north which still exists to this day. Clayton, on the other hand, is a newer area. Council approved a general land use plan for the area in 1999 after several years of public consultation.

Cloverdale was the site of the first railway station in the area and is considered the birthplace of what is modern day Surrey.

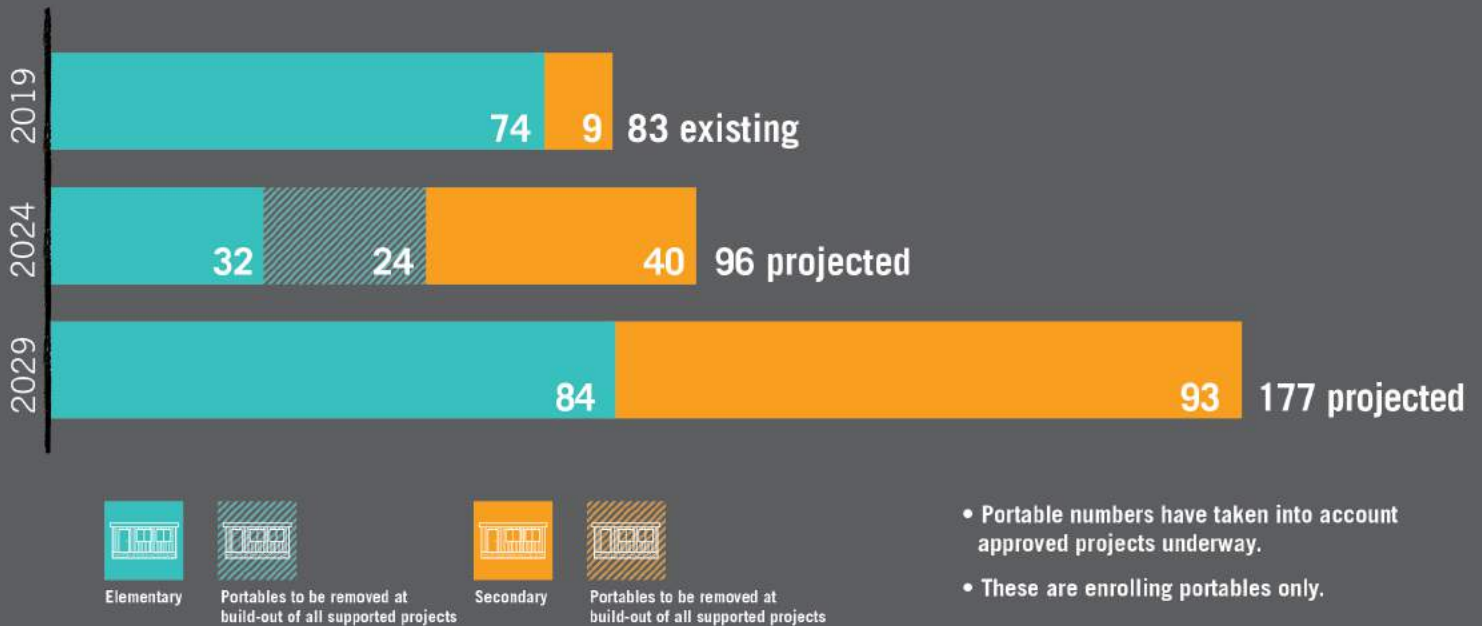


3.2.2 Cloverdale / Clayton PLAN

Clayton / Cloverdale Educational Region SEATS, ENROLMENT & PORTABLES



the CHALLENGE: Aligning school capacity with short to long term enrolment growth.



CLAYTON / CLOVERDALE REGION PORTABLE GROWTH

Figure B3.2.7

Regional Enrolment

In Cloverdale, elementary enrolment has been trending upwards over the last five years. The Cloverdale Town Centre NCP was revised and endorsed by Council in November 2019. The focus of the plan was to manage residential and commercial development to allow for larger mixed development while still maintaining the historical context of the town centre. The northeast corner of Cloverdale has grown significantly because of the in-migration of young families moving into the community. Though the enrolment tables do not yet reflect future increased transit-oriented housing with the proposed extension of the SkyTrain to Langley, those developments will have an even larger impact on the catchments flanking the south side of Fraser Highway. The impact of SkyTrain on development will be determined in the near future once the City of Surrey completes their development plans for this area.

The Clayton community is undergoing changes as the result of active NCPs in the community. Large-scale development started in East Clayton under four of the five NCPs that established the existing Clayton Heights community. These NCPs have brought 15,000 new people to the community with still more population growth to come. As for fifth NCP, the West Clayton NCP was adopted in 2015. The NCP covers over 140 acres and is intended to provide 7,110 new homes to the area. Construction has slowed down over the last three years as the current City servicing infrastructure requires expansion prior to new development. Many proposed development permits applications in the West Clayton NCP are still waiting for third reading from Council. Once the construction of city services has been resolved, residential construction will be poised to start.

The Anniedale/Tynehead community NCP was approved by Council in April 2012. The plan envisions a “complete community” which includes a range of housing types, services, employment, and recreational opportunities. At build out, it is anticipated that 33,000 new people will enter the community. The size of this new community can be compared with the size of White Rock. Development of the plan has been stalled because there are no City services serving this farming/rural community. The City services will be brought to the area by a private developer targeted to be operational sometime in late 2021.

The Clayton community is one of three of the fastest growing communities in Surrey, trailing only South Newton and Grandview Heights.

Current New Schools /Expansion Projects Underway*

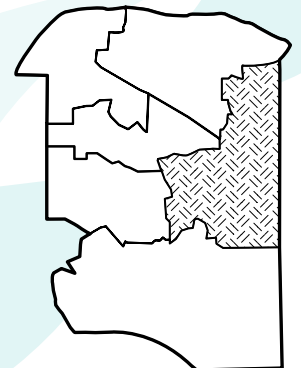
Maddaugh Elementary

Type	New elementary school - 565 (OC)
Phase	Construction
Target Occupancy	February 2021

Regent Road Elementary

Type	New elementary school - 612 (OC)
Phase	Construction
Target Occupancy	September 2022

**Based on CPO Dashboard - September 16, 2020*



3.2.2 Cloverdale / Clayton PLAN

Anniedale / Tynehead Community

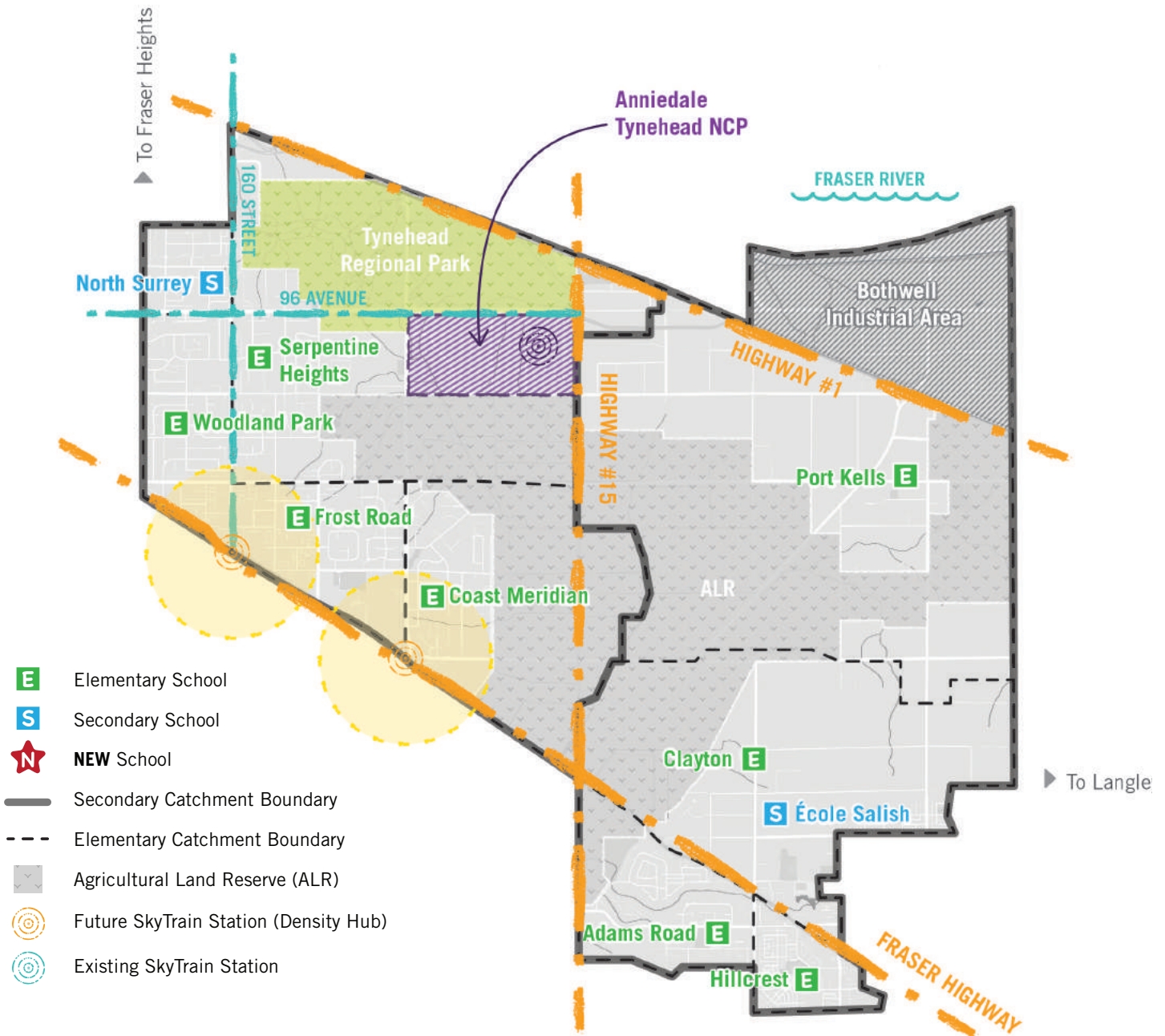


Figure B3.2.8

Ten-Year Projected Enrolment Anniedale/Tynehead Community

School Information			Projected Domestic Enrolment										
Site #	School Name	Operating Capacity	Actual	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
143	Serpentine Heights Elementary	434	353	359	377	406	446	512	567	606	652	683	709
2	Port Kells Elementary	159	112	123	122	130	162	219	278	335	398	456	519
Total Enrolment			465	482	499	536	608	731	845	941	1050	1139	1228
Operating Capacity			593	593	593	593	593	593	593	593	593	593	593
Seat Surplus / Shortfall			128	111	94	57	15	138	252	348	457	546	635

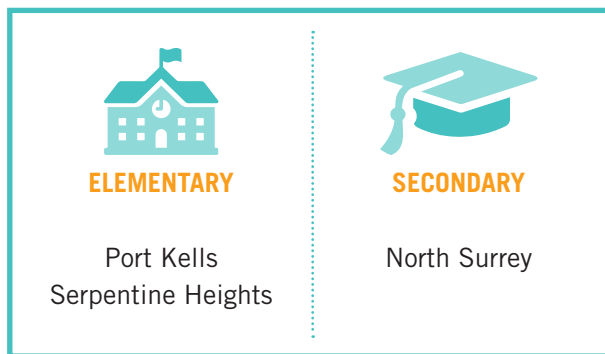
Figure B3.2.9

COMMUNITY OVERVIEW

We are now moving into the discussion for the Elementary family of schools that require more space, with the northeast secondary strategy discussed separately at the end of this region's section.

1. ANNIEDALE / TYNEHEAD COMMUNITY - ELEMENTARY

New Family of Elementary Schools



The Anniedale/Tynehead NCP straddles two educational regions: Cloverdale/Clayton and Guildford. Divided by Highway 15 with one third of the plan located on the west side of the highway and two thirds on the east. The students on the west side of the Highway attend Serpentine Heights and the students on east side attend Port Kells Elementary. Surrounded by highways and the ALR, the new schools are planned to serve only this NCP.

The current landscape, on both sides of the highway, are characterized by hobby farms and large suburban homes sitting on half-acre lots. Much of the road network and City services have yet to be constructed, therefore, the area is expected to remain in its current state until the completion of the sanitary line in 2021.

In 2009, the District played a key role in planning this community from a school location perspective. The planned population count was estimated to be 17,000 new people at build out. The district's planning, which was included in the NCP, identified four new elementary sites to accommodate the new community: three to be located east of Highway 15 and one to the west of the highway. With the approval to construct the new service lines, the larger landowners/developers are submitting development permit applications to rezone existing housing densities.

The two major applications are:

1. Rezoning of the proposed commercial centre of the community to mixed use in the form of mid- to high-density apartments.
2. Adjusting current townhome density from 15 UPA to 25 UPA. This could include changing the predominant housing form from townhomes to three-storey low-rise apartments.

Though these applications for upzoning have not been approved, City community planners have confirmed that housing density in the plan will be increased. Revisions to this NCP are targeted to be adopted by Council in the Fall 2020 and will support 33,000 new people at build out (nearly double what was expected in the 2009 original plan)

District enrolment projections are indicating that forecasted long term enrolment growth can still be accommodated by the four sites. However, planning in 2009 contemplated that each of these new schools would be 350 to 400 capacity schools. With the new population projections from the City, all of these schools will need to be built to a larger capacity. Following current planning size, each school will be between 565 and 612.

Enrolment

The main sanitary trunk line to serve Anniedale/Tynehead, which is a key catalyst to start residential construction in this area, has been designed and constructed in a circle that serves both sides of the NCP. The projected enrolment growth based on new homes becoming available will start as early as 2023, and will build momentum starting in 2025 and beyond. As the enrolment table (Figure B3.2.9) also demonstrates, enrolment growth in the next few years is modest in the existing schools. Exactly where the residential construction will start in the plan is difficult to predict at this point; however, many of the current slate of development permit applications are for sites on the east side of Highway 15.

Like other new developing communities in the City, Anniedale/Tynehead is expected to have a fast rate of development. City Development Services are advising that the rate will be aggressive as they are reviewing nine large development permit applications. This would represent the start of housing construction in 2021 and the beginning of new neighbourhoods.



Photo courtesy of Jacob Zinn

One of the larger developers in the city is planning to start construction on a 600 residential complex after they have completed the construction of the services on the east side of Anniedale/Tynehead. This project has been identified as a potential starting point that will ignite the beginning of residential construction.

Even without future development in the area, the two existing schools, Port Kells and Serpentine Heights, are showing some small growth. Though not strong, it does demonstrate that in-migration is still outpacing out-migration. Though the birth rate in both catchments is not as high as other mature neighbourhoods in the city, both schools have seen a steady rise of new students registering in both catchments.

Planning Approach

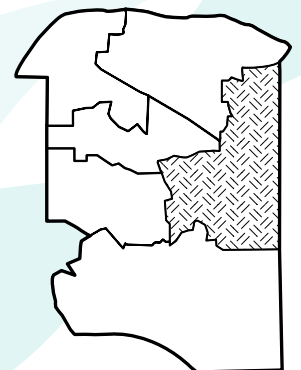
The ten-year enrolment table (Figure B3.2.9) shows that a new elementary school would be required by 2026. Within the NCP, the whole plan area will be transitioned into high density urban neighbourhoods. Both Port Kells and Serpentine Heights are located outside the plan area, therefore, new neighbourhood schools, as part of NCP planning have been located within the new urban neighbourhoods and will be required as new residential construction reaches completion and family start to move in.

The District currently owns two sites in the community for new schools. They are both allocated on the east side of Highway 15. The Five Year Capital Plan has sought a new school site on the west site since the early 2010s. This area will continue to be monitored so that school construction can be in step with residential construction.

Another major change to the NCP is the inclusion of a vehicular and pedestrian overpass to connect the east and west sides of the plan. The overpass will be located at 93A Avenue. Construction of this overpass is not scheduled until after 2030. Until there is enough enrolment on both sides of the highway to support new schools in their neighbourhoods, families on one side or the other of the NCP will have to attend the first new elementary school built on whichever side that has seen significant housing development first. This overpass, however, will geographically unite the NCP two areas while providing safer vehicular and pedestrian movement.

Moving forward, the plan is:

- **SHORT TERM:** Acquire a new 3.3 hectare site to accommodate a future new 612 capacity elementary school. The new site should be located on the west side of Highway 15 within the Anniedale/Tynedhead NCP.
- **MID TERM TO LONG TERM:** Build a new 565 operating capacity elementary school on the new site located on the west side of the plan. Future capacity of school will be determined during the preparation of the business case for this site.
- **LONG TERM:** Build an addition or replace with a new, larger school at the existing Port Kells elementary school site. The size of the increased capacity needs to be determined once the progress of development has been established in Anniedale/Tynehead. This larger school will provide future enrolment relief for Anniedale/Tynehead and North Clayton until the new South Port Kells NCP is developed and approved.
- **LONG TERM +:** Build a new 565 operating capacity school located on a district owned site located at 9146 184th Street.



3.2.2 Cloverdale / Clayton PLAN

Clayton Community

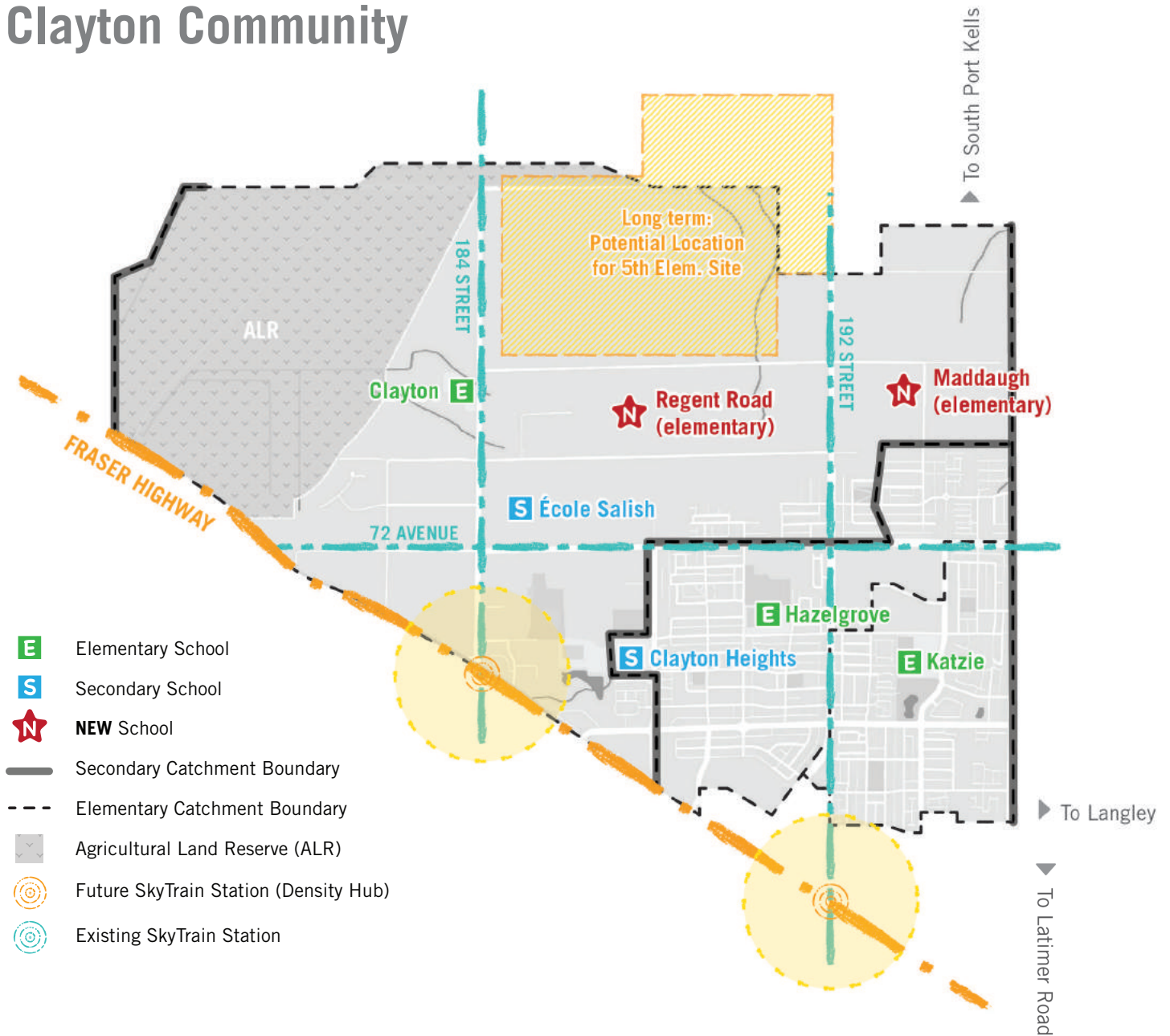


Figure B3.2.10

Ten-Year Projected Enrolment Clayton Community Elementary Schools

School Information			Projected Domestic Enrolment										
Site #	School Name	Operating Capacity	Actual	2020 *	2021	2022 *	2023	2024	2025	2026	2027	2028	2029
13	Clayton Elementary	150	279	248	266	302	330	354	437	518	603	688	774
203	Hazelgrove Elementary	495	851	721	723	747	757	770	771	770	768	763	768
201	Katzie Elementary	565	952	824	793	785	775	774	774	754	753	770	776
184	Madaugh			352	399	399	391	463	527	586	656	726	797
Total Enrolment			2082	2145	2181	2233	2253	2361	2509	2628	2780	2947	3115
Current Operating Capacity			1210	1210	1210	1210	1210	1210	1210	1210	1210	1210	1210
New School/Additions Capacity				565	1177	1177	1177	1177	1177	1177	1177	1177	1177
Seat Surplus / Shortfall			872	935	406	154	134	26	122	241	393	560	728

* Madaugh opens (565)

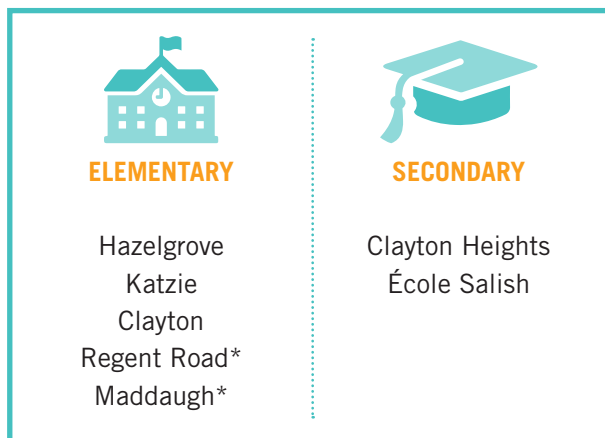
** Regent Road opens (612)

Figure B3.2.11

2. CLAYTON COMMUNITY - ELEMENTARY

Hazelgrove and Katzie Elementary Schools serve five active NCPs in the Clayton community. In recent years enrolment growth has overwhelmed the capacity at both schools and boundary changes were made to spread the growth to nearby Clayton and Latimer Road Elementary schools.

Family of Elementary Schools



* Future new schools

The existing Katzie catchment is reaching complete build out. The Aloha Estates development is about 60% complete and it is anticipated to reach build out within the next five years. There are few greenfield sites left to develop in the existing catchment which are zoned for low- to mid-rise apartments in the southeast corner. Growth in the catchment is fueled by densely populated neighbourhoods where many of the small lot single-family homes have a secondary suite and, in some cases, even a third which all have children attending Katzie.

In contrast to Katzie, the existing Hazelgrove catchment is still several years away from building out. New residential projects include a portion of the Aloha Estates development north of 71st Avenue, several large townhome developments in construction north of 72nd Avenue and east of 192nd Street and several proposed mixed-developments located north of 66th Avenue. These developments are large enough to impact enrolment growth for the next five years, if not longer.

Clayton Elementary school is a 100 year old school that once served the local farming community in Clayton. This school now is capturing all of the new development north of 72nd Avenue to the existing ALR that separates the North Clayton Area from the South Kells community and west of 192nd

Street to the ALR. City community planning has scheduled formal community planning to begin for the North Clayton area in 2020.

The north/south boundary shared by Latimer Road and Katzie was altered to move enrolment growth south from Katzie to Latimer Road, as a way to provide enrolment relief for Katzie. This phased-in move still has several years to realize its full impact; however, the results so far show the growth at Katzie has slowed very modestly, and the enrolment at Latimer Road has trended upwards somewhat more aggressively than what was projected for the school prior to the boundary change. It will always be the intent of the District to recapture Latimer Road's catchment area north of Fraser Highway in new enrolling space within their local neighbourhoods so that families do not have to cross the Fraser Highway to attend their local school.

New School Projects

Two new schools, Maddaugh and Regent Road elementary schools are currently under construction. Construction of Maddaugh will be completed in January 2021. Regent Road is expected to open in 2022. It is anticipated that the new student seats will be available September 2021 and 2022 respectively and will – for a short time – put the family of schools into a modest “seat surplus” position.

Enrolment

The ten-year enrolment projection table Figure B3.2.1.1 projects that this “seat surplus” situation will only last for about three years before the family of schools goes back into a steadily worsening seat shortfall position. By 2025, it is anticipated that City services will have been constructed in the area; as a result, enrolment growth will be impacted by the residential construction of the West Clayton NCP. There are currently 14 pending development and re-zoning applications in process; approval is being delayed until approval has been granted to a developer(s) to construct the new sanitary- line and pump. When the service issues have been resolved, it will provide a jump start to all the development waiting for development permit approvals.

Projected pre-school, and primary school-age populations for the next 15 years shows each age cohort to grow on a year after year basis. The communities population growth line does not appear to flatten over the next 15 years because of future residential construction expected in the West Clayton and future North Clayton NCPs.



Photo courtesy of City of Surrey

Similar to the Fleetwood and Guildford communities further west, the Clayton and Cloverdale communities will be impacted by proposed future higher housing density along Fraser Highway to support the extension of the SkyTrain. As yet, transit-oriented housing counts have not been confirmed by the City, nor has the timing of the construction of the SkyTrain line extension through this region. Without this key information, projections are hard to model to understand the impact. Consequently, in Figure B3.2.11 the table has not accounted for enrolment growth from the increased future density along the Fraser Highway, and this section of the report will need to be updated once housing data has been established by the city.

Planning Approach

It is expected that the expansion and development of the Clayton community will continue for a number of years. City Community Planning and District planning worked together to develop the original East Clayton Land use plan that included all of the necessary elementary and secondary school space required to meet the proposed population projections in the plan. Since then, different initiatives have introduced even more population pressures to the area. The Surrey Rapid Transit Study (2010) identified Fraser Highway as a rapid transit corridor, rezoning of residential zones was implemented to increase the number of units per acre, and the inclusion of the Aloha Estate Plan, an infill plan to manage development of 17.4 hectares have all increased population potential – none of which were included in the original East Clayton Land use plan.

The existing Clayton Land Use Plan envisioned six new elementary schools to serve the NCP and two secondary schools to serve the future community. To date, the District has built Hazelgrove and Katzie, and are constructing Madaugh and Regent Road. This makes up four of the six elementary schools originally planned; and a 1,500 capacity secondary school, École Salish was opened September 2018. The enrolment table demonstrates that even more enrolling space is needed than originally planned in order to support enrolment beyond 2025.

Moving forward, the District Long Range Plan includes:

- **SHORT TERM:** Acquire a new 3.3-hectare site to accommodate a new 565 operating capacity replacement school for Clayton Elementary. The new site should be located north of Fraser Highway and east of 184th Street to serve the West Clayton NCP in conjunction with Regent Road.

The existing site is limited because the NCP has zoned the sites around the existing school as green space because there are Class A and B creeks in the green space. This will significantly reduce the buildable area of the existing site because of environmental set-backs.
- **MID TERM:** Replace the existing Clayton elementary on the new site. The new school should have an operating capacity of 565 which assumes four kindergarten classrooms.
- **MID TERM:** Potential Elementary Site Acquisition. Review any existing land holdings in the north part of the community to see if these sites are still viable to build an elementary school. If not, acquire a new 3.3-hectare site for a new school.
- **MID TO LONG TERM:** Build a new elementary school located in the north of the Clayton community. Highlighted on the map of the Clayton area in Figure B3.2.10 is the location for the future school. The capacity of the school will be confirmed once Surrey's Community Planning has started preliminary planning of the North Clayton Plan.
- **LONG TERM:** Build a new 400 operating capacity elementary school near Fraser Highway to accommodate long term transit-oriented housing growth.

3. CLOVERDALE COMMUNITY - ELEMENTARY

The Town Centre of Cloverdale is one of the oldest areas in Surrey and was the site of the first railway station in the Lower Mainland. Historically, there was enough land to accommodate large commercial land uses that attracted large farming suppliers and a fairground predominately used for rodeos and a destination racetrack and casino.

There are two families of schools that are experiencing growth in the larger Cloverdale community:

1. Cloverdale Town Centre
2. East Cloverdale

Cloverdale Community

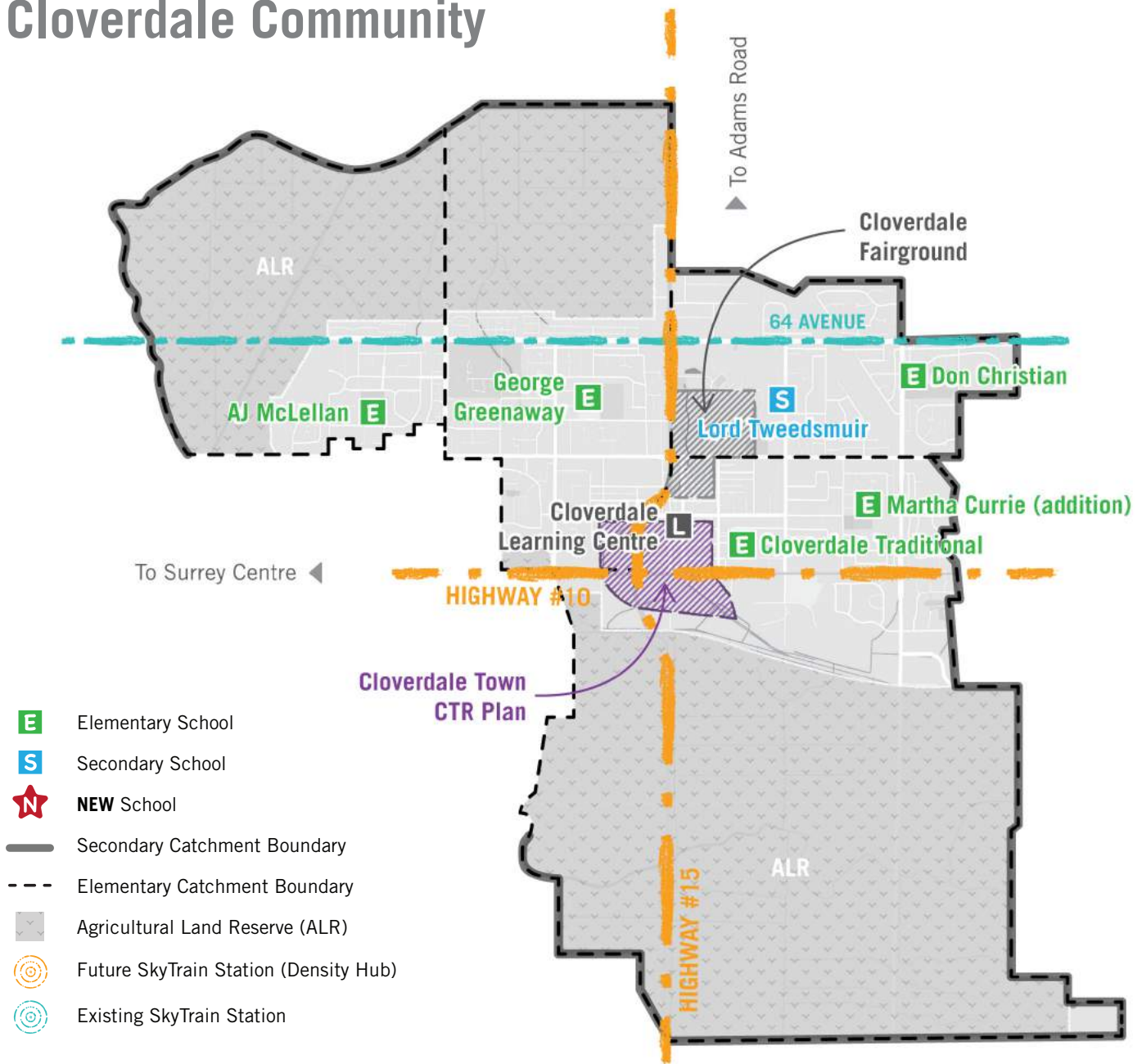


Figure B3.2.12

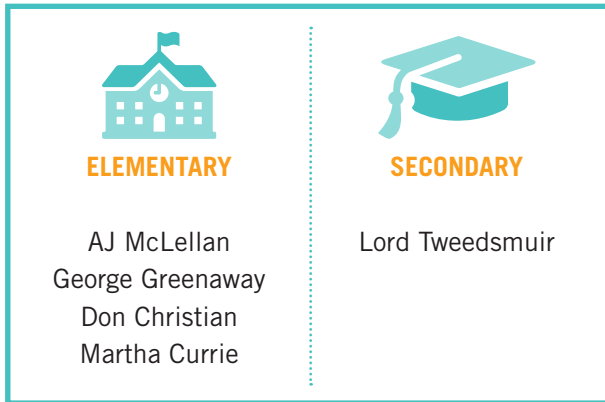
Ten-Year Projected Enrolment Cloverdale Town Centre Community Elementary Schools

School Information			Actual		Projected Domestic Enrolment								
Site #	School Name	Operating Capacity	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
178	A. J. McLellan Elementary	453	512	515	502	504	514	510	492	480	482	474	476
122	Don Christian Elementary	341	355	342	349	352	344	347	342	342	346	348	346
90	George Greenaway Elementary	430	528	557	562	591	599	602	625	641	659	672	706
61	Martha Currie Elementary	612	631	660	667	686	710	733	748	761	766	768	788
Total Enrolment			2026	2074	2080	2133	2167	2192	2207	2224	2253	2262	2316
Operating Capacity			1836	1836	1836	1836	1836	1836	1836	1836	1836	1836	1836
Seat Surplus / Shortfall			190	238	244	297	331	356	371	388	417	426	480

Figure B3.2.13

3.1. CLOVERDALE TOWN CENTRE

Family of Elementary Schools



There have been several major residential rezoning requests in the community that have prompted Council to amend the Cloverdale Town Centre Plan. One of the key changes was the approved redevelopment of the former Cloverdale Mall into a mixed-use residential complex. This redevelopment approval supported higher overall density in the revised Town Center plan. Adopted November 2019 by Council. The revisions to density zoning will bring an additional 12,989 new people into the Town Centre. The boundaries of the Town Centre planning areas are shown in the map of the Cloverdale community in figure B3.2.12.

Currently there are only 2,250 existing homes in the plan area: the amendments plan for the addition of 5,871 new residential units. New housing forms made up of:

1. Apartments: 1,079 new units
2. Detached Housing: 632 new units
3. Townhomes: 459 new units

This plan is effectively densifying both population and housing in a very small area within the larger Cloverdale community.

The amendments permit some of the existing single-family neighbourhoods around the downtown to be redeveloped into apartments and other multi-residential forms. The plan goes even further to:

- Requiring one-to-one replacement of purpose-built rental housing units lost to redevelopment
- Encouraging developers to include purpose-built rental housing in the residential mix of their development
- Requiring \$1,000 per unit in new development charges to target development towards providing new affordable rental housing

Enrolment

Census data report that Cloverdale community grew 21% between 2011 and 2016. The area is tracking to maintain this trend today. This data mirrors the historical demographic data collected by the District. In the revised Cloverdale Town Centre Plan, the community targeted profile suggested that 40% of the residents in the plan will be over the age of 50. The report that accompanies the new plan also cites a growing trend of older couples moving out of their single-family homes in the larger Cloverdale community and relocating into the new urban townhomes and apartment to be located in the town centre plan. As younger families are buying these properties, it indicates that the existing larger Cloverdale Community is starting to see a generational shift in its established neighbourhoods.

The ten-year projection table in Figure B3.2.13, projects that growth in the family of schools is modest at this point. Though the building out of the new Town Centre plan has started, enrolment growth is steadily growing upwards reflecting new development and the in-migration of new families moving into the established neighbourhoods

Planning Approach

All the schools in this family are operating at or above capacity. When examining potential factors that could influence growth over the next ten years, it was observed that of the four schools in this family, one has a markedly stronger growth trend than the others. Referring back to the Four Portable Test, A.J. McLellan, George Greenaway and Don Christian expected enrolment growth can be managed with four portables or less. The growth in these established neighbourhoods is not reaching higher than 2% over the next 10 years which is in keeping of the definition of a mature neighbourhood.

However, the Martha Currie catchment will experience significant growth over the same period because the school boundary will capture most of the enrolment growth from the new Town Center plan.

The plan Moving forward:

- **MID TERM:** Renovate the Martha Currie site to create an additional six classrooms within the existing footprint, or build a six-classroom addition. The District anticipates to begin seeing registration start to spike starting as early as 2022.

East Cloverdale Community

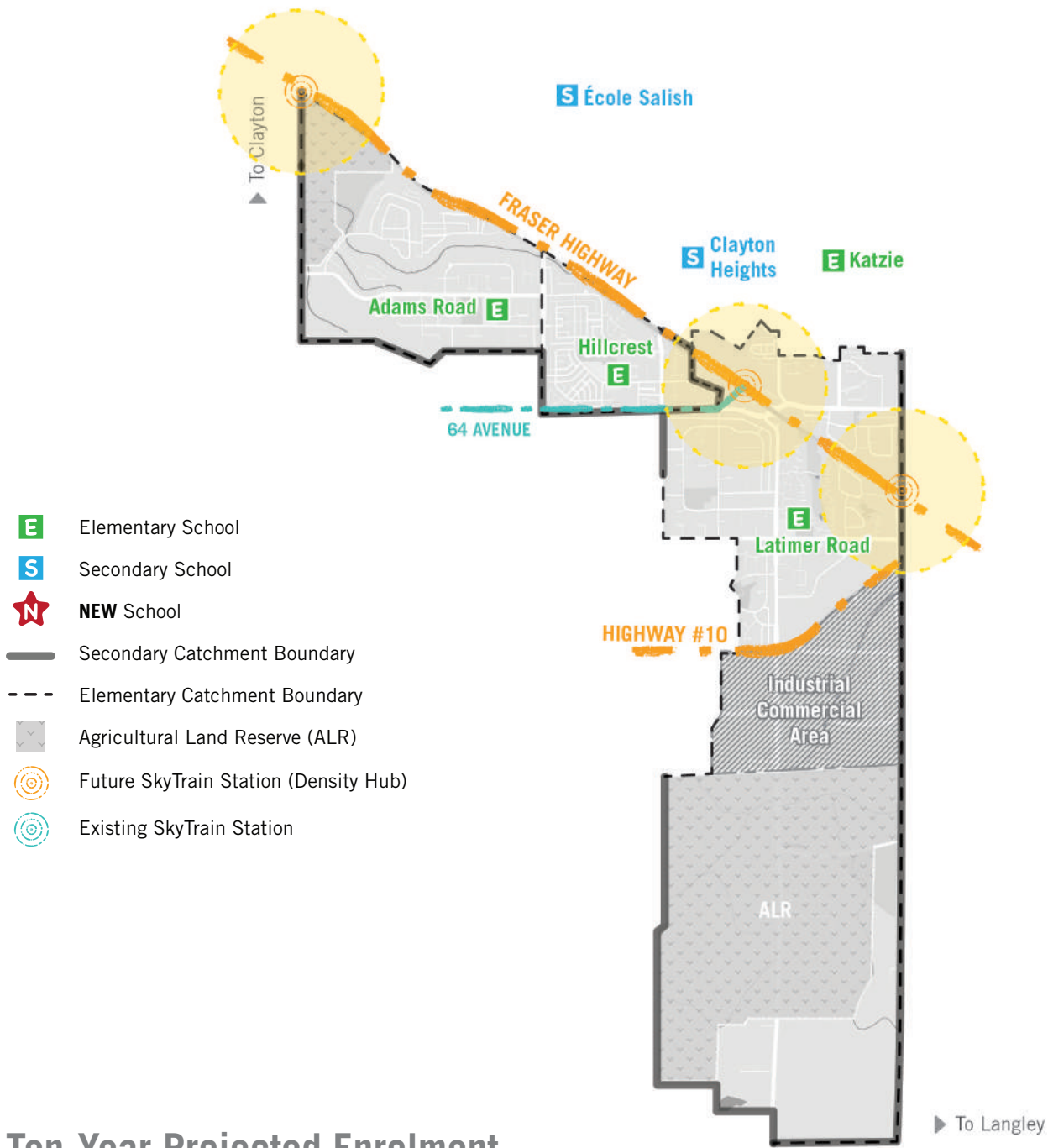


Figure B3.2.14

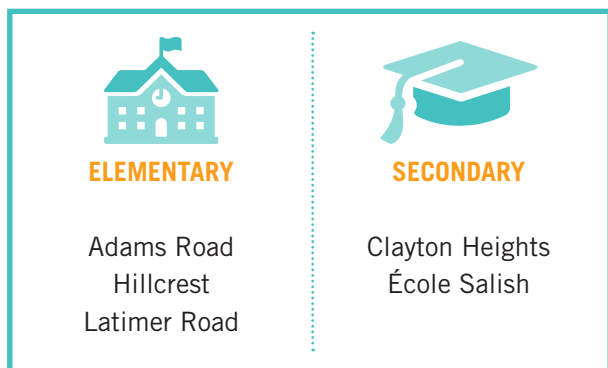
Ten-Year Projected Enrolment East Cloverdale Community Elementary Schools

School Information			Projected Domestic Enrolment											
Site #	School Name	Operating Capacity	Actual	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
153	Adams Road Elementary	495	634	635	636	629	635	628	622	630	622	623	631	
176	Hillcrest Elementary	449	536	512	510	489	464	450	447	431	433	419	411	
35	Latimer Road Elementary	481	523	540	558	593	616	615	617	613	618	626	625	
Total Enrolment			1693	1687	1704	1711	1715	1693	1686	1674	1673	1668	1667	
Operating Capacity			1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Seat Surplus / Shortfall			268	262	279	286	290	268	261	249	248	243	242	

Figure B3.2.15

3.2. EAST CLOVERDALE

New Family of Elementary Schools



These elementary schools serve the south side of Fraser Highway. These newer neighbourhoods were planned in the early 2000s with residential construction starting aggressively in the mid-2000s and it was one of the first examples of the City adopting NCP/Land Use plans that called for higher housing densities.

As with East Clayton, residential construction happened quickly and in advance of new school construction for several years before Adams Road Elementary School was built to provide enrolment relief. Adams Road Elementary was built in 2011 to address the seat shortfall at both Hillcrest Elementary and Latimer Road Elementary schools. Boundary changes were done in 2015 between Katzie Elementary and Latimer Road Elementary schools in an attempt to spread the enrolment growth southwards. Even with the opening of two new elementary schools in Clayton, the Latimer Road Elementary school catchment still has to span the highway because of the high student space demand by both communities.

Enrolment

As part of the larger Cloverdale community, this family of schools is also experiencing a strong in-migration growth pattern. Over the last three years, each grade cohort has increased because of new families moving into the community. The fastest growing age group is the pre-school population. Historical age distribution patterns indicate that the pre-schoolers population continues to grow consistent with the developing new neighbourhoods reaching build out.

Latimer Road Elementary school enrolment projections continue to grow substantially over the next ten years. As part of a strategy to provide enrolment relief to Katzie Elementary school, a boundary change was approved to move growth from Katzie Elementary school into Latimer Road Elementary school in the early 2010s. In Figure B3.2.14, the map

shows the portion of the Latimer Road Elementary school catchment that now spans Fraser Highway into Clayton Elementary school. Latimer Road Elementary school is projected to experience the most growth because of the portion of its catchment located in the Clayton community. It is the intention of the District to provide enough long term space in the Clayton community so that families located north of the Fraser highway in the Latimer Road Elementary catchment can attend a local school in their neighbourhoods and not have to cross the highway.

It is the East Clayton family of schools that will have to respond to potential future densification to support the extension of the SkyTrain line. Current long term planning from TransLink provides for three new SkyTrain stations to serve the Cloverdale/Clayton community. It is expected that the predominant housing form around the three new stations will be mid to high-rise apartments. Further from the stations, the building form height and density will gradually decline, as high-density townhomes will take over. As of this report, the City has yet to confirm any proposed housing counts, but has shared, in broad terms, the amendment to land use/zoning in the area. Until those numbers are confirmed, the enrolment table cannot be accurately revised to reflect potential impact. It is the district's understanding that the City will be targeting 2021 to adopt increased transit-focused housing along Fraser Highway.

Planning Approach

Until there is a confirmed land use and construction schedule for extending the SkyTrain to the Clayton community, the projections show that this family of schools are experiencing different influences. Hillcrest is projected to decline below the school's existing capacity sometime in the early 2020s as the neighbourhoods continue to mature. Both Adams Road and Latimer Road elementary schools show a strong growth trend. This family, along with other regions that border on Fraser Highway will continue to be monitored for SkyTrain extension project updates and the district's plans will be updated accordingly.

The District's Long Term Plan includes:

- **MID TO LONG TERM:** Build a potential addition at each school. The size of the additions will have to be studied as more City planning/TransLink information becomes available.
- **LONG TERM+:** A new school should be built in close proximity of a future SkyTrain station. The capacity of the school would still require study.

Northeast Secondary School Strategy

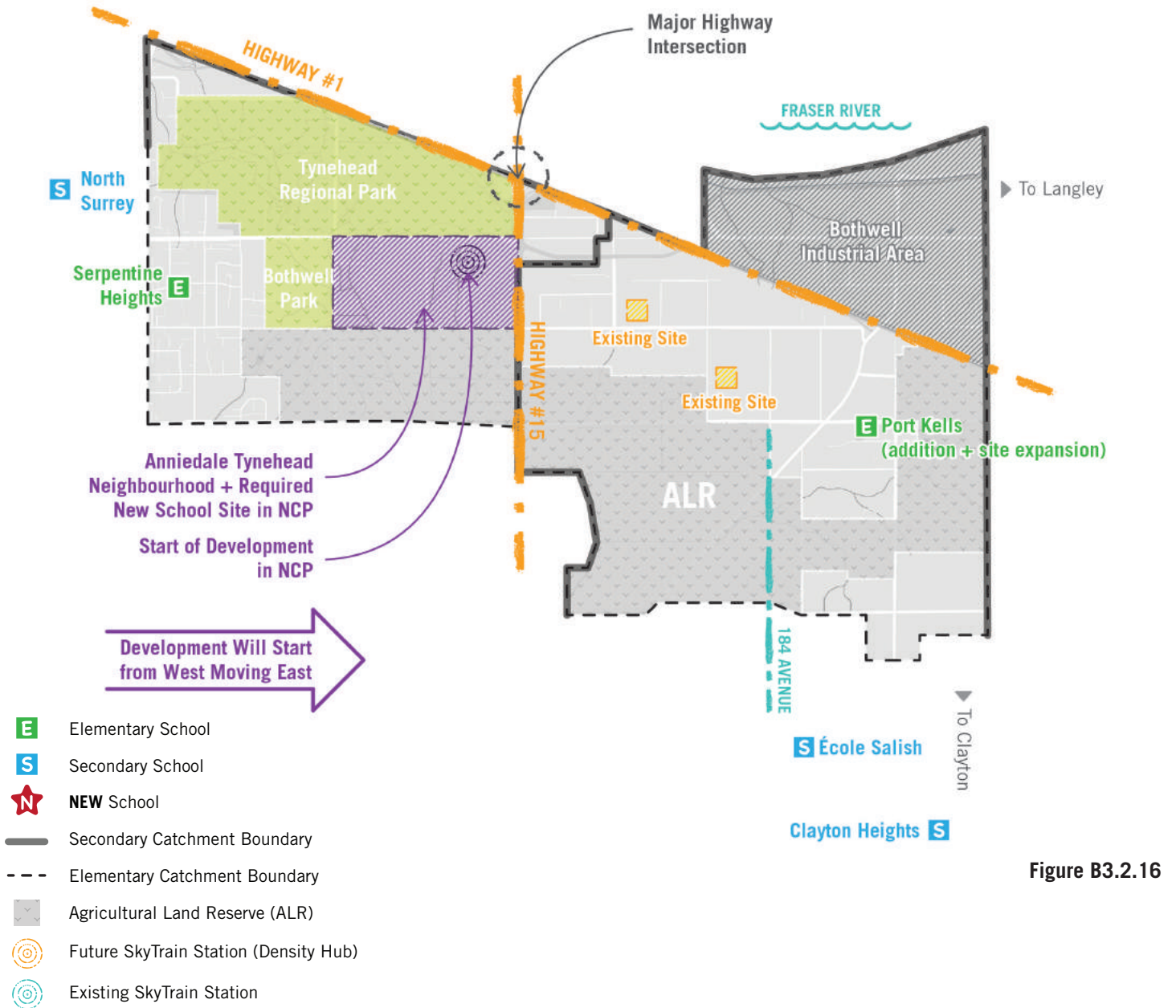


Figure B3.2.16

Ten-Year Projected Enrolment Northeast Secondary School Community

Site #	School Information	Total Current Operating Capacity	Actual	Projected Domestic Enrolment									
				2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
28	North Surrey Secondary	1175	1352	1389	1465	1497	1493	1502	1505	1513	1502	1529	1551
215	Ecole Salish Secondary	1500	1029	1022	1126	1220	1284	1361	1448	1574	1678	1781	1906
175	Clayton Secondary	1000	1037	1173	1350	1508	1627	1775	1961	2112	2269	2427	2552
Total Enrolment			3418	3584	3941	4225	4404	4638	4914	5199	5449	5737	6009
Operating Capacity			3675	3675	3675	3675	3675	3675	3675	3675	3675	3675	3675
Seat Surplus / Shortfall			257	91	266	550	729	963	1239	1524	1774	2062	2334

Figure B3.2.17

4. NORTHEAST SECONDARY SCHOOL STRATEGY

Secondary School Cluster: Clayton Heights, North Surrey, École Salish

Though North Surrey Secondary and École Salish Secondary schools are in different educational regions, they will both serve the Anniedale/ Tynehead & Port Kells Community. When Surrey's Community Planning and the District originally planned the NCP, around 17,000 new people were expected to move into the area. However, over the last several years, the City of Surrey has started to approve residential rezoning to allow for higher housing density. New population projections are now indicating that the NCP will be supporting 33,000+ additional residents – nearly double the original plan resulting from the approved rezoning applications. The original Anniedale/Tynehead NCP never contemplated an additional secondary school to serve the NCP, as it was originally thought that the new École Salish would be able to accommodate secondary enrolment growth from Anniedale/Tynehead and South Ports Kells.

North Surrey Secondary had been historically operating over capacity. On average growing 2% each year consistent with a maturing neighbourhood, the school requires to be right sized to address its existing catchment. But both École Salish Secondary and Clayton Heights Secondary will experience a strong growth trend brought on by the build out of the West and future North NCPs. As the enrolment table (Figure B3.2.2.17) indicates, the increase to population and housing density are substantial enough to support enrolment growth that cannot be accommodated by North Surrey, École Salish Secondary and Clayton Heights Secondary schools as originally envisioned in the mid 2000s.

Enrolment

The enrolment table in Figure B3.2.17 shows that enrolment growth will total over 2,000+ students by 2029. This overall seat shortfall supports a need for a new secondary school. Significant residential construction is projected to begin in 2021 after the construction of City services has been completed for Anniedale/Tynehead. As for the West Clayton NCP, the construction of City services has yet to be resolved.

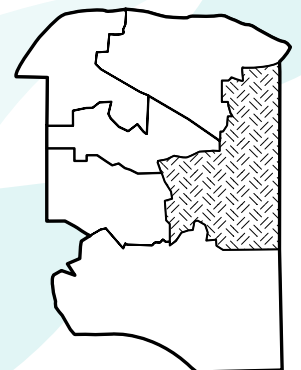
Like other new communities in the City, historical population data trends towards growth annually for each 13 to 17 year old age cohort. The number of students enrolled in these secondary schools will continue to grow annually over the next 10 years. The large elementary age cohorts are now moving on to secondary school.

Similar to elementary enrolment, secondary enrolment growth will likely be affected by further increases to existing density along Fraser Highway. Without final housing counts confirmed by the City, it is hard to model the impact at this time. The enrolment model presented in Figure B3.2.17 does not include for future enrolment growth stemming from the transit oriented housing required to support the future extension of SkyTrain. As timing of the approvals for amended land use plans is to come in 2021, the district can only continue to monitor enrolment growth.

Planning Approach

As École Salish Secondary school is only in its second year of operation, there is still enough surplus seats to address the initial secondary enrolment to come from the start of the West Clayton NCP build out. In the District's work to create new boundaries for Maddaugh Elementary and Regent Road Elementary schools, our in-depth study confirmed that Clayton Heights Secondary school does not have enough sustainable long term capacity to accommodate additional students from elsewhere. Even though there was enrolment relief provided by École Salish Secondary school, Clayton Heights Secondary school has started to operate above its capacity, and will likely require portables in the future to manage enrolment growth from its own existing catchment. As both the West Clayton NCP and future North Clayton NCP start to build out, both the existing secondary schools will not be able to accommodate the growth from the higher housing densities now planned than was envisioned previously in the Clayton Land Use Plan.

With the Anniedale/ Tynehead NCP on the cusp of its own residential construction wave, future secondary enrolment growth cannot be accommodated at North Surrey Secondary. Proposed NCP amendments will allow for an additional 14,000 new people to the community. The District



needs to buy a new secondary site somewhere in the NCP. This will provide enrolment relief to the existing Clayton secondary schools, and provide a new secondary facility to serve the Anniedale/Tynehead NCP. It is within this early window that the District has more flexibility to negotiate with owners and find a large enough parcel to support a 1,000 capacity school.

Moving forward, the District's long term Plan includes:

- **SHORT TERM:** Build a 500 capacity addition at Clayton Heights Secondary. As enrolment growth fills École Salish, an addition will be required by 2025 to mitigate the need for portables and/or an extended timetable.
- **MID TERM:** Build a 325 capacity addition at North Surrey Secondary. This will bring the school up to 1,500 capacity and address the seat shortfall the school has been experiencing in previous years.
- **MID TERM:** Acquire a ten-acre site on the east side of Highway 15 in the Anniedale/Tynehead community for a future 1,000 capacity secondary school. As this community is about two years from starting to develop, it is prudent to find a site over the next several years, while there is still an opportunity to find a sufficiently large parcel of land to accommodate the school. Consideration will also be given to acquiring a smaller lot, but one that adjoins an existing site that the District already owns. This site could form a dual campus in future years.
- **LONG TERM:** Build a new 1,000 capacity secondary school in the eastern portion of the Anniedale/Tynehead community. A new secondary school would not only serve the community, but could provide future enrolment relief to École Salish Secondary & Clayton Heights Secondary schools as the Clayton community continues to be developed.



Guildford Educational Regions

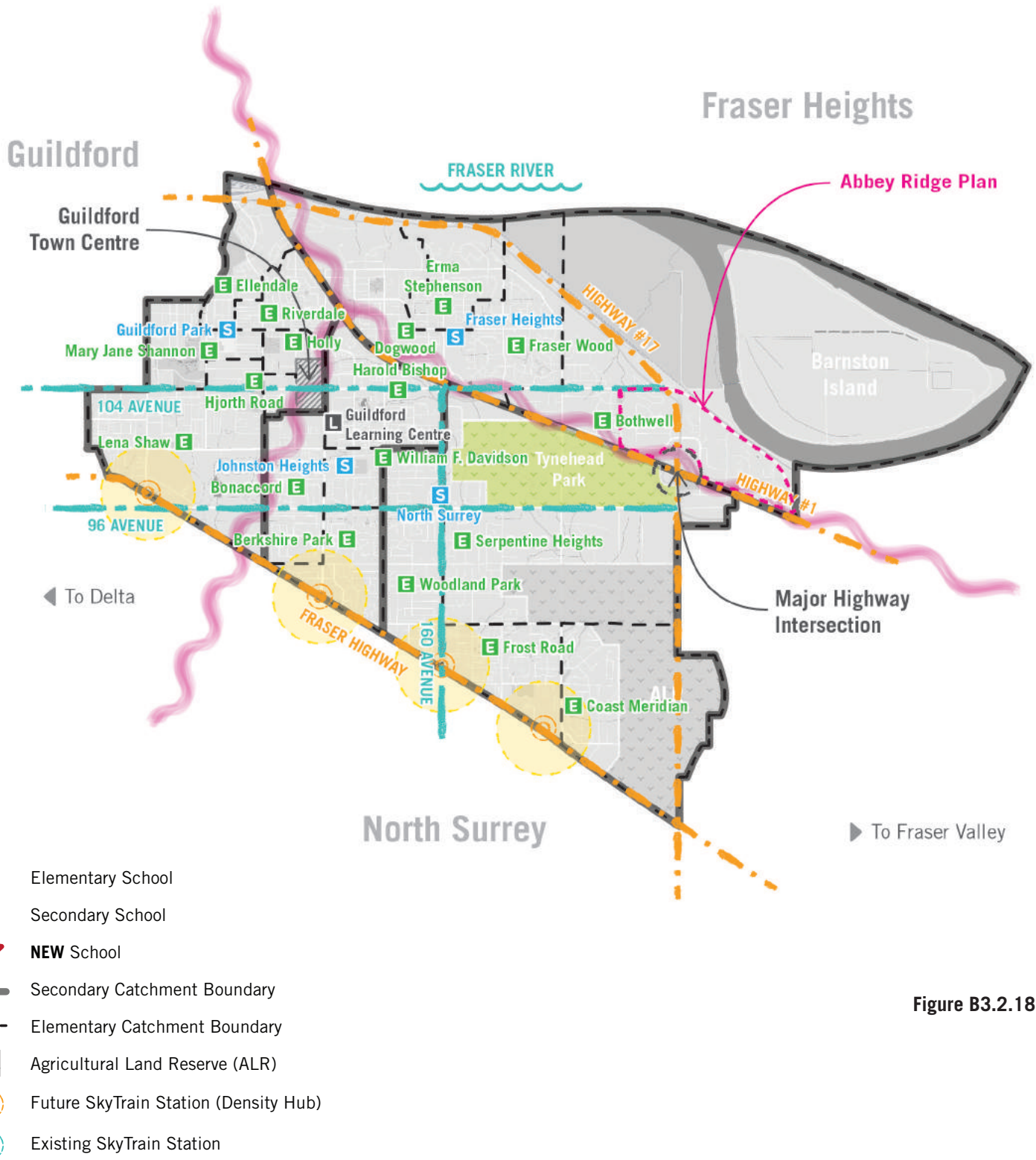


Figure B3.2.18

3.2.3 Guildford Educational Region Overview

The Guildford catchment is defined by:

- **North:** the Fraser River
- **East:** the east side of the Johnston Heights catchment
- **South:** Fraser Highway
- **West:** the west side of Guildford Park catchment

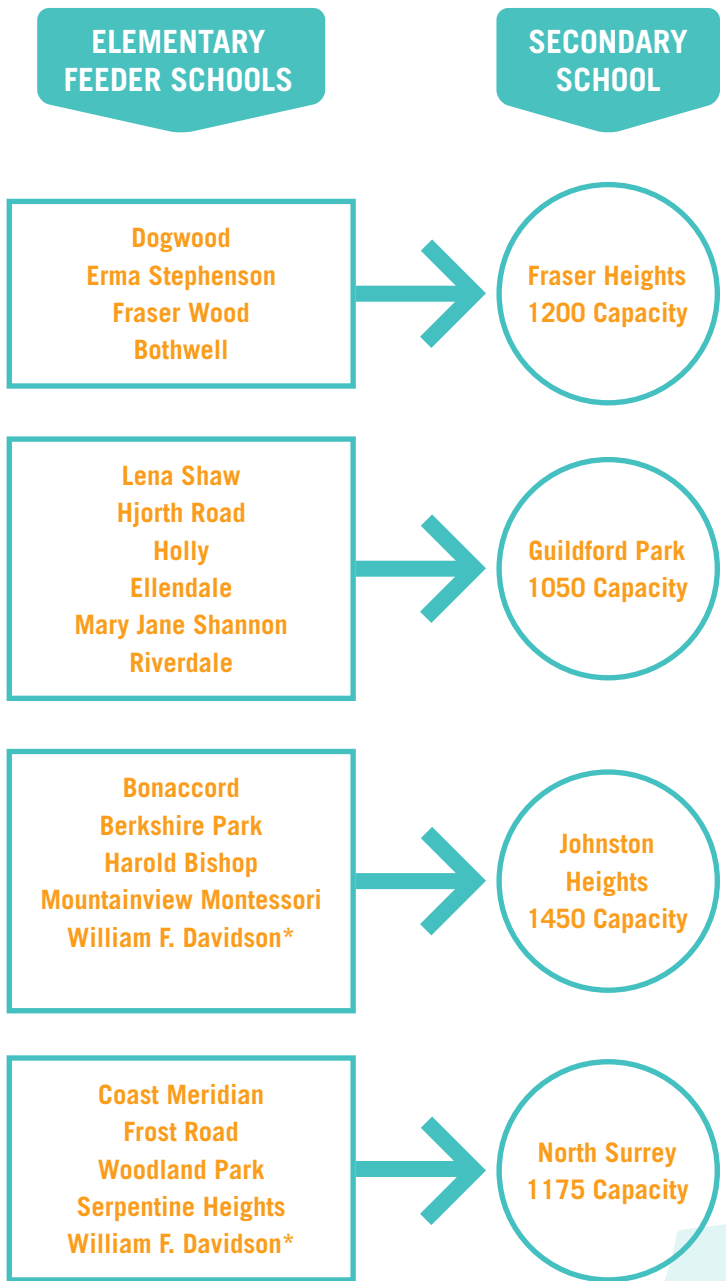
This educational region is broken into three communities:

1. Fraser Heights
2. Guildford
3. North Surrey

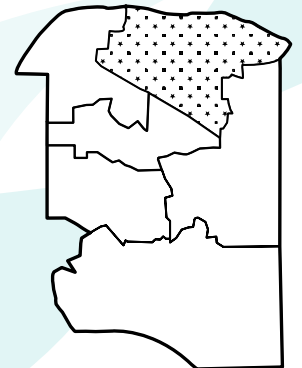
Highway 1 runs through the northern portion of the region, separating the Fraser Heights area from the rest of Surrey. There are only three points where local city traffic can cross Highway 1 to access this community. The other two communities are divided by a shared boundary between Guildford Park and Johnston Heights. Guildford Town Centre sits on this border.

Region History

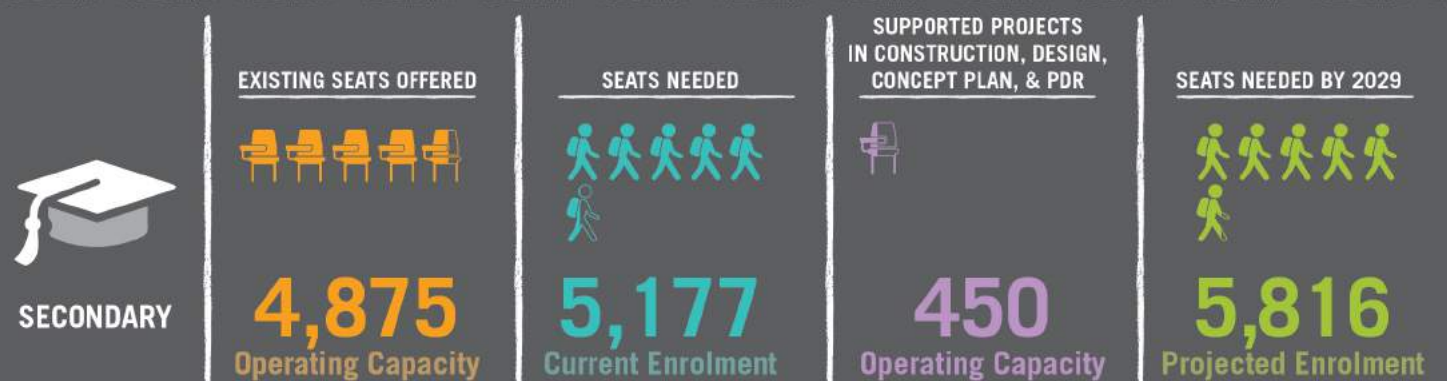
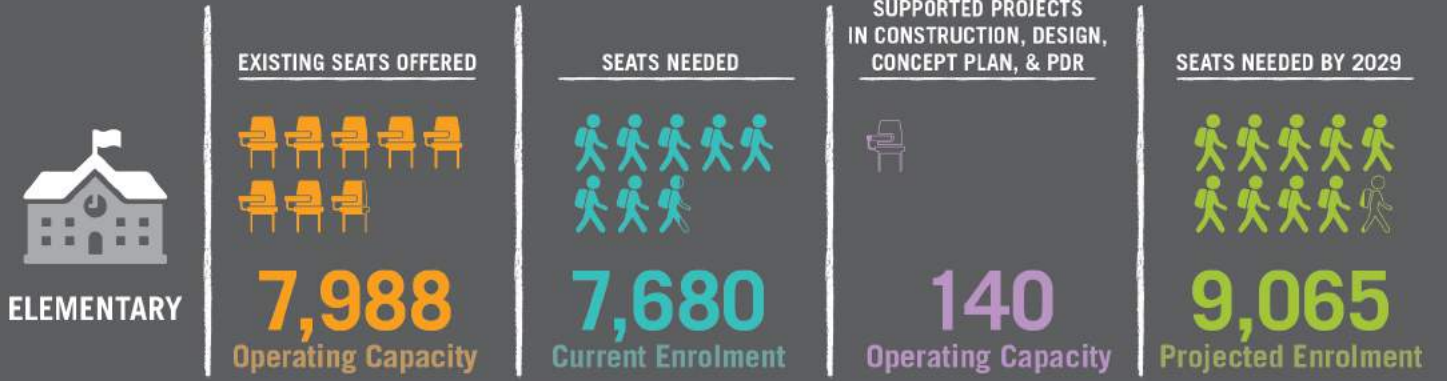
Early settlement in Guildford occurred in the Township of Port Kells which, in 1891, was connected by rail service to New Westminster. Since then, the development of Guildford has been predominantly centered around 152nd Street and 104th Avenue in the Guildford Town Centre area.



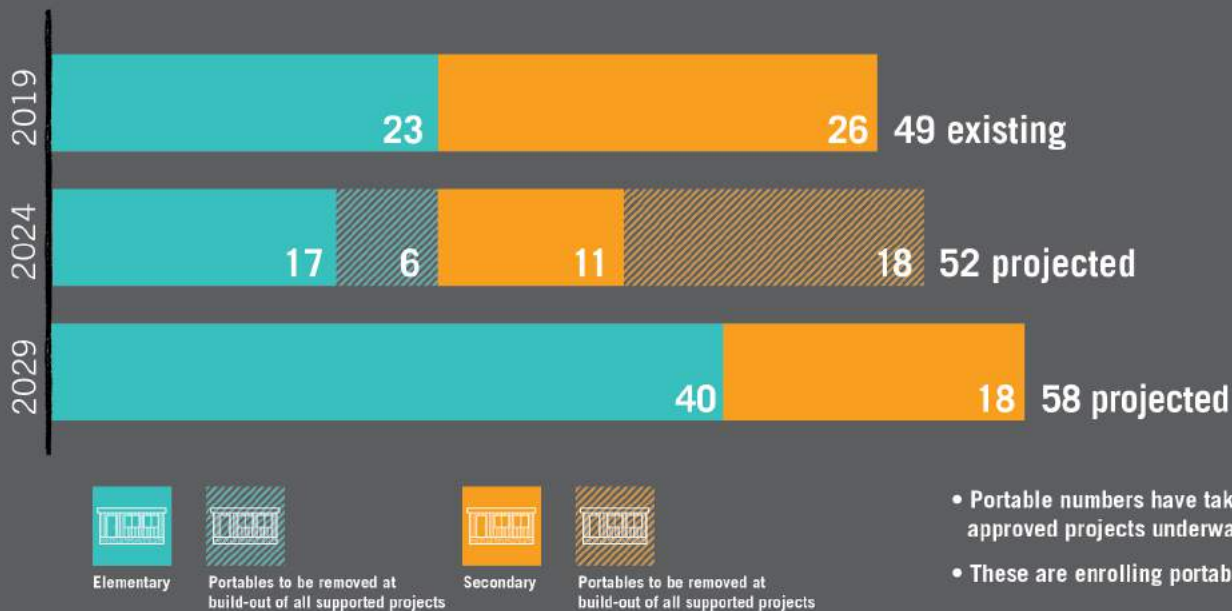
* Split catchment



SEATS, ENROLMENT & PORTABLES



the **CHALLENGE:** Aligning school capacity with short to long term enrolment growth.



Regional Enrolment

Guildford has the greatest population density within the City. The City has allowed significant single-family infill, and has legalized secondary suites in the region: this has fueled enrolment growth in the catchments. Among the people moving into the community, young families and children are well represented: 19% of the population in the area is made up of 5- to 19-year-olds. Large parcels within the North Surrey community have pending rezoning applications requesting higher density which would change the predominantly single-family neighbourhoods into townhome developments. Much of the existing housing stock is averaging 30 years old, making many established neighbourhoods suitable for redevelopment.

Fraser Heights has seen a strong residential construction boom recently. The opening of Highway 17 (also known as the South Fraser Perimeter Road (SFPR) has connected Delta, Surrey, the north side of the Fraser River and the Fraser Valley. The Fraser Heights community is now easily accessible to many other communities in the Lower Mainland and Fraser Valley. Due perhaps to the large volume of housing stock entering the market, costs have remained affordable for younger families.

In June 2016, the City authorized staff to undertake a planning process for Guildford Town Centre and the 104th Avenue corridor in order to update the land use that would support a potential public light rail system connecting City Hall with Guildford Mall. At build-out of the plan (likely around 2040), the new plan will have increased housing density from 9,506 existing homes to 43,184. The net change of the housing count is 33,678, an increase of over 354%. The predominant housing form will change from single-family and low-rise apartments to townhomes and high-rise apartments. Needless to say, this plan will dramatically change the landscape of the area.

The other plan that affects the region is the Abbey Ridge Local Area Plan. This plan was adopted by council in 2017 to manage the increasing number of development applications being submitted. There are currently 747 homes in the local plan area. The Abbey Ridge plan would increase housing density to 2027, an increase of over 171%. Furthermore, the City has also planned for 693 of those units to have legal secondary suites. It is important to note that the City of Surrey relies heavily on secondary suites to make up their rental stock in the city.

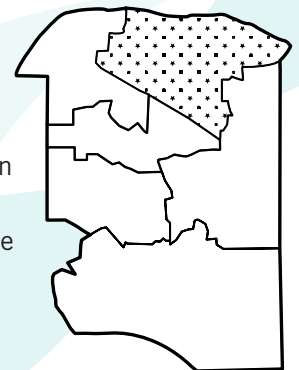
Portables

The past three years at the family of schools serving the east side of King George Boulevard has seen variable enrolment trends. Projecting enrolment for these catchments can be difficult as the low-income pockets of residents can be transitory, with families moving about the region frequently.

Redevelopment of 104th Avenue is at a tipping point with many developers waiting for the adoption of the Town Centre and 104th Avenue Transit Corridor NCP. With the possible adoption of the 104th Avenue plan early in 2021, construction of high-rise apartments in the Guildford Mall area is anticipated to be the starting point for residential constructions in the plan area. The City is forecasting redevelopment of the older single family neighbourhoods along 104th Avenue will happen no sooner than 2029. As the new residential zoning along the corridor is focusing on transit-oriented housing, the City is counting on the development of public transit (e.g., a light rail line) at the same time. The urban landscape and demographic mix will certainly undergo profound change over the next ten years.

Elementary growth on the western side of Fraser Heights community has been primarily managed by making boundary changes. Moving Erma Stephenson Elementary school students southward to Dogwood Elementary School has provided some relief in the northwest corner. As for the east side, Fraser Wood Elementary School received its first portable for enrolling space in September 2018. Fraser Wood Elementary School has maintained flat growth over the past three years; but the school has been consistently operating approximately 80 students over capacity. The 10 years projections are indicating that the school will continue to show a seat shortfall over this period. Like other plan areas, development was fast but now these same new neighbourhoods are transitioning to a slower growth trend more in keeping with mature neighbourhoods.

The impact of families moving into the new Abbey Ridge community is starting to show up at Bothwell, which has the capacity to accommodate this early growth. The trend is not as strong as seen in some of the other new communities in the City, because a large number of the neighbourhoods in the local area plan opted out of being included in the plan. It will take time to build out this plan.



Portable



Photo courtesy of City of Surrey

In the North Surrey community, Frost Road Elementary School has experienced the most growth in recent years, and has required portables every September to manage the seat shortfall at the school. There was a boundary change in 2012 to move the growth westward to Woodland Park Elementary School: though the boundary change has been successful, it was not strong enough to balance the growth trend at Frost Road Elementary School. The other schools in the family that feed North Surrey Secondary School have been able to accommodate enrolment within their schools.

Fraser Highway is the south border of the educational region, as shown in the Guildford region map in Figure B3.2.18. Given the recent changes by Council to focus on revising the land use plans along the Fraser Highway, many of the developers have held off in constructing new developments until the land use and the new residential zoning has been adopted. Though many portables are being used to support overcrowding at North Surrey Secondary, Fraser Heights Secondary and Guildford Secondary schools, all three secondary schools need to right-size their existing capacity to address the consistent seat shortfall.

Current Projects Underway*

Frost Road Elementary

<i>Type</i>	Addition -140 operating capacity
<i>Phase</i>	Construction
<i>Target Occupancy</i>	September 2020

**Based on CPO Dashboard - September 16, 2020*

Guildford Community



Figure B3.2.20

Ten-Year Projected Enrolment Guildford Community Elementary Schools

School Information			Actual	Projected Domestic Enrolment									
Site #	School Name	Operating Capacity	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
128	Bonaccord Elementary	550	504	497	499	485	488	496	494	515	512	536	543
1	Hjorth Road Elementary	205	298	310	321	344	351	362	372	384	403	422	442
81	Holly Elementary	527	492	475	467	484	481	491	527	559	589	621	662
55	Lena Shaw Elementary	569	561	580	598	622	652	683	696	720	727	734	751
54	Mary Jane Shannon Elementary	411	375	355	361	367	380	390	391	415	403	414	411
Total Enrolment			2230	2217	2246	2302	2352	2422	2480	2593	2634	2727	2809
Operating Capacity			2263	2263	2263	2263	2263	2263	2263	2263	2263	2263	2263
Seat Surplus / Shortfall			33	46	17	39	89	159	217	330	371	464	546

Figure B3.2.21

1. GUILDFORD - ELEMENTARY

New Family of Elementary Schools



The Guildford Town Center plan has not been revised for many years. In 2016, Council recognized the need to review all Town Center plans in the City to refocus residential land use to higher residential zoning among other things. The City prepared a report, titled “Surrey Long Range Rapid Transit Vision” (2018); zeroing in on the scope of the city’s future public transit network needs over long term. The Guildford Town center plan has been expanded to include for recommendations coming from the report. The existing 104th Avenue is proposed to be dedicated future transit light rail corridor including the higher density residential form associated transit oriented housing. Endorsement of the Guildford Town Center – 104th Avenue Plan final Stage 2 document is expected in Fall 2020.

The plan’s intent is to provide transit-oriented development (TOD) along 104th Avenue. TOD is commonly defined as compact, mixed-use development planned around transit hubs, and accessible from walkable neighbourhoods. In addition, TODs can be an effective housing model to incorporate affordable housing. The proposed plan calls for a mix of mid-rise apartments with street-level commercial/ office use along the corridor. These mid-rise apartments will gradually grow in density and height as 104th Avenue approaches the Mall. The Guildford Town Centre plan sees a series of high towers surrounding and on top of the existing mall.

Originally envisioned as a light rail transit line (LRT), the Guildford Town Center – 104th Avenue Stage 2 planning replaced the LRT to a more generic term of “future public transit corridor” after it was announced the City would like to focus on a SkyTrain extension along Fraser Highway. Though the LRT has been renamed to a ‘public transit corridor’ in the

plan, the higher proposed housing densities for the corridor have not changed. 104th Avenue serves as a major traffic corridor connecting City Hall with Guildford Mall. The current B-Line bus service reached peak ridership within its first three years of operation.

As mentioned, the Guildford Town Centre – 104th Avenue plan will increase residential zoning in the surrounding single-family neighbourhoods just off 104th Avenue. The evolution of the plan will reduce the number of single-family homes from 1,468 to 508 at build-out, replacing them with townhome developments. The plan will increase the number of townhomes from 1,783 to an overall build-out of 4,065 townhouse units. However the biggest increase in housing density will be the development of mid- and high-rise apartments. Currently there are 5,753 apartments in the plan area; by 2040, when the area is built out, that number is expected to increase to 38,432 units.

Enrolment

Growth in the area is currently modest, but the projections shows accelerated growth in future years as high-rise apartments around Guildford Mall come to market. The changes to single-family neighbourhoods in the plan will start to transition later in the 2020s.

Ten-year enrolment projections indicate that the family of schools can rely on portables on a short term basis. However, after 2023, the overall seat shortfall for the family begins to increase significantly enough to necessitate additions and/or a new school to accommodate growth.

Planning Approach

Long-range planning is particularly important for this community. With the start of the residential development in the plan to begin around the Guildford Mall over the next 10 years, the existing family of schools located north of 104th Avenue can accommodate the enrolment growth, short term. Finding appropriate new school sites in these built up neighbourhoods will be a challenge; consequently, the district will focus on constructing additions over the next 10 years to accommodate mid to long term growth.

When approvals and plans are formally announced, the District’s long-range plans will likely call for:

- **MID TERM:** Build a six-classroom addition at Hjorth Road Elementary School. The addition will deal with the projected growth in this catchment. The plan currently shows the school surrounded by mid-rise housing.



Fraser Heights Community

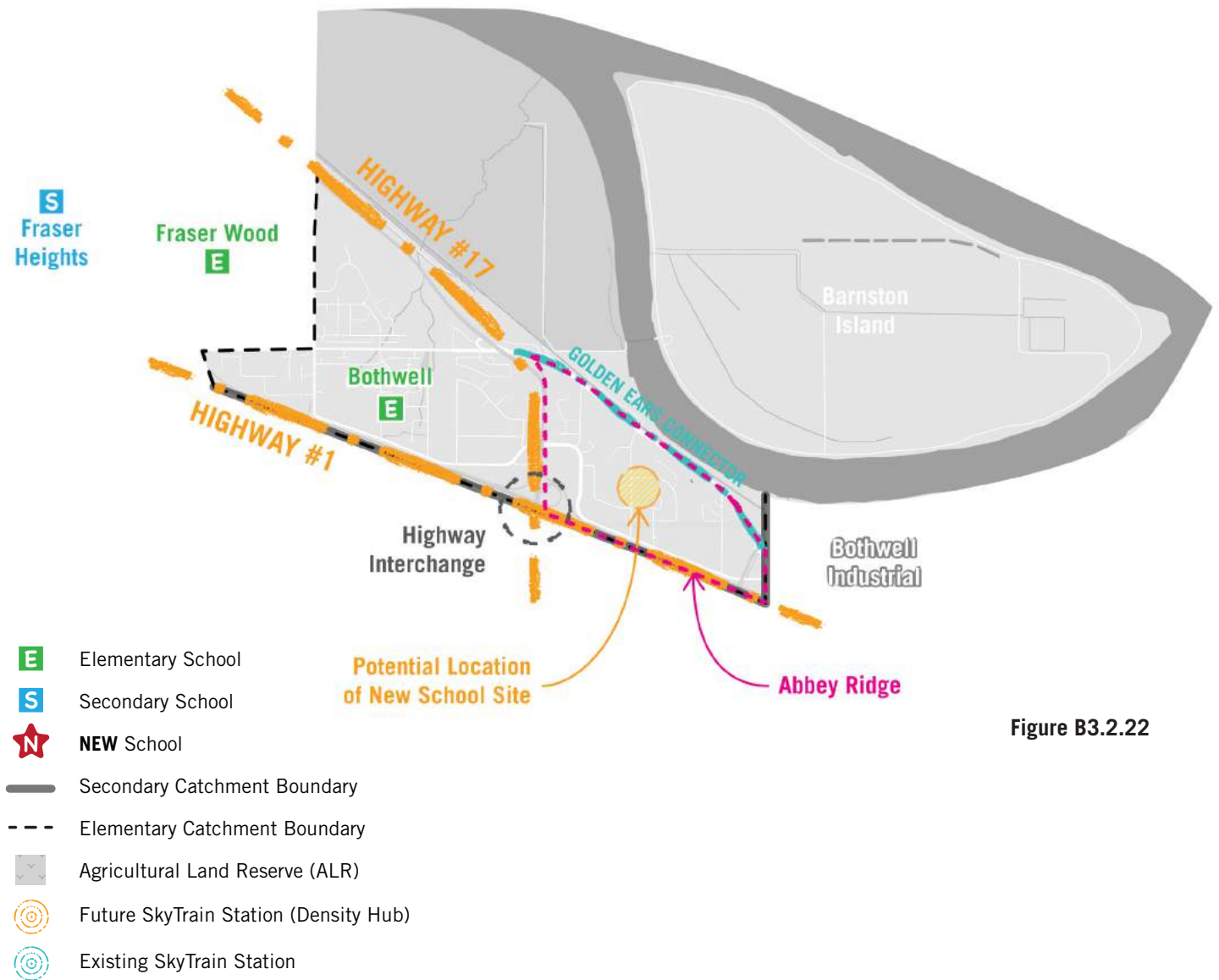


Figure B3.2.22

Ten-Year Projected Enrolment Fraser Heights Community Elementary Schools

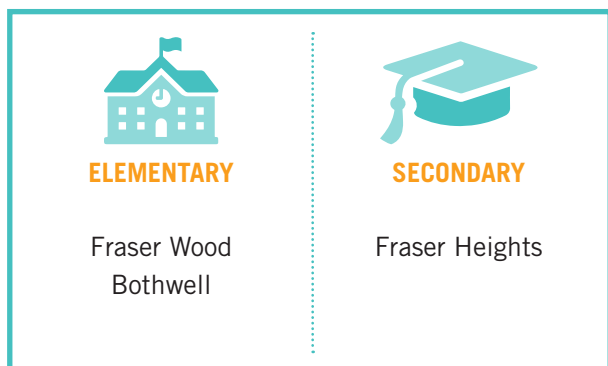
School Information			Projected Domestic Enrolment										
Site #	School Name	Operating Capacity	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
173	Bothwell Elementary School	294	218	238	260	271	294	318	364	373	431	492	552
142	Fraser Wood Elementary	457	531	489	503	499	492	498	497	507	502	510	509
Total Enrolment			749	727	763	770	786	816	861	880	933	1002	1061
Operating Capacity			751	751	751	751	751	751	751	751	751	751	751
Seat Surplus / Shortfall			2	24	12	19	35	65	110	129	182	251	310

Figure B3.2.23

- **MID TERM:** Acquire a new school site to the north of Guildford Town Centre. This new elementary school site will serve all of the towers at the north end of the mall.
- **LONG TERM:** Build a new 317-operating capacity elementary school to serve the Guildford Mall area. The existing elementary schools that serve the Guildford Mall area have either been operating at or just below their schools' operating capacity. The high rise construction projects has begun with the rate of development growing each year. The current available student seats cannot support the projected growth from these developments. A new school will be required to serve the Guildford Mall.

2. FRASER HEIGHTS - ELEMENTARY

New Family of Elementary Schools



Also known as the South Fraser Perimeter Road (SFPR), Highway 17 connects the Tsawwassen Ferry Terminal to Highway 1 at 176th Street and the Golden Ears Connector. This highway divides the Fraser Heights community: There is only one overpass to connect the east and west communities, but the overpass is more of a vehicular connection than for pedestrians. With the approval of the Abbey Ridge Local Area Plan (2017), the long term housing and population forecasts indicate that the new community could support its own elementary school.

Abbey Ridge is a local area plan responding to the high volume of rezoning applications made by local landowners who were looking to upzone existing residential density to meet the buyers' demands to live in this enclave with good vehicular accessibility. Originally characterized by its large suburban acreage lots, the plan now allows other multi-family housing forms.

Abbey Ridge has 522 existing residential units with approximately 135 secondary suites. The current population of the local plan area is about 2,500 residents. One of the plan's goals was to provide more of a variety of housing forms in the community to accommodate a future population of 6,230 in total. The City is in constant dialogue with Katzie First Nation,

the largest landowner in the community, to discuss future focus and look of development. Though the local plan has been able to manage development permit applications, there are still many areas in this plan that are still very much influx.

Enrolment

The existing two schools that served the original east Bothwell community are indicating flat growth now. Development is moving eastward; as a result, Abbey Ridge is the last of the land acreage that can support large-scale development. Bothwell Elementary School has always been able to accommodate growth but with the Abbey Ridge Local plan encouraging large-scale residential construction, Bothwell will not be able to accommodate future growth without portables.

The Fraser Wood catchment is physically separated from the other local catchments to the east by a major highway interchange and arterial road. There are several large impediments such as a large Catholic School and commercial areas that are impossible to cross on foot or bike limiting boundary changes with Erma Stephenson Elementary and Dogwood Elementary schools. However, this catchment has seen a dramatic slowdown in residential construction; consequently, the ten-year enrolment projections are showing a decline. Though the enrolment by 2028 does not go below the capacity of existing school, portables can be used to manage the over-capacity. As of this report, there has been no direction from Surrey community planning to revisit land use plans in the catchment.

Planning Approach

Residential construction in the community over time has had major hot spots. Though construction has slowed down between 2018 and 2019 on the west side of Highway 17 in the Bothwell community, Abbey Ridge is still expecting construction over the next few years. Five rezoning applications are currently under review with the City. 35% of the enrolment growth at Bothwell Elementary School live within the Abbey Ridge community. With this community on the cusp of change as more land owners seek higher density residential rezoning, construction of a new school in the Abbey Ridge Community will better serve this new community and will not require young students to cross over a Highway to access their neighbourhood school.

Moving forward the strategy is:

- **SHORT TO MID TERM:** Acquire a five-acre site for a 317-operating capacity school in Abbey Ridge.
- **MID TERM:** Build a 317-operating capacity new school in Abbey Ridge.

Northwest Secondary School Strategy

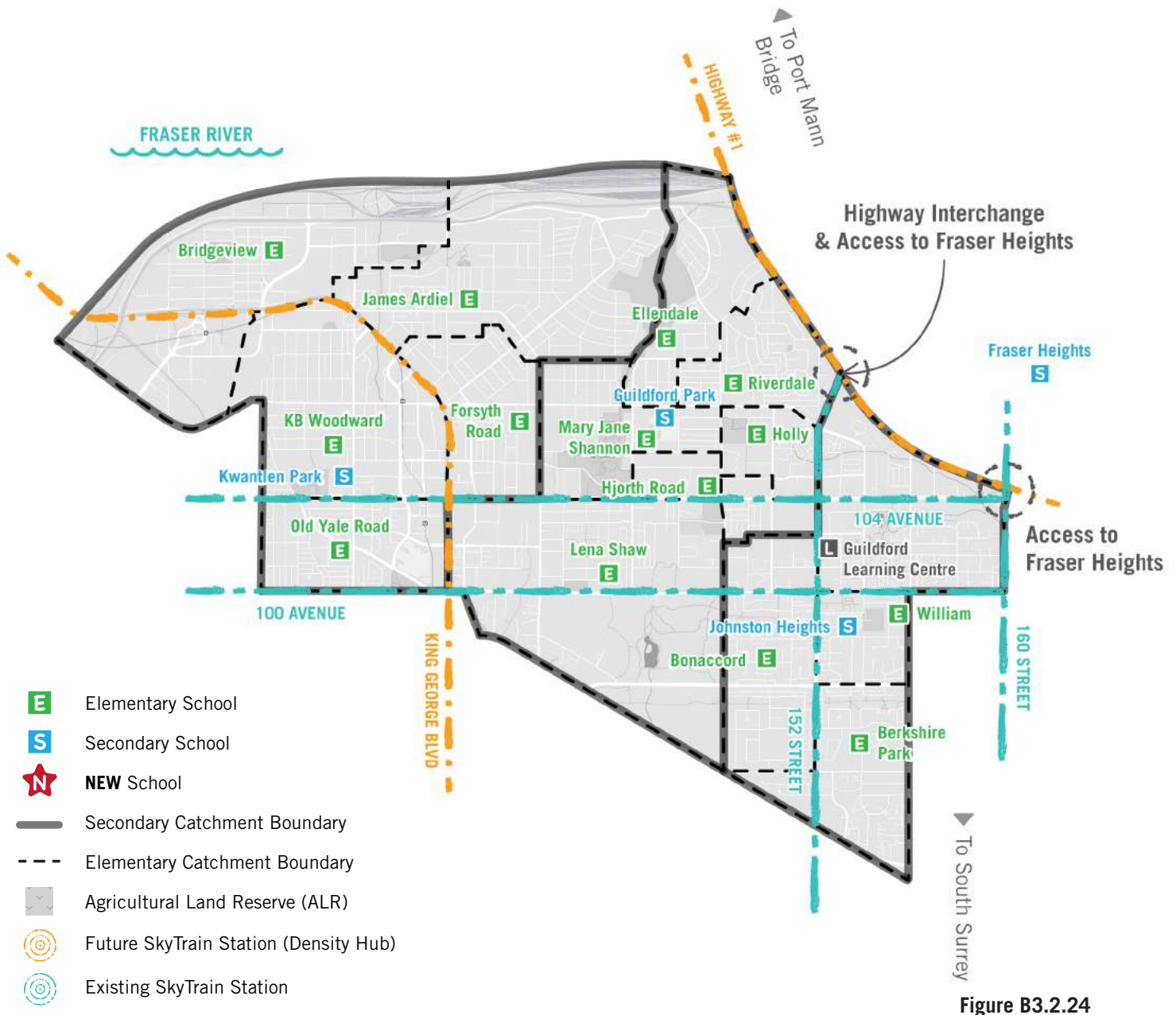


Figure B3.2.24

Ten-Year Projected Enrolment Northwest Secondary School Community

School Information			Projected Domestic Enrolment											
Site #	School Name	Operating Capacity	Actual	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
47	Guildford Park Secondary	1050	1294	1358	1421	1395	1411	1434	1436	1427	1508	1539	1592	
45	Johnston Heights Secondary	1450	1260	1291	1308	1325	1316	1303	1291	1278	1279	1275	1278	
48	Kwantlen Park Secondary	1200	1430	1463	1486	1544	1593	1626	1633	1685	1686	1750	1798	
141	Fraser Heights Secondary	1200	1271	1320	1324	1355	1392	1369	1356	1375	1376	1367	1395	
Total Enrolment			5255	5432	5539	5619	5712	5732	5716	5765	5849	5931	6063	
Operating Capacity			4900	4900	4900	4900	4900	4900	4900	4900	4900	4900	4900	
Seat Surplus / Shortfall			355	532	639	719	812	832	816	865	949	1031	1163	

Figure B3.2.25

- **MID TERM:** Expand the Bothwell Elementary School site for a 186-operating capacity addition. The site is currently too small to accommodate an addition of any size. In the event the School is unable to acquire an appropriate parcel of land consideration will need to be given to increasing the capacity of the new school at Abbey Ridge to accommodate Bothwell Elementary School's future growth.
- **MID-LONG TERM:** Build a 186-operating capacity addition at Bothwell Elementary School.

3. NORTHWEST SECONDARY STRATEGY

Secondary School Cluster: Kwantlen Park, Guildford Park, Johnston Heights, Fraser Heights

This cluster of secondary schools serves the northwest corner of the district. The “Northwest Secondary Strategy” brings together the secondary schools from City Centre and Guildford Educational Regions. To manage future growth, the strategy breaks the cluster into two smaller groups.

1. **Fraser Heights Secondary school** is the only school to serve the community north of Highway 1. Limited access in or out of the community discourages many local students from attending other schools.
2. **Kwantlen Park, Secondary Guildford Park Secondary and Johnston Heights Secondary schools** form a natural grouping because they serve the Guildford and City Centre communities that fall on either side of 104th Avenue and King George Boulevard. There is already a natural flow of students between each campus.

Enrolment

It is typical for secondary students to move around the District to access the programming that best supports their future academic path. Board policy supports all students having access to program options at both the elementary and secondary levels within their education region.

Fraser Heights Secondary

Over the last three years, the actual enrolment at Fraser Heights Secondary school has hovered at an average of 5% greater than the existing capacity of the building. Highway 1 isolates the secondary school (and its elementary feeder schools) from the rest of the Guildford Educational Region. Future enrolment growth within the catchment must be addressed on the existing school campus.

As described in the Fraser Heights Elementary community, a new local area plan was adopted in 2017 by Council. The Abbey Ridge local area plan was adopted to manage the high volume of rezoning applications to upzone existing residential density. There is a demand to live in this enclave due to its vehicular accessibility to other areas in the Lower Mainland. Originally characterized by its large suburban acreage lots, the local area plan now allows other multi-family housing forms in an effort to increase housing density and population in the area.

The Abbey Ridge Land Area Plan, supports a variety of housing forms in the community to accommodate a future population of 6,230. However, there have been land owners that have opted out of the land use plan. The first is the Katzie First Nation who is the largest land owner in the plan, discussions between the City and the Nation are ongoing in terms of how development will occur on the First Nations lands. The second are pockets of single family neighbourhoods that are choosing to maintain their large existing sites. Both of these land owner groups have had an impact of slowing the rate of enrolment growth in the area. It is anticipated that the enrolment rate of growth will begin to increase in the near future.

Kwantlen Park Secondary, Guildford Park Secondary and Johnston Heights Secondary

This cluster of secondary schools serves the communities south of Highway 1 in the City Centre and Guildford Educational Regions. These three secondary catchments in the coming years will continue to serve the three largest NCPs in the North part of Surrey: the City Centre plan, the redevelopment of Guildford Town Centre and the 104th Avenue Transit corridor plan. As mentioned in the Guildford elementary school section, future housing density within these plan areas is focused on transit-oriented housing, higher multi-family residential housing and further densification of the existing single-family home neighbourhoods

City Centre (Whalley) and Guildford have the highest number of purpose-built market rentals in Surrey (City Centre/Whalley with 44% and Guildford with 37%). Much of this housing stock was built in the 1970s and are predominantly low- to mid-rise apartments. Very little of the existing rental stock caters to rental housing for families as most of the stock consists of one- and two-bedroom apartments. Since 2010 there has been only one purpose-built market rental building in Whalley – it opened in 2018. Since then, the City has relied more on secondary suites in single-family homes to meet rental housing targets. Many of these suites are not large

enough to accommodate a two-adults-with-children type of family, but have attracted more single-parent families. The City continues to support more two + bedroom family rental units wherever possible and are targeting to have 25% of low to highrise apartments units to have 2 bedrooms or more to support family housing needs in the area.

Johnston Heights Secondary school is the only secondary school in this cluster that is currently showing any decline in enrolment over the ten-year window. However, the enrolment table in B3.2.25 does not reflect the increased density expected from amendments to land use and residential zoning to support the extension of the SkyTrain, anticipated to be completed in the future. Until the City can confirm proposed future housing density and projected population increases, enrolment growth cannot be accurately predicted. In the meantime, the surplus enrolling space at Johnston Heights Secondary school will provide some nominal flex enrolling space to respond to growth within this secondary cluster as both communities continue to evolve.

The cluster of secondary schools features a concentration of full programming choices that interrelates with the curriculum. This has encouraged students to remain at their local school throughout the secondary years. Consideration is being given to starting a second International Baccalaureate® (IB) program in this area to serve students in the north of the city.

Planning Approach

Additions to Guildford Park Secondary, Kwantlen Park Secondary and Fraser Heights Secondary schools are the only workable option to address future growth. Before this conclusion was reached, several models were done to determine whether growth could be managed with boundary changes and/ or reassigning feeder schools, and/or making program changes. Boundary changes focused on moving the future growth southwards to other secondary schools (specifically Enver Creek Secondary, LA Matheson Secondary and Queen Elizabeth Secondary). Sustainable surplus space and safe access from Guildford and City Centre made these models unfeasible.

Moving forward, the District's Long-Range Facility Plan calls for:

- **SHORT TERM:** Build a new 450-operating capacity addition at Guildford Park Secondary school and a 300-operating capacity addition at Kwantlen Park Secondary school at the same time. Completing both projects at the same time, and in a short timeframe, will provide the flexibility to meet short term space needs.
- **LONG TERM+:** Add additional space in this community to address potential growth in 15 years. The district will have to consider expanding existing school sites more in order to increase future capacities from 1,500 to 1,700 or up to 2,000. Explore an appropriate new school site that can serve both communities.



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Newton / Fleetwood Educational Region

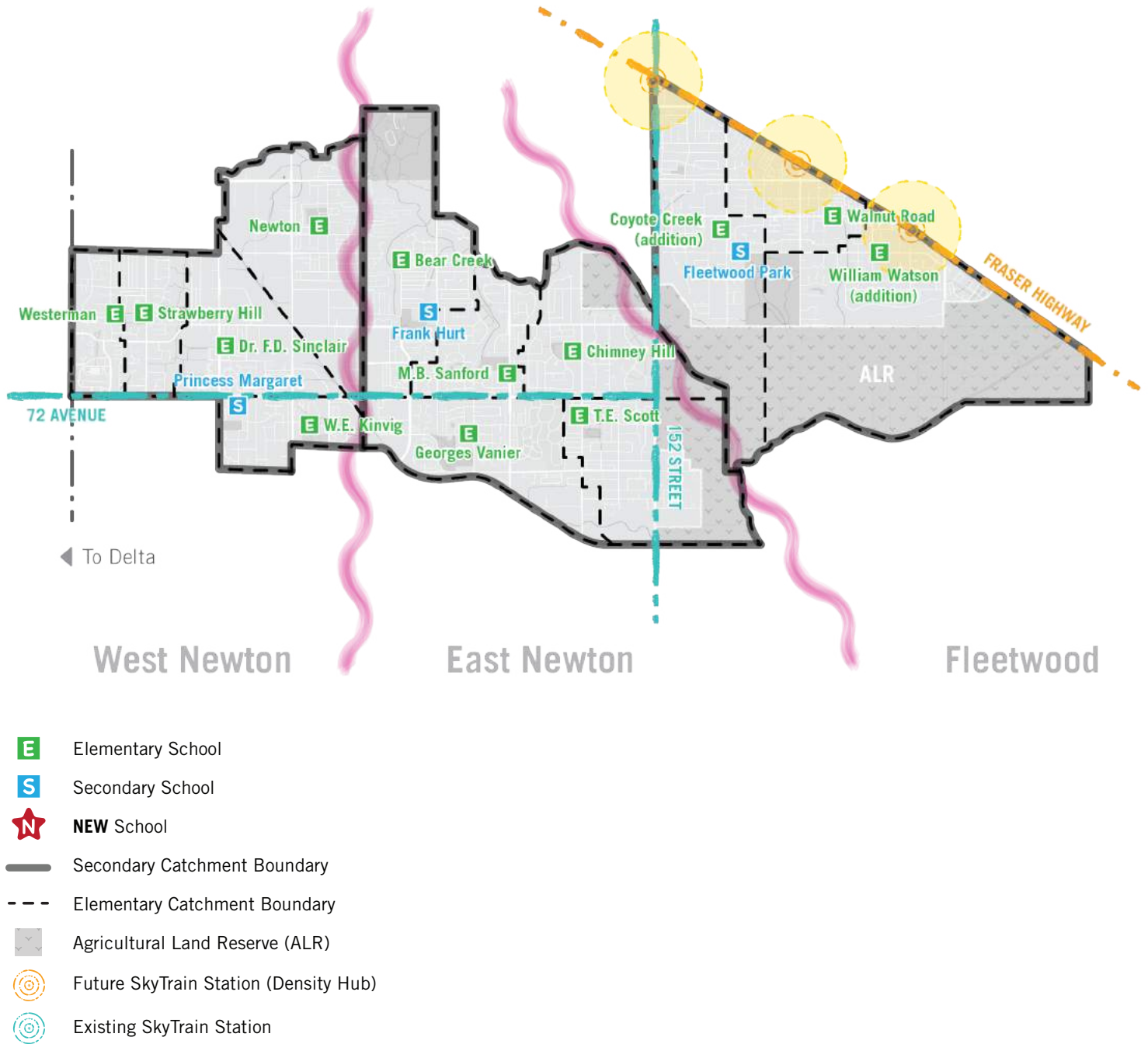


Figure B3.2.26

3.2.4 Newton / Fleetwood Educational Region Overview

The Newton/Fleetwood Educational Region is defined by:

- **North:** the Fraser Highway
- **East:** the City of Delta and along the east side of the Johnston Heights catchment
- **South:** the south catchment boundaries of Frank Hurt and Princess Margaret and the ALR
- **West:** the west of Fleetwood Park

Similar to other regions in the district, major transportation corridors and the ALR separate this region into three distinct communities. They are:

1. West Newton
2. East Newton
3. Fleetwood

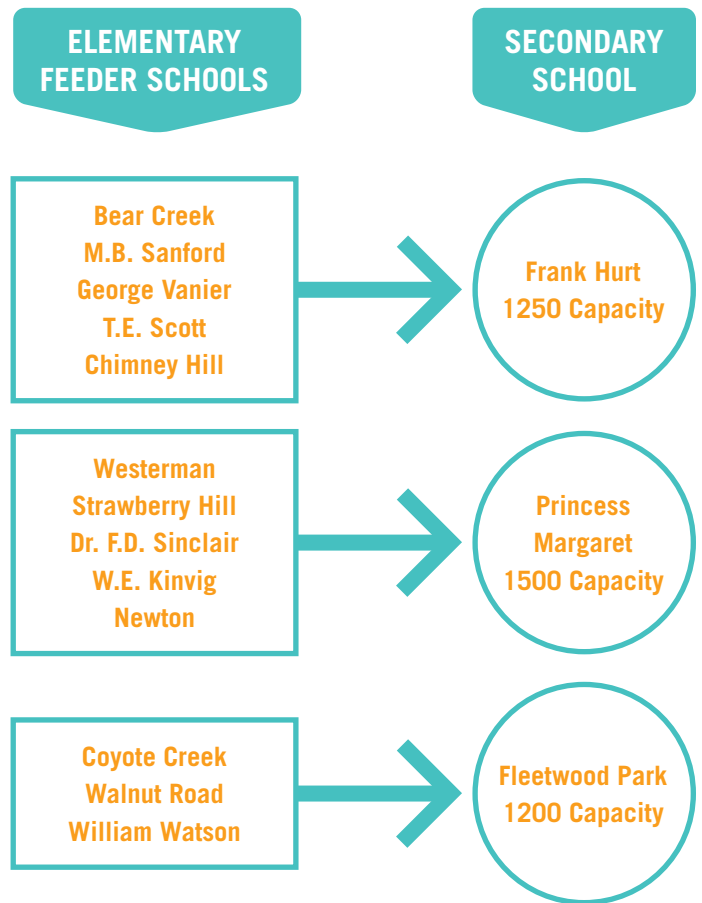
King George Boulevard divides the Newton community in half. Crossing a six-lane roadway is a difficult barrier for young students to cross, and therefore creates a catchment boundary for safety reasons. Much of West Newton consists of industrial/commercial parks located between 76th Avenue and 88th Avenue, and 120th Street and King George Boulevard. The remaining area consists of predominantly single-family homes.

East Newton features large railway lines, urban forests and environmental corridors that run through the residential areas. This topography provides many barriers for children to move safely or easily through the community. Therefore, there are elementary schools that serve specific neighbourhood enclaves isolated by these landmarks and roadways.

The Fleetwood community is divided from Newton by 152nd Street to the west, North Surrey by Fraser Highway and the ALR to the south. Because of the major roadways and the ALR, the Fleetwood community is relatively isolated, even though it sits in the heart of the city.

Region History

The Fleetwood Community was established in 1907. Post-World War II, there was significant population growth. Available housing was in short supply in Vancouver and New Westminster, as a result, many families migrated to Fleetwood creating a residential construction boom to meet the demand. The influx was so great that Fleetwood Elementary was built to serve the local neighbourhoods. This was only the beginning of Fleetwood's urbanization which would continue to grow into the coming decades.

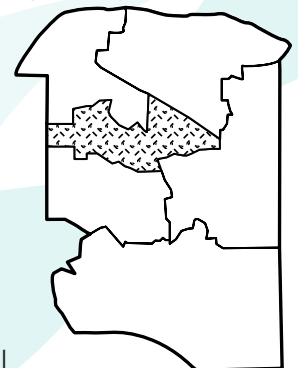


Newton is named after early pioneer E.J. Newton who settled in the area in 1886. The BC Electric Railway stimulated Newton's early growth and helped to establish the corner of 72nd Avenue and King George Boulevard as the Newton Town Centre.

Regional Enrolment

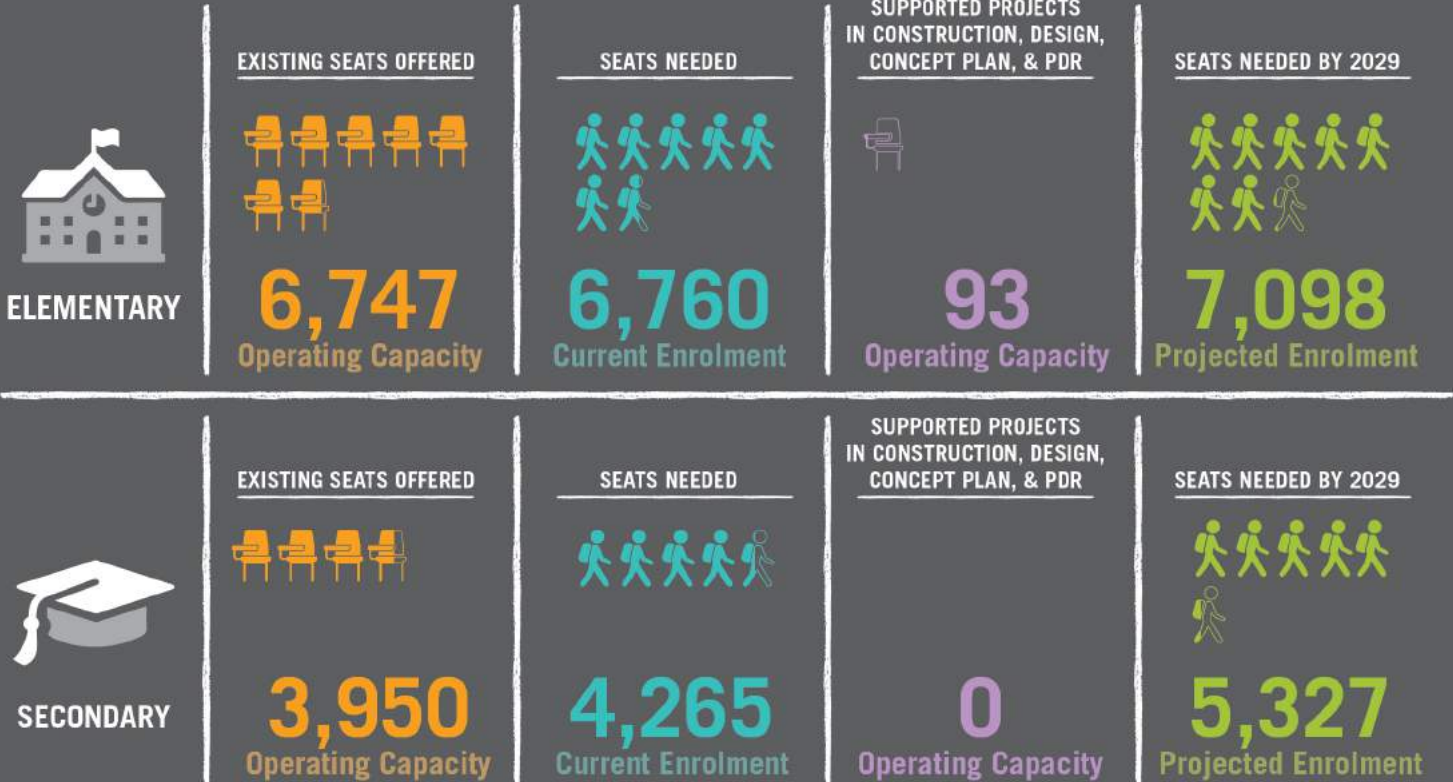
The East and West Newton communities have seen little residential change since 2014. There are pockets around the Strawberry Hill neighbourhood that have densified since the early 2000s. Many of the original older suburban lots have been subdivided and replaced with small-lot single-family residences with secondary suites or different forms of multi-residential housing.

The Newton Town Centre plan is currently in Stage 2 of the City community planning process. This plan has been expanded to include a portion of land located to the west of 134A Street. The expansion was done to align with Metro Vancouver's Regional



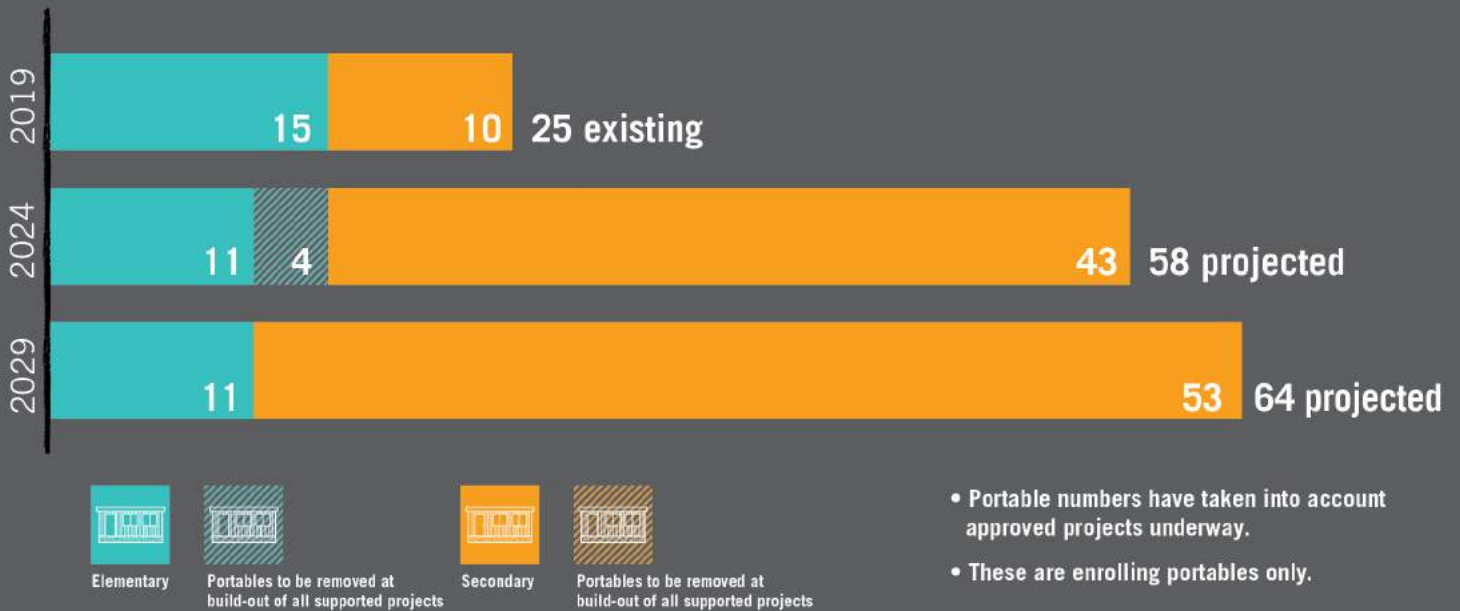
3.2.4 Newton / Fleetwood PLAN

SEATS, ENROLMENT & PORTABLES



the CHALLENGE:

Aligning school capacity with short to long term enrolment growth.



Growth Strategy. The plan includes significant civic, recreation and transit services, as well as new commercial and residential areas. In Stage 1 of the plan, the City and TransLink worked on a strategy for improved transit service along King George Boulevard. Adopted as part of the “Regional Transportation Strategy” by Council in 2013, the culmination of the work confirmed King George Boulevard as a future rapid transit corridor.

Residential rezoning for the Town Center will see the highest density and building form at the intersection of 72nd and King George Boulevard on all sides. This high rise node will be encircled by lower-height, high-density and multi-residential housing forms. Increases to existing housing density and populations have yet to be confirmed by the City, but a final release of the Stage 2 plan is expected in the near future. Reasonable enrolment growth models cannot be prepared until density and population projections are confirmed. What is known is that the transit-oriented density expected in the plan will likely have a profound impact on the elementary and secondary enrolment served by the plan.

The future transit corridor has precipitated a future plan that will look at the land use along King George from the King George SkyTrain station to 72nd avenue. This plan will work in conjunction with the Newton Town Center Plan. Currently the boulevard is in transition. It has a mix of commercial, retail strip malls, mobile home parks and some residential. Surrey Community Planning has yet to provide a context for what is being considered in the amended land use area plan but the plan will ensure an increase of housing densities to support the ridership for the future transit corridor. The King George Corridor (North) Land Area Plan will begin preliminary work at the end of 2020.

The Fleetwood community has been experiencing significant residential construction over the last decade. The original residential zoning was suburban and supported larger, well-appointed homes. However, developers continue to push for more housing density in the area.

Fraser Highway defines the northeast border of Fleetwood. City community planning is addressing land use and housing density along the highway to support the future extension of the SkyTrain line. Originally, the highway was to serve as a light rail transit corridor, and future density was planned to match this form of public transportation. With transit plans changing to involve a SkyTrain extension instead, future housing counts are expected to be even higher. Preliminary planning of the line is showing

three major SkyTrain stops in the community. Like the Newton Town Centre plan, clusters of high-rise apartments are being considered around each station to support commuter traffic.

Portables

This region is made up of distinct communities: one that is growing and the other (two) with slightly declining enrolment. Fleetwood has experienced a seat shortfall in its family of elementary schools dating back to 2011. Fleetwood Park Secondary School has required one portable each year since 2017 to provide sufficient space to run an efficient timetable that supports the over-crowding at the school. This trend is expected to continue; however, the available space for additional portables is very limited. Additional portables are anticipated at both the secondary and elementary school sites once the transit oriented housing amendments have been approved and population growth takes off. These will remain until new enrolling space can be constructed in the community.

On the other hand, Newton has seen a decline in enrolment over the last decade, particularly, Strawberry Hills and Westerman in West Newton. In East Newton, all of the neighbourhoods have been shaped by older NCPs that have now reached build-out. Though the area shows some modest growth consistent with other maturing neighbourhoods, the demand for portables in the area appears to be driven more by class size composition than in-migration or demographic factors. Until the adoption of the Newton Town Centre Plan and King George Boulevard Corridor (North) Land Area Plan, the Newton communities will continue in this flat growth pattern and future portables may not be an immediate need.

Current Projects Underway*

Coyote Creek Elementary

Type	Addition - 93 operating capacity
Phase	Construction
Target Occupancy	November 2020

**Based on CPO Dashboard – September 16, 2020*

Fleetwood Community

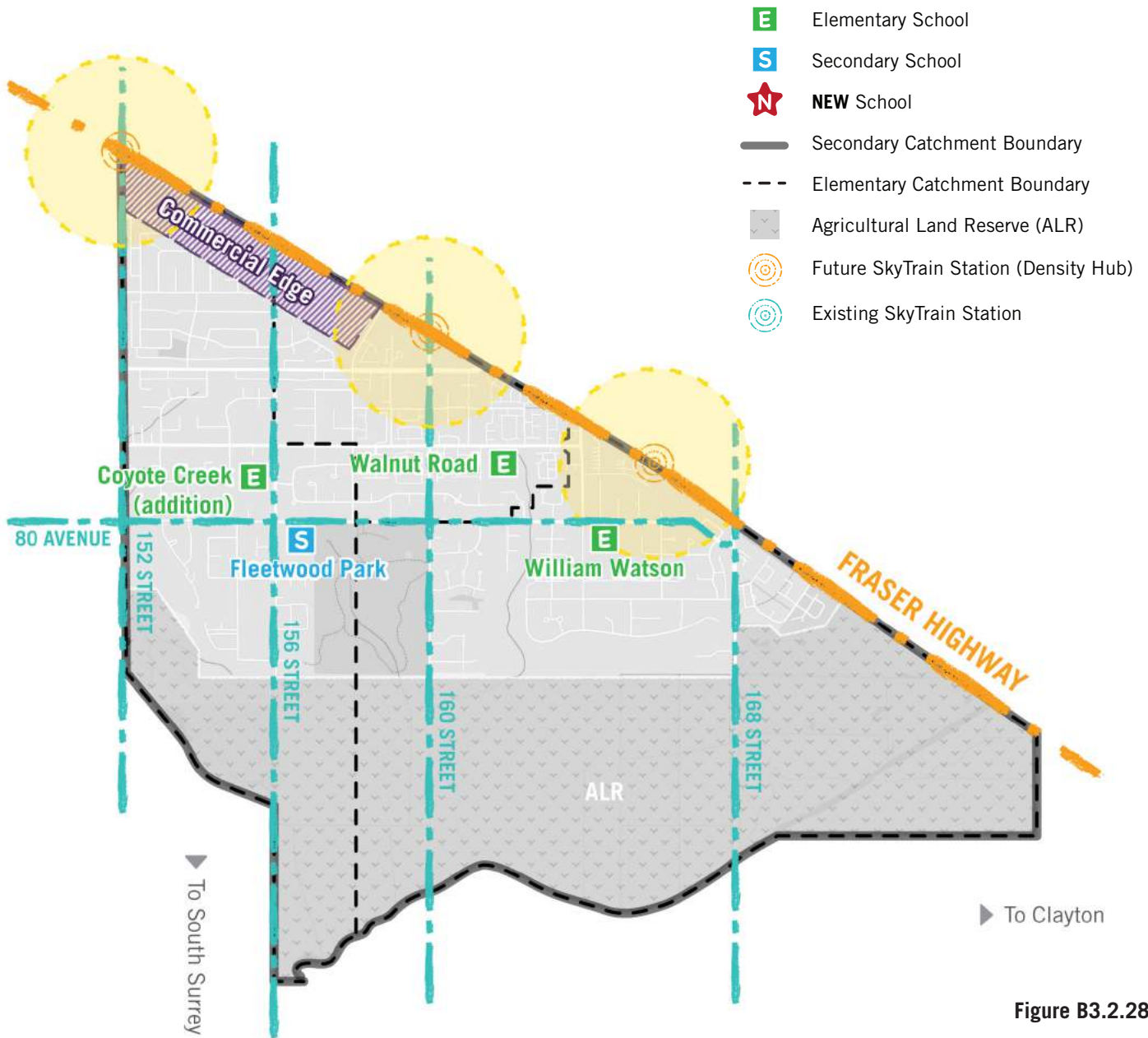


Figure B3.2.28

Ten-Year Projected Enrolment Fleetwood Community Elementary Schools

School Information			Projected Domestic Enrolment										
Site #	School Name	Operating Capacity	2019	2020 *	2021	2022	2023	2024	2025	2026	2027	2028	2029
157	Coyote Creek Elementary	597	658	644	642	655	663	659	684	714	750	798	825
152	Walnut Road Elementary	542	674	661	661	646	625	626	639	642	643	666	679
57	William Watson Elementary	322	388	397	394	410	403	411	433	465	491	519	541
Total Enrolment			1720	1702	1697	1711	1691	1696	1756	1821	1884	1983	2045
Operating Capacity			1461	1461	1461	1461	1461	1461	1461	1461	1461	1461	1461
New School/Additions Capacity				93	93	93	93	93	93	93	93	93	93
Seat Surplus / Shortfall			259	148	143	157	137	142	202	267	330	429	491

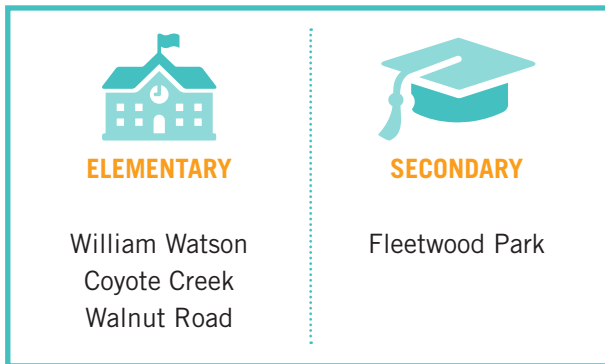
Figure B3.2.29

Community Overview

This section focuses on elementary growth in the Fleetwood Community. Discussion on a secondary strategy for this educational region will be found in the Panorama/Sullivan region as part of the *Sullivan Heights: East Secondary Strategy*.

1. FLEETWOOD COMMUNITY

New Family of Elementary Schools



This family of schools is bounded by 152nd Street to the west, Fraser Highway to the north and the ALR to the south. Within this triangle, three elementary schools and one secondary school serve the Fleetwood community. As both 152nd Street and Fraser Highway are major arterial roads: for safety reasons, catchments have been created to ensure families and children do not have to cross major roadways to get to school.

Due to this catchment isolation, any new enrolling spaces constructed to relieve pressure in the Fleetwood community must fall within the Fleetwood boundaries as described.

In 2017, the average age of housing in the Fleetwood community was estimated to be 26 years – one year less than Surrey’s overall average of 27 years. Re-development of many of the existing neighbourhoods has been ongoing. 72% of the housing stock is single-family homes, which can include a secondary suite and/or a coach house. 78% of the residences in the community are owner occupied. 28% of the units are rentals by private owner, as Fleetwood has not yet constructed purpose-built rental market housing.

Since 2011, new rezoning approvals have changed the residential landscape. A construction boom started with the approval of the Fleetwood Enclave Infill Area Plan (a.k.a. the Fleetwood Enclave Land Use Concept Plan). The infill strategy focused on increasing housing density within a 63.5-acre parcel

of land. For example, neighbourhoods zoned “suburban” (i.e., 1-2 UPA) were changed to allow single-family homes up to 8 UPA. The neighbourhood landscape transitioned from large homes situated on large land holdings to small-lot single-family and multi-residential units. This zoning change has increased the density and continues to fuel enrolment growth.

In 2018, the Council approved another large rezoning application to allow the redevelopment of the Eaglequest golf course. Eaglequest Golf (EQ) sought approval to redevelop a portion of their land to new single-family homes and mid-rise apartments. The project will ultimately introduce another 734 homes into the community and increase the local population by 1,200 from this rezoning approval alone. Construction for phase 1 began the spring of 2019.

This community, like many of the other communities that run along Fraser Highway, will be affected by the new land use plan that will increase housing density as a result of the future SkyTrain expansion along the highway. Larger regional public transportation planning expects the extension to eventually connect to Langley. However, current funding is only available to take the line to the edge of the Fleetwood community. Current timelines are targeting to have this portion of the extension operational in the near future. The proposed plan shows that there will be three train stops that will service the Fleetwood community.

Enrolment

There are several active residential construction projects in the northeast corner of the community. These large high-density townhomes projects are being built in phases. These new neighbourhoods have been fueling growth at William Watson over the last three years.

Enrolment growth in Figure B3.2.29 has included for the growth from the residential construction in the northeast corner of Fleetwood and both the Enclave Infill plan and Eaglequest rezoning. The projections have not considered the future impact of SkyTrain transit housing. The table shows that, without the influence of SkyTrain transit housing, there is still a modest seat shortfall within the family. With the opening of the four classroom addition at Coyote Creek, there will be some enrolment relief but not enough to counter the

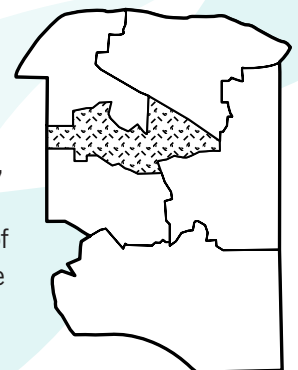




Photo courtesy of City of Surrey

projected enrolment growth. Even though this table indicates that the seat shortfall could be managed by portables, this is only a short term solution. New space will be needed to accommodate enrolment that comes with urban transit type density. Without firm housing-type counts and population projections as a result of the SkyTrain extension, we cannot forecast growth estimates with confidence. Without question, when the SkyTrain extension is built along the corridor, there will certainly be a dramatic impact on enrolment. Note that Figure B3.2.29 is very conservative.

Planning Approach

Re-allocation of enrolment through boundary changes is not possible because the family of elementary schools has been operating over capacity for some time. There are currently eleven portables used for enrolling space to address annual enrolment needs. The District is planning to remove four portables from Coyote Creek when the addition at the school is completed in 2020.

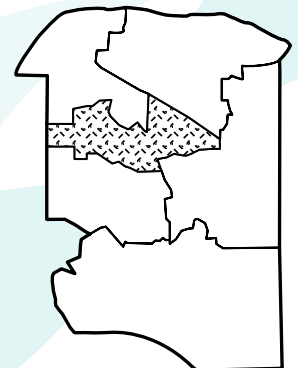
Until the full impact of the new transit housing proposed along Fraser Highway can be modeled, current ten-year projections are deceptive in that they show modest growth. Some of the current short term need has been addressed with the addition at Coyote Creek; the District's capital funding requests are being made to meet mid term and long term space needs.

There is little space flexibility in the existing school sites in the community. The existing design of Walnut Road and the shape of the site make it unusually problematic to construct a large addition to the school. William Watson has the largest amount of available site space to accommodate a large addition; however, the LRFPP considers replacing this school with a new, higher capacity school. The first conceptual review of the site suggests that a new school with a smaller footprint can be designed and built on the site. This new school would be designed to support expansion up to 900 students as necessary. Building growth potential into the design is prudent given the expected long term population growth ahead.

The new addition at Coyote Creek puts the school and site at maximum capacity. The school is located within walking distance of two of the future SkyTrain stations - where the City is considering apartment towers. The potential influx of new students means that Coyote Creek will need enrolment relief, perhaps before 2030. To meet all the expected growth, a fourth elementary school site and school will be required for long term space needs.

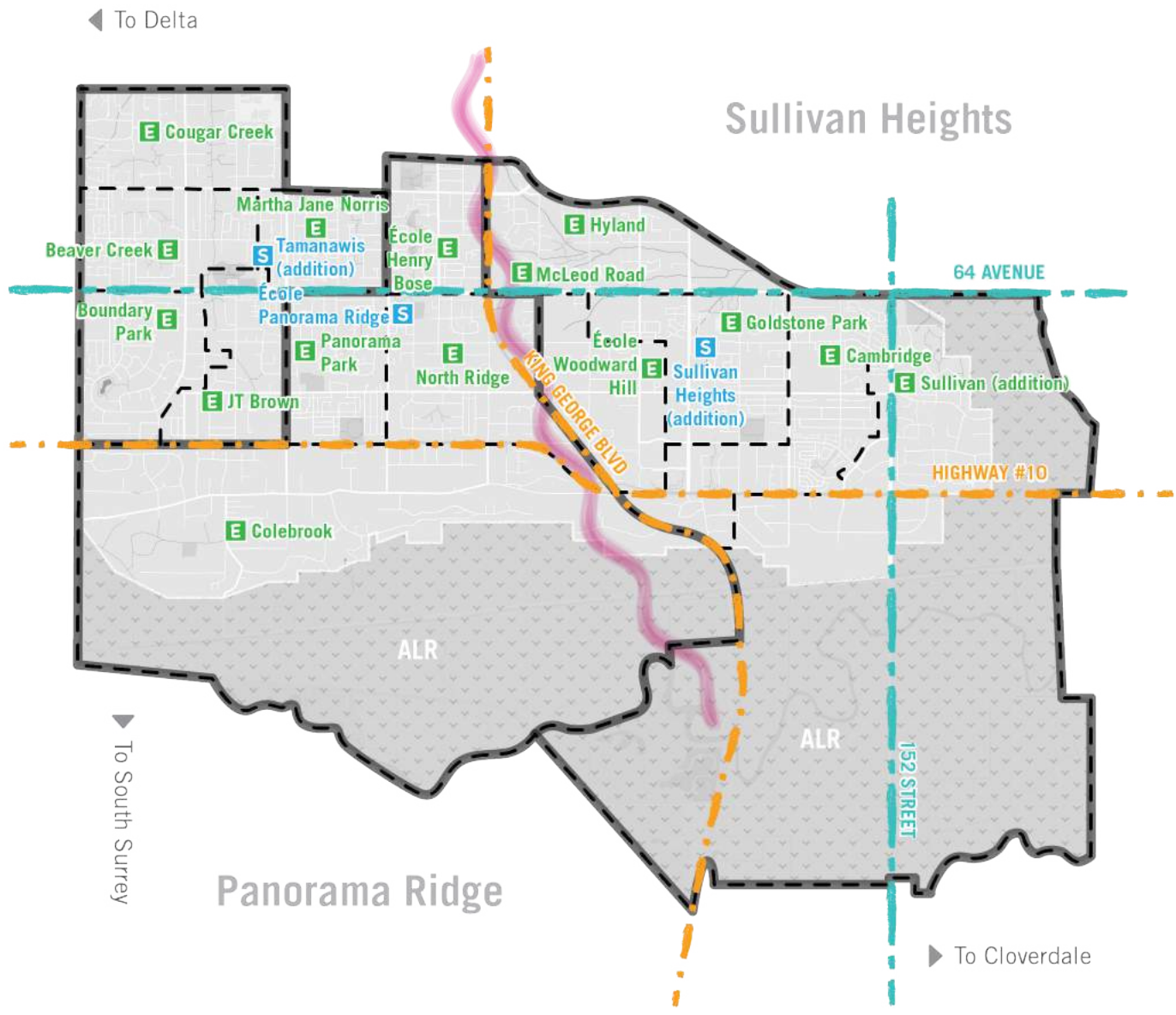
The District's Long-Range Plan includes:

- **MID TERM:** Replace the existing William Watson Elementary School with a 593-operating capacity new school, designed to accommodate a potential 186-operating capacity addition in the future. To make optimal use of the site, the school will need to be re-designed and rebuilt. A larger school will be required to accommodate growth from the New Fleetwood Town Centre Plan/SkyTrain extension. It will be possible to build the new school on the same land parcel as the existing school, allowing William Watson to continue operations until construction is complete.
- **MID TERM:** Acquire a five-acre site in the southwest corner of the community for a new 364-operating-capacity elementary school. As Walnut Road Elementary and William Watson Elementary schools will need to accommodate future growth from development along Fraser Highway, this school will serve the smaller part of the community and provide some relief to Coyote Creek Elementary School.
- **LONG TERM:** Build a new 140-operating capacity addition at Walnut Road Elementary School. This space would serve the growth coming from increased density along Fraser Highway. The small, irregular-shaped site will create construction challenges for this addition.
- **LONG TERM:** Build a new 364-operating capacity elementary school in the southwest corner of the community. Major roadways, a large urban park and a lack of city sidewalks make this community very hard to travel around on foot or bike. Trying to move students in the far southwest corner to William Watson or even Walnut Road is difficult. This school would serve the local neighbourhoods of the Enclave and the new Eaglequest neighbourhood, and provide future enrolment relief to Coyote Creek.
- **LONG TERM:** Expand the existing site (if required to meet future site and parking bylaws) and build a new 186-operating capacity addition at the "new" William Watson Elementary School.



3.2.4 Newton / Fleetwood PLAN

Panorama / Sullivan Educational Region



- E Elementary School
- S Secondary School
- N **NEW** School
- Secondary Catchment Boundary
- Elementary Catchment Boundary
- Agricultural Land Reserve (ALR)
- Future SkyTrain Station (Density Hub)
- Existing SkyTrain Station

Figure B3.2.30

3.2.5 Panorama / Sullivan Educational Region Overview

The Panorama/Sullivan region is defined by:

- **North:** the north catchment boundaries of Tamanawis, École Panorama Ridge, and Sullivan Heights Secondaries
- **East:** ALR and 152nd Street
- **South:** Boundary Bay
- **West:** City of Delta border

King George Boulevard divides the educational region into two distinct communities. The two communities are:

1. Panorama Ridge Community
2. Sullivan Heights Community

Region History

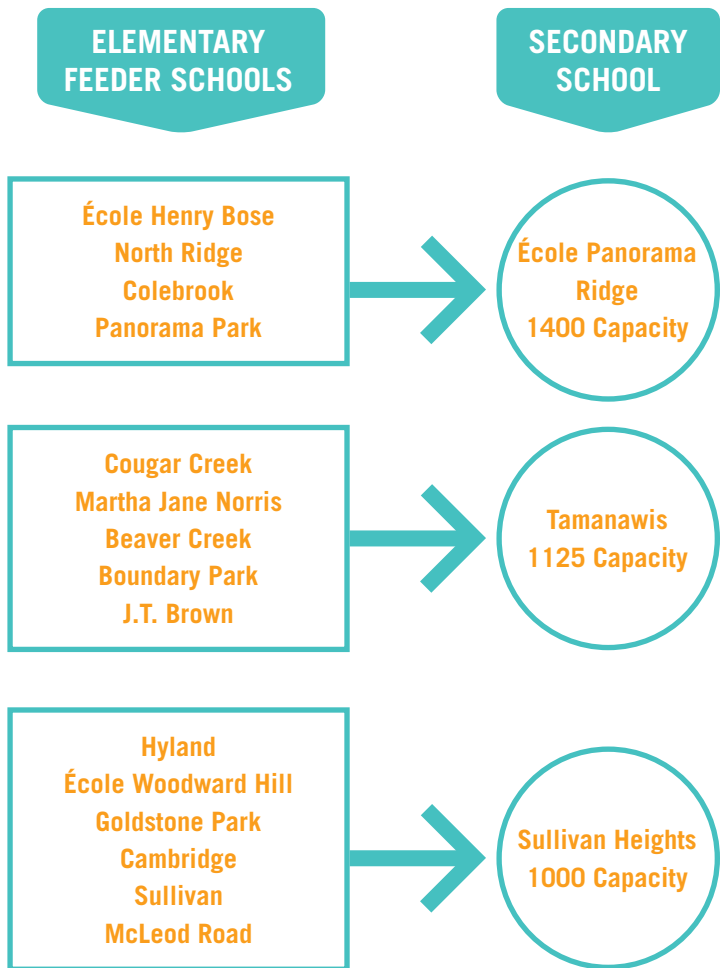
Sullivan, which is anchored by the Sullivan Community Hall and the Fraser Valley Heritage Rail Society, was once an historic village. It is a community that has seen several different immigration waves change the character and density of the region over the last 30 years. More recently, there has been a great deal of transit planning work done in the area focusing on King George Boulevard as a major north/south transit corridor for the city.

In November 1961, Council voted to build a new Municipal Hall within the Sullivan community. Then in 1993 Surrey became a City. This was a decisive moment in the Surrey history, as from this point on, began the envisaging of Surrey as a CITY culminating in the construction of the new Surrey Civic Center in Whalley. Connected with King George SkyTrain Station, this new city center started the suburban/urban transition now being realized in many of Surrey's communities.

Regional Enrolment

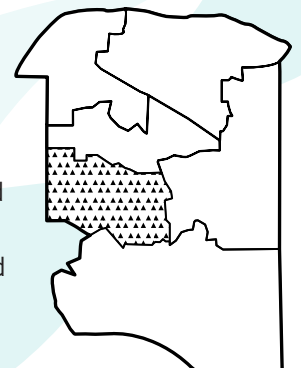
There are four NCPs that have shaped the Sullivan Heights community. The City has always defined this community as "South Newton". The population of South Newton has grown by 6% overall between 2015 and 2019. The area is popular with younger families, with an average of 1.6 children per household. The community has traditionally been dominated by single-family development and its residents are largely dependent on the automobile for transit, with 84% of its population utilizing a car to commute.

The family of schools that serve South Newton has been operating well over capacity since 2014. When new catchment boundaries were established for Woodward Hill, the



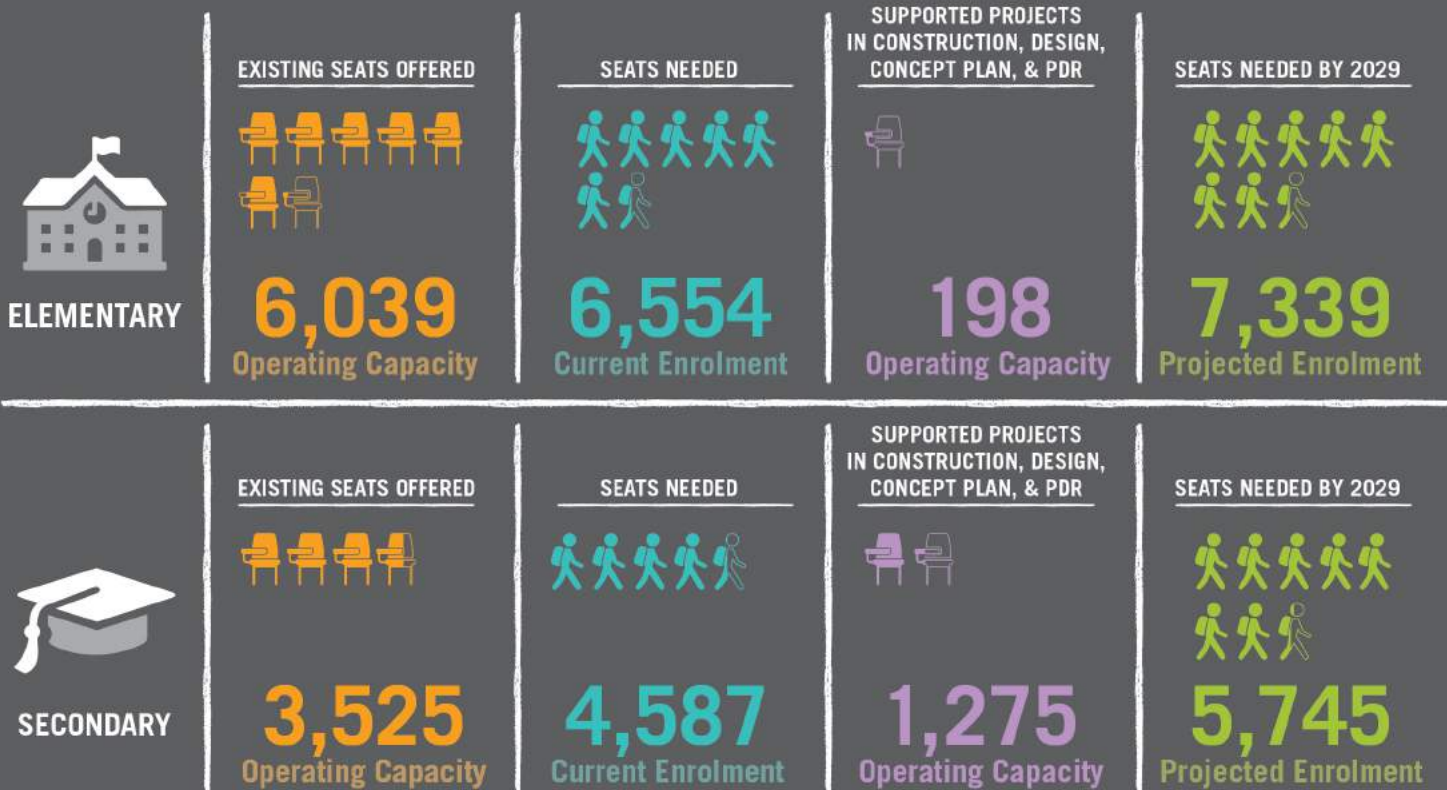
new school could not accommodate all the students located in the northwest corner of the community as planned. The upper portion of the northwest corner in the catchment was redirected from the École Woodward Hill catchment to North Ridge, which is located on the west side of King George Boulevard. Similar to Latimer Road Elementary Schools and Katzie Elementary schools, North Ridge Elementary school has grown each year because of the residential construction from another developing community.

The northwest corner of South Newton experiences an average of 5.4% annual growth. An eight-classroom addition was opened in September 2018 at École Woodward Hill; it should be noted that even with this addition the school still had to retain two portables on site.

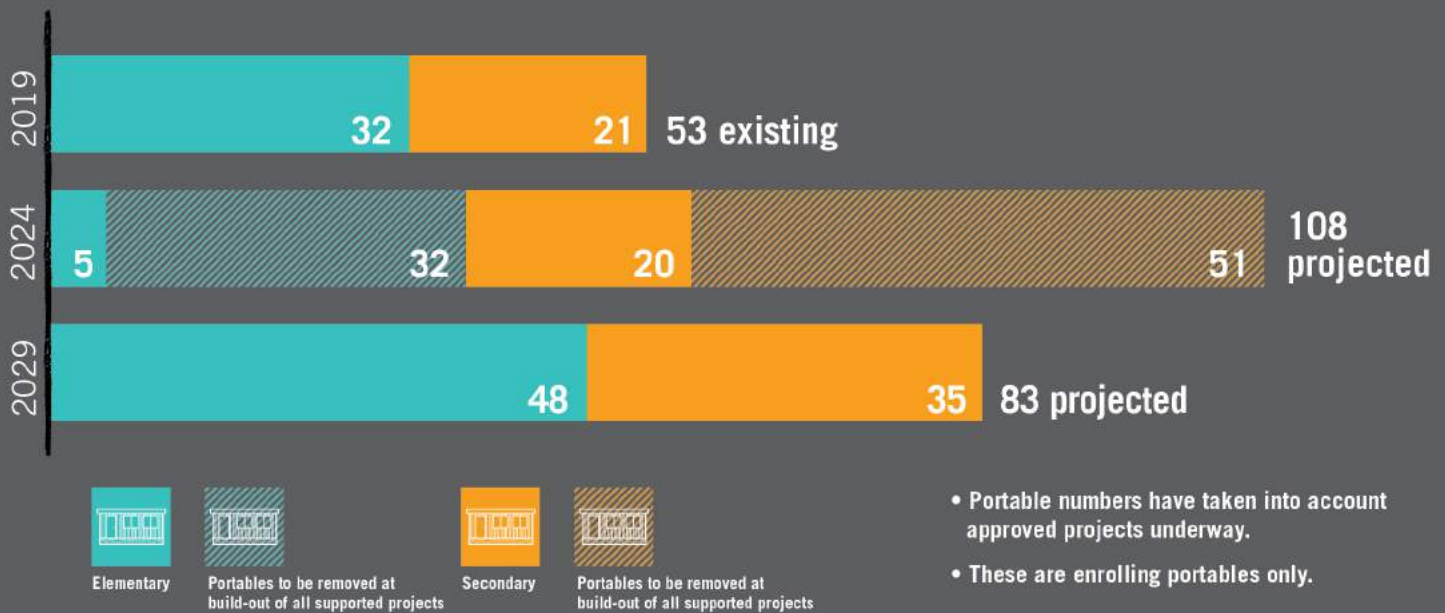


3.2.5 Panorama / Sullivan PLAN

SEATS, ENROLMENT & PORTABLES



the **CHALLENGE:** Aligning school capacity with short to long term enrolment growth.



The Panorama community is on the cusp of another period of change and growth, particularly in select pockets of the community. In 1999, a West Newton South NCP was adopted. The NCP focused much of the residential zoning to single-family housing, with the rest being devoted to townhomes along King George Boulevard. This plan envisioned over 6,200 new homes and 17,500 additional people in the NCP. In 2004, the plan was amended to increase the additional density to 6,500 residential units and 18,700 more residents. There continues to be increased demand and pressure for the City to further increase the services and density in this region.

These two communities both face pressure for further density increases, but differ in rate of development. Sullivan Heights' evolution will be in the short- to medium-term, while Panorama's changes mid- to long term projects.

Current Projects Underway*

Sullivan Elementary

Type	Addition - 186 operating capacity
Phase	Construction
Target Occupancy	January 2021

Sullivan Heights Secondary

Type	Addition - 700 operating capacity
Phase	Construction
Target Occupancy	November 2021

**Based on CPO Dashboard - September 16, 2020*

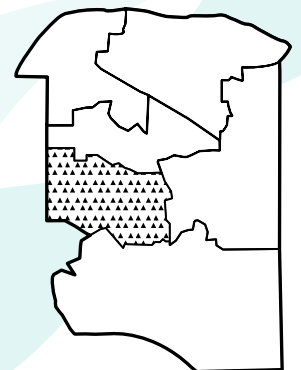
Portables

Because NCPs were started in the mid-1990s in the Panorama Community, many of the plans have reached build-out. All of the elementary schools in the area have been able to manage in-catchment demand as most of neighbourhoods are very well-established. Except for four portables at North Ridge, none of the remaining elementary schools need to rely on portables to provide enrolling space. Over the last several years, North Ridge has required them because the school also serves a portion of the South Newton community.

In contrast, portables have been used extensively over the past decade to accommodate the space needs at Woodward Hill Elementary, Goldstone Park Elementary and École Cambridge Elementary Schools. The adoption of the South Newton Plan in 1999, changed the area into an affordable residential neighbourhood that attracted many young families.

Since 2015, this family of schools (plus the secondary school) requires 53 portables overall to address the existing space shortage on their campuses. When Sullivan Heights Secondary School was built in 2000 at a capacity of 1000 it had reached capacity by 2002 and required three portables in 2003. The school now requires 16 portables to meet the space needs to support a capped total enrolment of 1654. The school has capped enrolment so now even students living in the catchment and graduated from a feeder school can be placed on a waiting list to register at Sullivan Heights Secondary School. In the past, there has been situations where the number of Grade 8 student spaces has been smaller than the incoming new Grade 8s. Many students, at all grade levels, have been diverted to Panorama Ridge Secondary and Frank Hurt Secondary schools because of these capping limitations.

Over the last four years, nine additional portables have been added to the community to meet increasing elementary space needs. As of September 2019, Cambridge Elementary School houses twelve portables on site, Goldstone Park Elementary School has nine, and École Woodward Hill Elementary another four. Adding the number of portables up, it equals 25 classrooms. Put another way, the portables represent one large elementary school consisting of four kindergarten classrooms and 22 general elementary classrooms. All of the Sullivan elementary family has been closed to out-of-catchment registration and is under review to determine whether in-catchment registrations should also be restricted due to the seat shortfall situation.



3.2.5 Panorama / Sullivan PLAN

South Newton Community

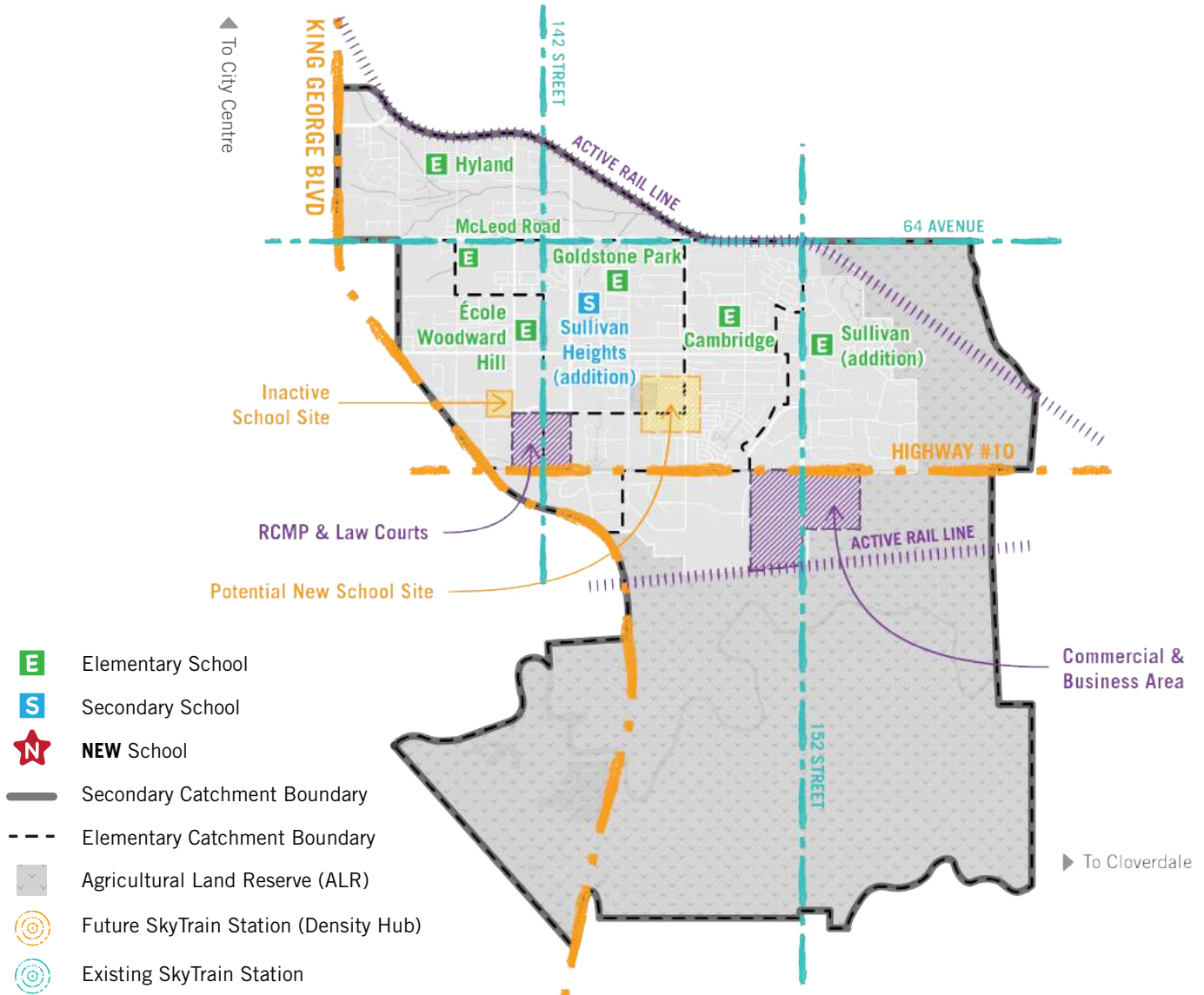


Figure B3.2.32

Ten-Year Projected Enrolment South Newton Community Elementary Schools

School Information		Operating Capacity	Projected Domestic Enrolment										
Site #	School Name		2019	2020 *	2021	2022	2023	2024	2025	2026	2027	2028	2029
151	Cambridge Elementary	495	765	761	777	780	784	765	761	765	760	770	768
212	Woodward Hill Elementary	644	710	729	755	779	798	813	856	884	919	959	979
21	Sullivan Elementary	201	293	277	276	264	251	261	259	261	255	260	258
211	Goldstone Park Elementary	519	732	754	747	746	740	761	751	743	760	752	766
131	Hyland Elementary	411	468	490	504	508	525	520	536	528	537	535	557
63	McLeod Road Elementary	182	209	204	206	201	201	201	193	193	193	193	193
Total Enrolment			3177	3215	3265	3278	3299	3321	3356	3374	3424	3469	3521
Operating Capacity		2452	2452	2452	2452	2452	2452	2452	2452	2452	2452	2452	2452
New School/Additions Capacity				186	186	186	186	186	186	186	186	186	186
Seat Surplus / Shortfall			725	577	627	640	661	683	718	736	786	831	883

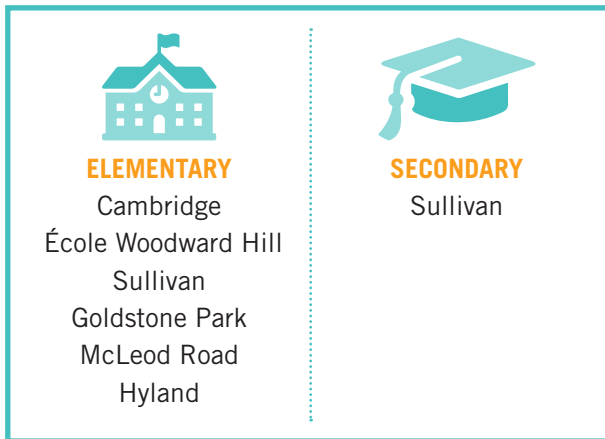
Figure B3.2.33

Community Overview

Below is the discussion on needs for elementary space in the Sullivan community and the secondary school space strategy for École Panorama Ridge Secondary and Sullivan Heights Secondary schools to address the large seat shortfall.

1. SOUTH NEWTON: ELEMENTARY

New Family of Elementary Schools



The original NCP for Sullivan Heights planned for the 485 hectares that is now known as South Newton. The boundaries of the first plan stretched between King George Boulevard (KGB) to 152nd Street and north of Highway 10 to 64th Avenue. Sullivan Elementary School was the first school to serve this new community. Residential zoning originally focused on single-family lots; then, in 2004, the City adopted amendments that allow for small-lot single-family homes by reducing setback requirements and allowing more multi-family residential units that are designed to fit in with the context of the neighbourhoods.

Even after these amendments were made, developers continued to petition the City to increase the existing 15 UPA density to 25 UPA. Though there have been spot approvals to up zone select areas, outstanding applications have been placed on hold until a more holistic review can be carried out to understand the potential impact that increased housing density and a greater population may have on the existing community. Nonetheless South Newton is one of fastest growing communities in the city – second only to Grandview Heights in South Surrey.

Two other neighbourhoods – one in the NCP and a second located south of Highway 10 – are on the verge of change. Both areas have been zoned suburban, and still have large undeveloped tracts of land.

The first area is on the east side of the NCP and runs along the east side of KGB. This area can be characterized as large undeveloped parcels with newer mid-rise apartments and small-lot single-family homes starting to build out from KGB, moving eastward. The potential adoption of higher housing density will only continue to put pressure on the limited enrolling space in this part of the community.

The second neighbourhood on the cusp of transition to denser housing forms is located to the south of Highway 10 and north of the ALR. The existing suburban neighbourhoods sit within a predominately densely wooded area, which is nestled in the southeast interchange of Highway 10 and KGB. These original homes continue eastward to Panorama Drive. Within this neighbourhood, the City is reviewing many rezoning applications to subdivide large parcels of land into smaller house lots. The housing landscape for this area will undoubtedly see much change over the next ten-year window.

Enrolment

There are currently over 20 development rezoning permit applications requesting higher housing density within the South Newton Plan area, many featuring townhome developments. The enrolment table in Figure B3.2.33 illustrates the impact that current residential construction at a higher housing density will have at these local schools over the next 10 years. The original NCP in 1999 concluded that three new schools in the community would meet the in-catchment demand for that plan. However, with increased housing densities and a change in housing form has put added pressure on the existing schools never anticipated to accommodate this level of growth.

Planning Approach

With the amount of continued residential construction planned coupled with a large population of 0- to 14 year-olds living within South Newton, there is no question that new enrolling spaces are required to address the large, immediate seat shortfall. Eight-classroom additions were constructed at École Woodward Hill Elementary School in 2017-18 and Sullivan Elementary School to be opened in the 2020/2021 school year. These new classroom spaces only dealt with the immediate seat shortfall at each of these schools; there is no additional flexible space to manage the future growth to come. Since 2016, there has been two boundary changes to move growth eastward from École Woodward Hill Elementary School to Goldstone Park Elementary School and then to Cambridge Elementary School. Though it provided temporary relief, the phased boundaries changes were not encompassing enough to have an impact on growth for a longer period. New enrolling spaces need to be constructed to align with development and projected enrolment growth.

A new 2.0 HA was purchased in the fall of 2019. The site located next to the existing Goldstone Park (not elementary school) is ideal. Having a new 612 capacity school to the south of the existing family of schools will allow these catchments to be right sized by moving enrolment south and serve the future enrolment from the neighbourhoods located south of Highway 10.

Along with the new school, additions at other schools will be required to accommodate the overall growth mid and long term projected growth.

Moving forward, the District Long Range Facility Plan calls for:

- **SHORT TERM:** Build a new 612-operating capacity elementary school. This new school will accommodate the growth in the southern half of the NCP and the neighbourhoods south of Highway 10.
- **MID TERM:** Build a new 383-operating capacity addition to McLeod Road Traditional School. The addition will provide the school the capacity to support in-catchment regular stream growth.
- **MID TERM:** Build a new 140-operating capacity addition to Cambridge Elementary School. The new space will support anticipated growth. However, until the City provides timing and guidance on the forms of new housing and potential increases in population count, this project will need to be monitored and space needs will need to be confirmed.
- **LONG TERM:** Acquire a new 3.0-hectare site for a new 364 operating capacity school. A new site that is potentially located south of Highway 10.
- **LONG TERM +:** Build a new 364 operating capacity school on the newly acquired site.

Panorama Ridge West Secondary Schools and Sullivan Heights East Secondary Schools

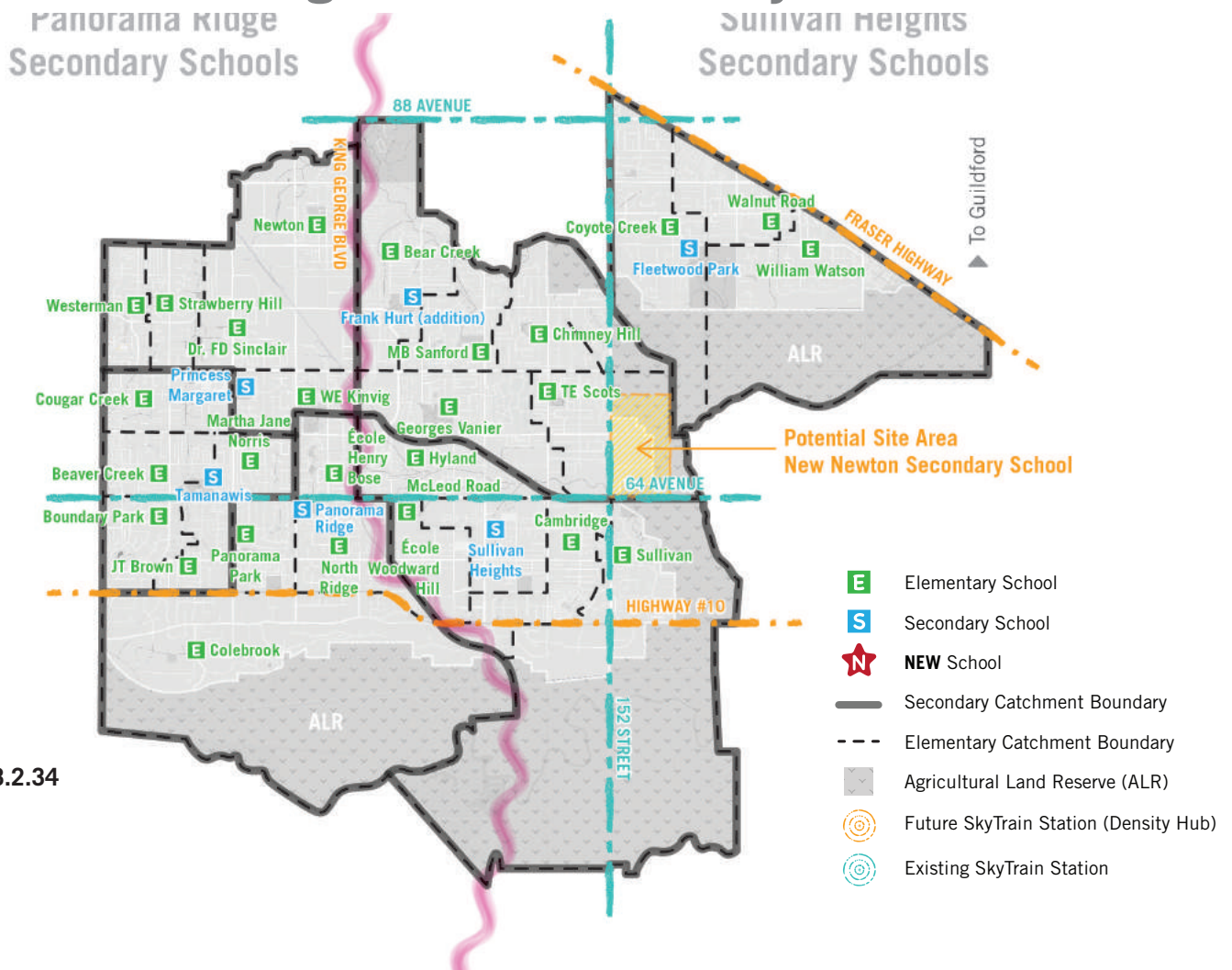


Figure B3.2.34

Ten-Year Projected Enrolment – Panorama Ridge West Secondary School Community

Figure B3.2.35

Site #	School Information	Operating Capacity	Projected Domestic Enrolment										
			Actual	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
32	Ecole Panorama Ridge Sec	1400	1621	1619	1628	1615	1616	1602	1627	1625	1648	1666	1695
46	Princess Margaret Secondary	1500	1390	1423	1532	1622	1662	1712	1766	1798	1789	1818	1832
150	Tamanawis Secondary	1125	1427	1424	1446	1504	1547	1613	1645	1681	1732	1724	1713
Total Enrolment			4438	4466	4606	4741	4825	4927	5038	5104	5169	5208	5240
Operating Capacity			4025	4025	4025	4025	4025	4025	4025	4025	4025	4025	4025
Seat Surplus / Shortfall			413	441	581	716	800	902	1013	1079	1144	1183	1215

Ten-Year Projected Enrolment – Sullivan East Secondary School Community

Figure B3.2.36

Site #	School Information	Operating Capacity	Projected Domestic Enrolment										
			Actual	2019	2020	2021*	2022	2023	2024	2025	2026	2027	2028
167	Fleetwood Park Secondary	1200	1476	1577	1605	1629	1666	1690	1695	1702	1741	1735	1737
106	Frank Hurt Secondary	1250	1399	1450	1494	1562	1580	1633	1664	1728	1733	1724	1718
164	Sullivan Heights Secondary	1000	1539	1611	1743	1851	1987	2079	2137	2223	2260	2302	2337
Total Enrolment			4414	4638	4842	5042	5233	5402	5496	5653	5734	5761	5792
Operating Capacity			3450	3450	3450	3450	3450	3450	3450	3450	3450	3450	3450
New School/Additions Capacity					700	700	700	700	700	700	700	700	700
Seat Surplus / Shortfall			964	1188	692	892	1083	1252	1346	1503	1584	1611	1642

2. PANORAMA RIDGE: WEST SECONDARY STRATEGY

Secondary School Cluster: École Panorama Ridge, Tamanawis, Princess Margaret

This grouping of schools serves the communities to the west of King George Boulevard sharing a common city boundary line with Delta. This secondary school strategy works in tandem with the “Sullivan Heights: East Secondary Strategy”. Both strategies form a larger district planning approach to address demand for secondary space in this region.

As stated previously, the École Panorama Ridge catchment is on the edge of transitional change: evolving from a suburban area to an urban community. The West Newton South NCP, which focused primarily on neighbourhoods north of Highway 10, was adopted in 1999. South of the Highway the City is reviewing many rezoning applications to subdivide large parcels into smaller lots. The City has not yet determined if the multiple rezoning requests will involve spot rezoning, or an amendment to the West Newton NCP.

Enrolment

September 2014 saw the opening of a 375-capacity addition at École Panorama Ridge Secondary School. Despite the addition, this school has continued to operate over capacity. Preliminary registration applications for the 2020/2021 school year suggest that the school may need its first portable to manage overcrowding. There are curriculum-driven alternatives that could be considered to manage the seat shortfall (e.g., running an extended-day timetable or capping school enrolment); however, these types of strategies are always contingent upon the school's ability to schedule all curriculum and program requirements into a limited amount of specialty space. This is often the real pinch point in managing overcrowding at the secondary school level. The preferred approach may be to increase the school by 300 to a final capacity of 1,700.

The Tamanawis Secondary School catchment has experienced an average 1% annual growth, consistent with a maturing neighbourhood growth rate pattern. Since 2007, the 13- to 16-year-old population has been steady between 1455 and 1515. The current population of 9- to 12-year-olds suggests that the future 13- to 16-year-old age cohorts will maintain this pattern. Tamanawis Secondary School has traditionally been a popular school, attracting upwards of 80% of the available secondary population. All of the factors indicate that the current capacity of the school is inadequate, and that the school needs to be “right-sized” to match the steady in-catchment demand.

Princess Margaret is anticipated to experience a stronger growth trend in later years. Regional Transit plans call for a Light Rail transit connection between the existing King George SkyTrain station and the Newton Town Centre. Both KGB and The Newton Town Plan are under review by the City and this review will result in higher density housing to support transit ridership. But until firm housing forms and densities, and population counts are determined by the City, modeling enrolment growth can only be a high-level estimate. As both of these plans are expected to be completed and adopted by the end of 2022, mid-to long term enrolment projections for this school are expected to change. The Ten-Year Projection (Figure B3.2.36) should be considered conservative in its growth and will need to be updated in the near future.

Planning Approach

Two of the three schools in this family – École Panorama Ridge Secondary and Princess Margaret Secondary schools – are at, or within 100 seats of, the preferred secondary capacity of 1,500. With the projected seat shortfall to be 1,377 in 10 years, the additional 675 new student spaces (assuming that each secondary is only increased to a 1,500 capacity) will be insufficient to even address mid term need. Consequently, the short and mid term strategy is to focus new enrolling space by constructing additions to each school to increase their capacity up to 1,700 at each site. As for the need for a new school to serve the cluster, district planning is anticipating that a new 1,000 capacity secondary school will be required in the long term (10+ years).

Modeling was done to see if the enrolment growth could be spread around this cluster of secondary schools. However, any practical reassignment of feeder schools could not re-allocate the growth equally across the secondary schools and would overwhelm the surplus space available.

Within the current ten-year enrolment projections, the Sullivan and East Newton communities are experiencing the most amount of growth. This side of the cluster has a seat shortfall that could sustain a new secondary school. Moving forward, the district's plan is:

- **SHORT TERM:** Build a 575-operating capacity addition at Tamanawis Secondary School. Since 2014, this secondary school has had to rely on a large number of portables. Like the other over-subscribed secondary schools in the district, it does not have enough space to accommodate further portable growth and faces a lack of access to existing specialty spaces. Constructing new classroom space along with specialty facilities is required.
- **MID TERM:** Build a 300-operating capacity addition at École Panorama Ridge Secondary School. In addition to the school expansion, the district will also have to

consider reviewing programming for sustainability. Consideration will be given to expand the school to an even higher capacity than 1,800 to accommodate the potential growth coming from south of Highway 10.

- **MID TERM:** Build a 200-operating capacity addition at Princess Margaret Secondary School. In addition to the school expansion, the district will also have to consider reviewing programming for sustainability.
- **LONG TERM:** Acquire a new 6.0 HA site for a future 1000 capacity secondary school within the Panorama community.
- **LONG TERM:** Build a new 1,000 capacity secondary school to provide students spaces required to accommodate growth from the KGB Transit Corridor and the Newton Town Center plan.

3. SULLIVAN HEIGHTS: EAST SECONDARY STRATEGY

Secondary School Cluster: Fleetwood Park, Sullivan Heights, Frank Hurt

This cluster of secondary schools spans the Sullivan Heights and East Newton communities. The cluster is somewhat isolated from other secondary schools by an expanse of the ALR on the east, a future transit corridor to the east along KGB, and greenways, BC Hydro towers and railways tracks that crisscross through both communities to the north. All of the schools in this cluster are operating with a seat shortfall.

Note that while Enver Creek Secondary serves the northwest corner of East Newton and some neighbourhoods along Fraser Highway, the school is not included in this cluster. It is cut off from the other schools by a regional forest and greenway that act as barriers. Enver Creek Secondary School is currently operating somewhat below capacity, but its surplus space is being protected to serve increased enrolment expected to come from transit-oriented housing planned for the SkyTrain Corridor.

Sullivan Heights Secondary and Fleetwood Park Secondary schools are being influenced by different City planning initiatives. Sullivan Heights Secondary School is the only secondary school to serve the South Newton plan. The feeder elementary schools are operating over capacity. The actual population of 5 to 12 year-olds in 2019 is greater than current population of 13 to 17 years olds in the community.

Fleetwood Park Secondary School serves three elementary schools that are isolated within the district because of bordering highways and the ALR to the south. The Fleetwood Enclave Infill Plan and the rezoning of the Eaglequest Golf Course to allow for residential housing is putting enrolment pressure on the school. These two projects are being phased in over time, with estimated build-out being reached by 2030.

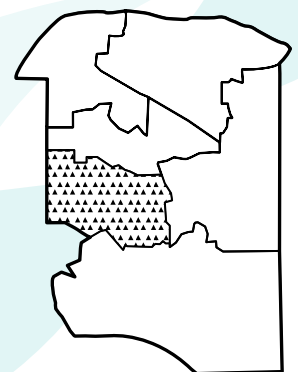
Fraser Highway defines the northern border of Fleetwood Region. City community planning is addressing land use and housing density to support the future extension of the SkyTrain line. Originally, the highway was to serve as a light rail transit corridor, with future density planned to match this form of public transportation. With transit plans changing to involve a SkyTrain extension instead, future housing counts are expected to be even higher. Preliminary planning of the line calls for three major SkyTrain stops in the community. Like the Newton Town Centre plan, clusters of high-rise apartments are being considered around each station that will increase commuter traffic.

Though the Frank Hurt Secondary catchment has reached build-out, there are existing pockets along 152nd Street and King George Boulevard (KGB) that may be facing land use change. 152nd Street is the only major vehicular route that connects North and South Surrey. Access to Highway 99 or Highway 1 from 152nd Street further strengthens its role as a major transportation corridor. Surrey community planning is currently reviewing the KGB North area. The plan, which has identified KGB as a future public transit corridor, will be looking to increase residential zoning along the road to support public transit ridership.

Finally, the Newton Town Centre plan will also have an enrolment impact at Frank Hurt Secondary School. Though not yet adopted, this plan envisions the town centre to be a public transit hub because it is central to both northern and southern Surrey communities. 72nd Avenue is also a major corridor connecting Highway 99 to mid-Surrey. Surrey community planning is looking to change the urban landscape from commercial strip malls and big box stores to more mixed use with high-rise apartments and other high-density residential to support this new key transportation node.

Enrolment

Growth for Sullivan Heights Secondary remains very strong. The projection recognizes this growth trend which has factored in the enrolment impacts because of rezoning to higher housing densities and the continued residential construction build out of the South Newton Plan. But two pending land use plans are not reflected in the enrolment modeling: the King George Corridor North Land Use plan and the Newton Town Centre (Stage 2) plan. Future housing and population counts are not yet confirmed for these developments: both plans are targeted to be adopted sometime in 2023. As we have seen in other communities across the City, urban development is spreading eastward.



3.2.5 Panorama / Sullivan PLAN

Planning Approach

The challenge of providing enough future enrolling student spaces comes from the lack of availability of land. It is difficult to find a place to build a new secondary school and/or a sizeable addition on any of the existing secondary sites in this cluster.

Nonetheless, the need is there: currently, Sullivan Heights Secondary School has 16 portables on site to manage the space requirements. Once the planned addition to the school is built, these portables will be made redundant. However, the enrolment growth is tracking towards the final build-out capacity of the school at 1,700 spaces shortly after the new addition is completed.

The original Fleetwood Park Secondary School was planned and built to house 1,200 students. The district anticipated future growth and purchased a site that could accommodate additions to the school to bring the capacity to 1,500. With future land use changes bringing even stronger growth than expected, Fleetwood Park Secondary School (and Frank Hurt Secondary, for that matter) will need expansions to increase each school's capacity to 1,700. Design ideas include a more compact building footprint, but a greater number of floors. Sullivan Heights will have reached its full build out capacity and site area at completion of the 700 capacity addition currently underway. As for Fleetwood Park, this facility will be in the same position when its future addition is built.

Over the last several years, Frank Hurt has been a central location to which many students who could not attend Sullivan Heights Secondary School could be diverted. Frank Hurt Secondary School has also seen its own in-catchment growth as the OCP in the area reaches final build-out. This school does have available land to increase capacity comfortably from 1,125 to 1,500. The design of the addition will be a challenge given the sprawling design of the existing building and the removal of an old dilapidated gym. Because the demand for secondary enrolling space continues to increase, the district will also need to explore options to increase the school's capacity beyond 1,500.

The seat shortfall for this cluster is sizeable. Including the 700-seat addition at Sullivan Heights Secondary School, the seat shortfall by 2029 is expected to reach 1,682 students. With significant project plans around the community still under review, the projection will likely be even higher, in time. As a result, the district's long term plans will need to include school expansions, in addition to a new secondary school in the east cluster. A new school in the area would provide the flexibility to move programs and perhaps reassign existing feeder schools to spread growth around the west Newton and Sullivan communities.

Locating a 7-hectare greenfield site for a new secondary school in any of the four communities will prove difficult. The ideal location for a new school will be on a major transportation corridor and central to the three schools to allow for boundary changes drawing enrolment from Fleetwood Park, Frank Hurt and Sullivan Heights Secondary Schools growth.

Moving forward, the district's long term plan includes:

- **SHORT TERM:** Acquire a 6.0-hectare site for a new 1,200-operating capacity secondary school. This new site would need to be located where its catchment could provide relief for all three secondary schools.
- **SHORT TERM:** Build a 500-operating capacity addition at Fleetwood Park Secondary School. This school requires an addition now due to the school's difficulty in providing access to key specialty spaces and limited capacity to accommodate more students in the area.
- **MID TERM:** Build a new 1,200-operating capacity secondary school.
- **LONG TERM:** Build a 450-operating capacity addition at Frank Hurt Secondary School. Frank Hurt Secondary School will be the local secondary school that will serve the revised Newton Town Centre plan along with Princess Margaret Secondary School (in the west). This project is on hold until the revised Town Centre plan is adopted. Frank Hurt will be the local secondary school that will serve the revised Newton Town Centre plan along with Princess Margaret. This project is on hold until the revised Town Centre plan is adopted.



South Surrey / White Rock Educational Region

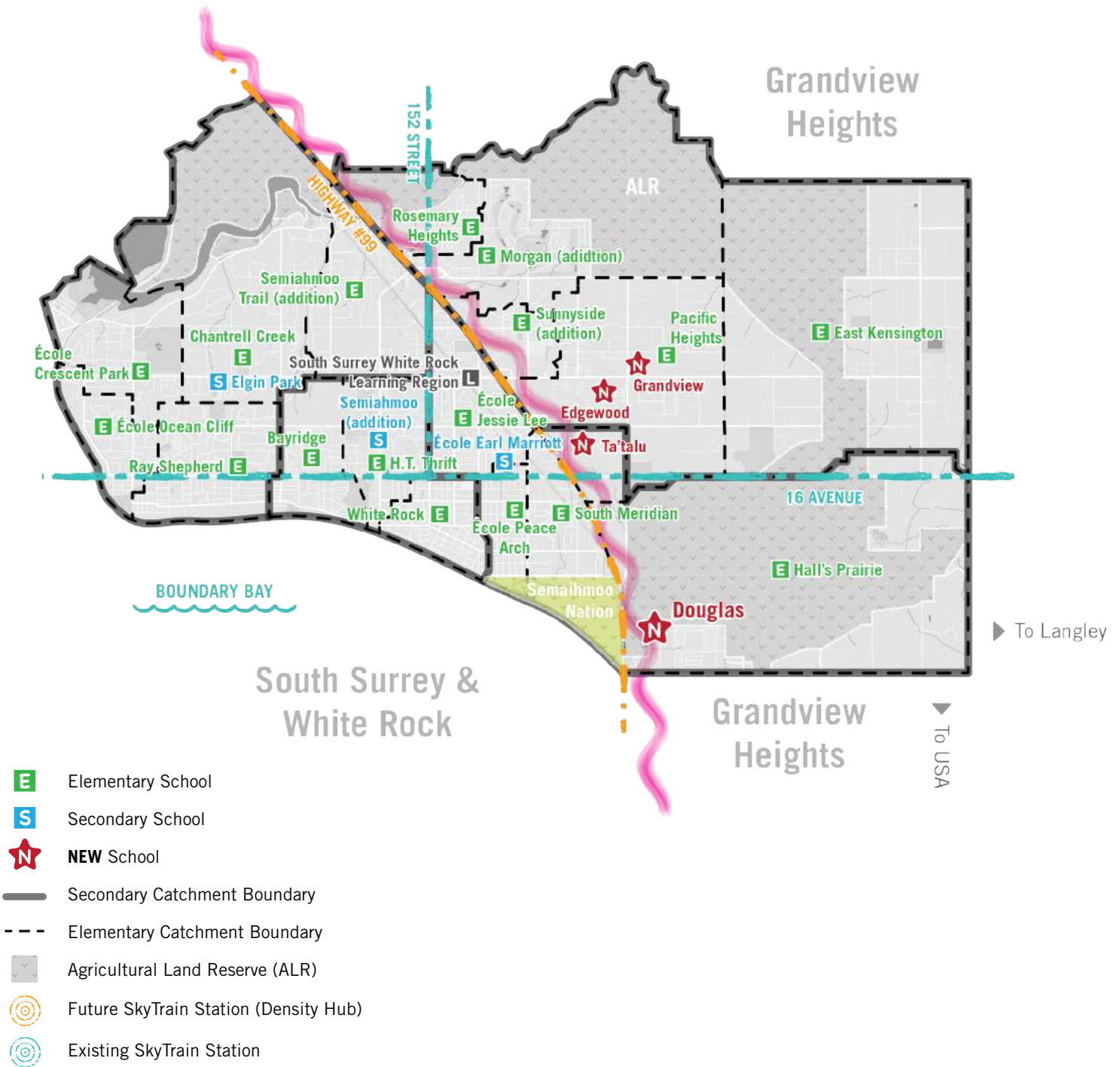
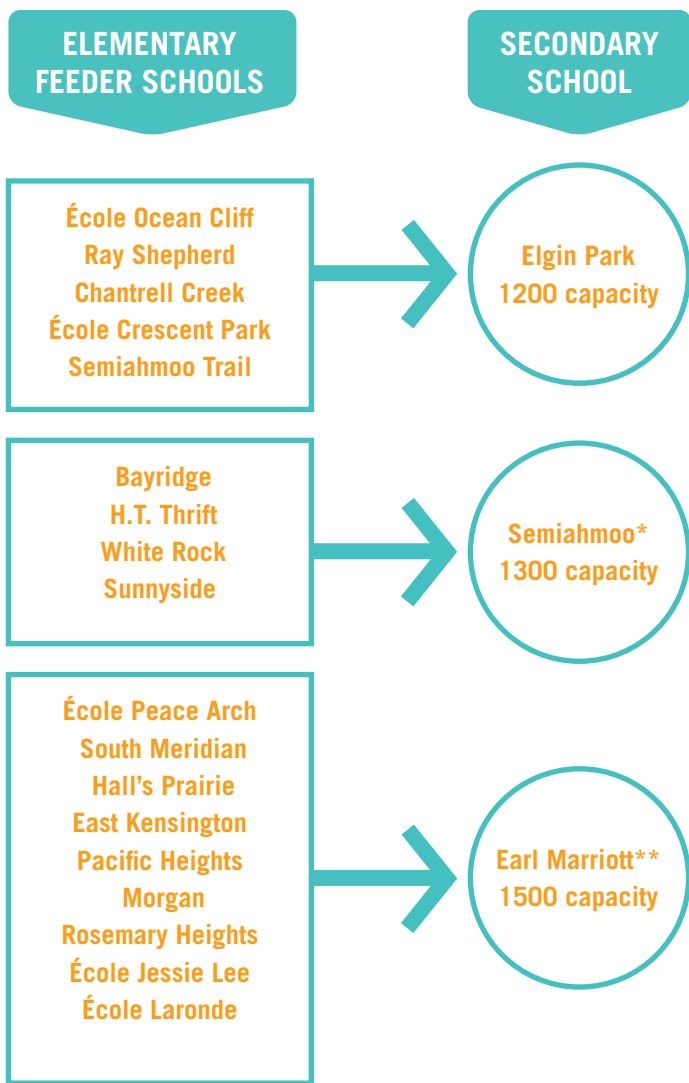


Figure B3.2.37

3.2.6 South Surrey / White Rock Educational Region Overview



*Offers the IB and IB certificate Program
 **Offers the 2nd largest French immersion program

Grandview Heights, a new 1500-operating capacity secondary school to open by September 2021.

The South Surrey / White Rock Educational Region is defined by:

- **North:** Agricultural Land Reserve (ALR)
- **East:** Border with the City of Langley
- **South:** Canada-United States Border
- **West:** Boundary Bay

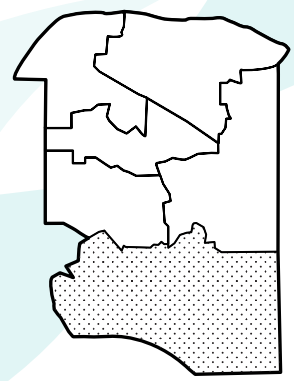
This region comprises two distinct communities that are separated by Highway 99:

1. **Grandview Heights:** a new community that is transforming from suburban/rural neighbourhoods into new high density urban neighbourhoods;
2. **South Surrey / White Rock:** an older, established community where development with increased density is targeted in different pockets on the peninsula.

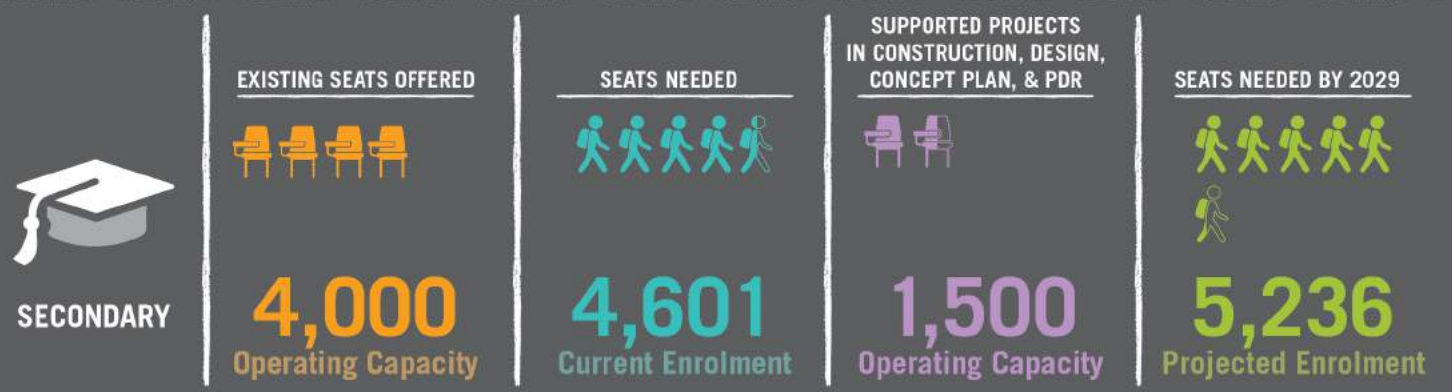
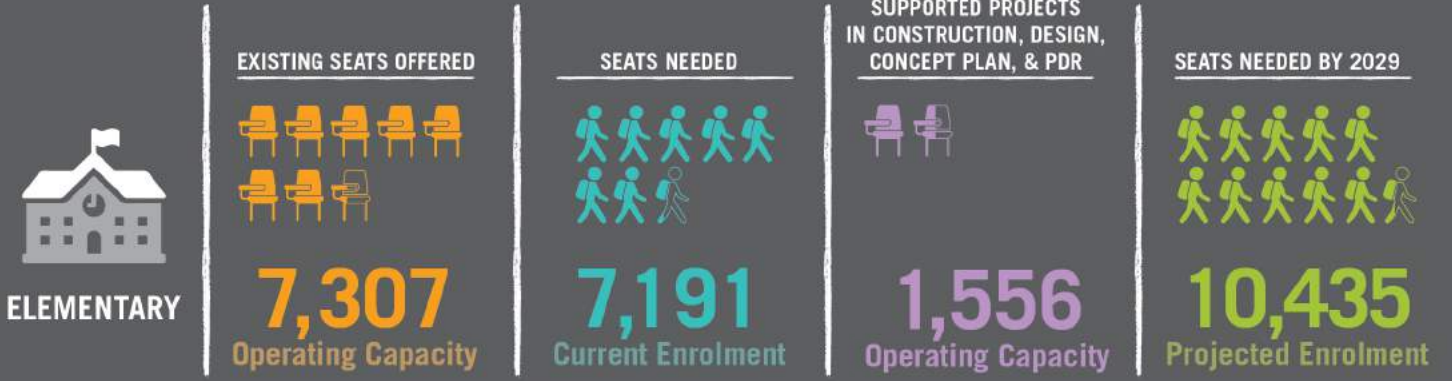
Region History

The history of South Surrey is tied directly to the railway linking British Columbia to Washington State. The opening of the now-famous White Rock pier in 1914 accelerated growth of the community, bringing together recreation, rail, and marine shipping interests. South Surrey and White Rock were once holiday destinations for the upper classes that lived in Vancouver. The neighbourhoods here are old and established, and are often characterized by elegant homes on large land holdings.

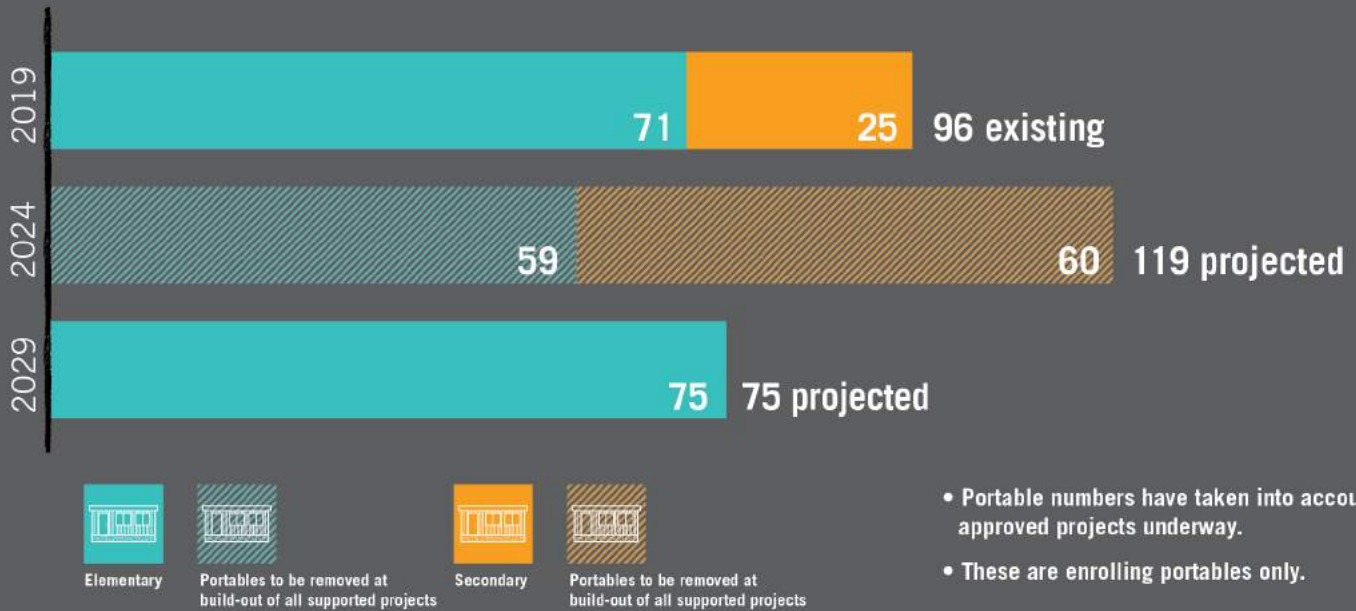
Grandview Heights, on the east side of Highway 99, is a new developing community. Planning in the area began in 2005 with the adoption of the Grandview Heights General Land Use Plan (GLUP). This area is one of the key communities that exemplifies the suburban to urban transition which is a focus of the LRFP.



SEATS, ENROLMENT & PORTABLES



the **CHALLENGE:** Aligning school capacity with short to long term enrolment growth.



Regional Enrolment

The South Surrey / White Rock education region is the southernmost region in Surrey. The Surrey School district not only serves the City of Surrey but also the City of White Rock.

The region has been split into two large communities. The first is Grandview Heights, which also includes the smaller communities of Hall's Prairie, Douglas, Kensington Prairie and Campbell Heights. On the west side of the Highway 99 is the second community: South Surrey and the City of White Rock.

Annual enrolment growth trends on the west side of Highway 99 are not as dramatic as on the east side. South Surrey and the City of White Rock are made up of long-established neighbourhoods. Over the last three years, the overall average enrolment growth for the local elementary schools has been 2.0%. At the secondary level, the average growth has been 1.7%. Both of these growth trends indicate that this community can be considered a "maturing neighbourhood".

In contrast, on the east side of the region, enrolment growth in the Grandview Heights community ranges from 6-15% in different neighbourhoods. This significant growth characterizes Grandview Heights as a "developing neighbourhood".

SOUTH SURREY: There are two active adopted plans in South Surrey and one NCP still within the City's planning process. The plans are:

- King George Corridor South Plan, a large plan that spans from 8th Avenue to the Nicomekl River
- Crescent Beach Land Use Plan, which guides development in the largely residential peninsular enclave of Crescent Beach
- Semiahmoo Town Centre Plan, which aims to create a more compact, walkable Semiahmoo Town Centre

The King George Corridor South plan and the Semiahmoo Town Centre plan both envision a much higher density in each area. Residential rezoning is moving away from single-family homes towards mid- to high-rise apartments and mixed residential. In particular, the Semiahmoo Town Centre plan will profoundly change the urban landscape along 152nd Street from the KGB intersection down to

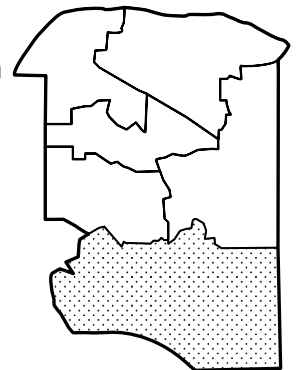
16th Avenue (North Bluff Road). Along 152nd Street, many large retail strip malls will be replaced with mixed use residential towers with commercial use having a stronger urban presence. (The commercial building face will sit on the property line facing sidewalks and the roadway)

WHITE ROCK: White Rock is an independent city and is run by its own elected Council and Mayor. The City Land Use is also directed by its own Official Community Plan (OCP) and is administered by the City's own Planning Department. In October 2017, White Rock Council adopted an updated OCP for the city. The highlights of the revisions can be described as:

- The development of the existing Peace Arch Hospital area into a medical zone similar to the Surrey Memorial Hospital Medical district. The OCP also includes additional affordable housing density to support local medical staff working at the hospital.
- Existing neighbourhoods in the city would remain intact, largely as they exist now. Any infill or multi-residential housing would be spread out over the city.
- The Town Centre and Lower Town Centre areas would allow for more high-rise and mixed-residential development along 72nd Street.

City planners are targeting the approval of approximately 1,500 new residential units per year for White Rock, made up of various housing types but with a focus on high-rise construction in the town centre areas. This approval target would sustain approximately 1% annual population growth in the city.

GRANDVIEW HEIGHTS: Development started in earnest in this area in 1996 with the adoption of the Rosemary Heights Central NCP, which was responsible for the formation of the earliest neighbourhoods of Rosemary Heights, and Morgan Heights. The GLUP and subsequent NCPs have called for a massive transition from rural/suburban area to a "Smart City" urban community. With the amount of land that has been released (upwards of 2,600 acres) since 1996 for development, and each NCP allowing even higher residential density, the community is steadily being urbanized.



3.2.6 South Surrey / White Rock PLAN

Modernizing since 2005, there have been eight NCPs: five adopted and three in their final city planning stages. Registrations in the local schools have increased by an overall annual rate of 5%; in some neighbourhoods this growth rate is even higher. And Grandview Heights still has much more change to come.

In the following “Community Overview”, each of these larger communities will be discussed in further detail.

Current New Schools/Expansion Projects Underway*

Pacific Heights Elementary

<i>Type</i>	Addition - 279 operating capacity
<i>Phase</i>	Construction
<i>Target Occupancy</i>	June 2020

Edgewood Elementary

<i>Type</i>	New elementary school - 612 operating capacity
<i>Phase</i>	Construction
<i>Target Occupancy</i>	January 2021

Grandview Heights Secondary

<i>Type</i>	New secondary school - 1,500 operating capacity
<i>Phase</i>	Construction
<i>Target Occupancy</i>	September 2021

Douglas Elementary

<i>Type</i>	New elementary school - 565 operating capacity
<i>Phase</i>	Construction
<i>Target Occupancy</i>	November 2020

White Rock Elementary

<i>Type</i>	Addition - 182 operating capacity
<i>Phase</i>	Construction
<i>Target Occupancy</i>	Fall 2022

Sunnyside Elementary

<i>Type</i>	Addition - 233 operating capacity
<i>Phase</i>	Construction
<i>Target Occupancy</i>	December 2022

Ta'talu Elementary

<i>Type</i>	New elementary school - 612 operating capacity
<i>Phase</i>	Construction
<i>Target Occupancy</i>	Fall 2023

*Based on CPO Dashboard - September 16, 2020



Grandview Heights Community East of Highway 99 Schools

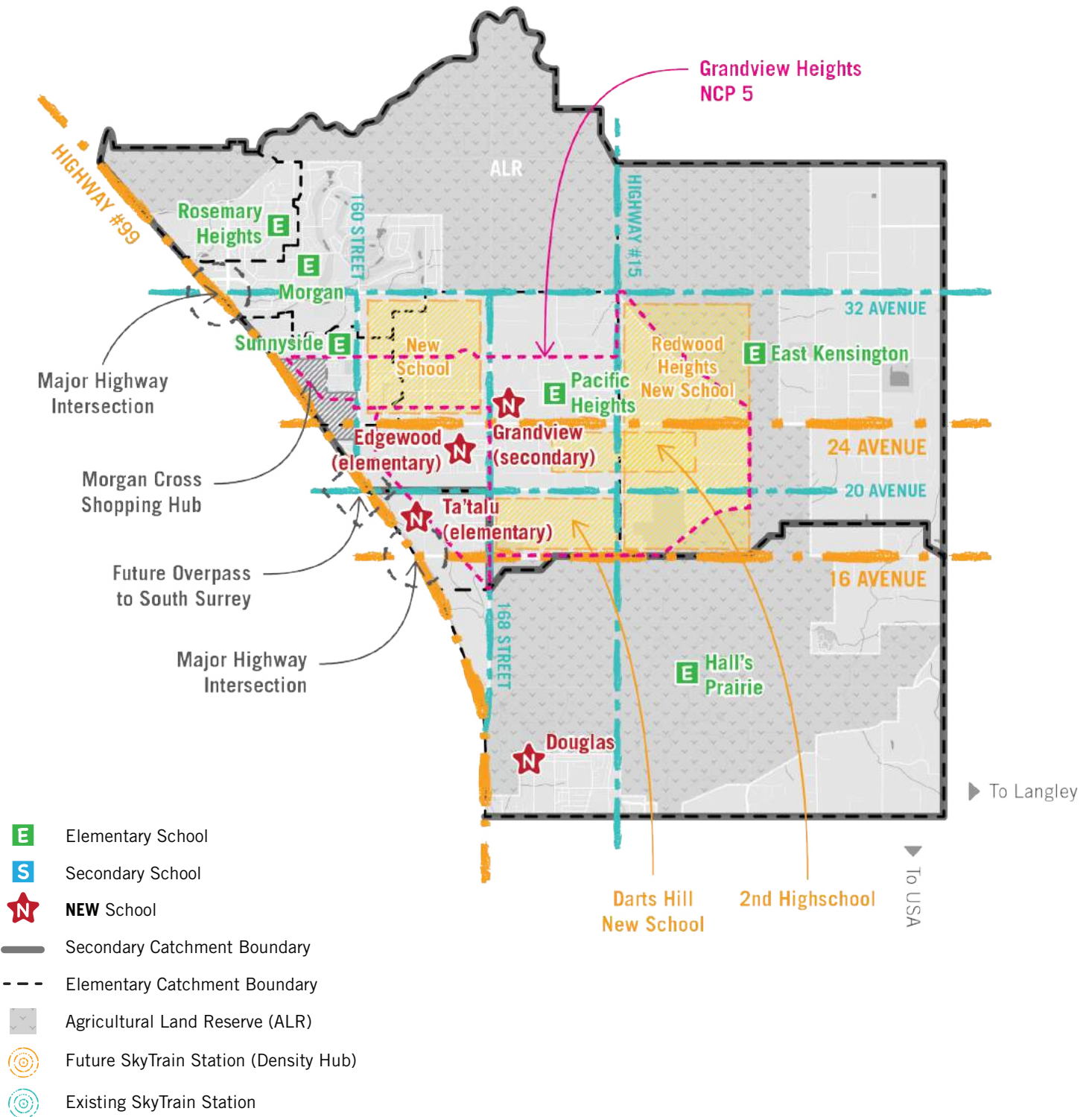


Figure B3.2.39

The existing and new NCPs in this region are creating a new type of community that reflects the tenets of the four overarching plans that shape and guide decision making in Surrey; that the new neighbourhoods will be compact, sustainable and walkable. The urbanization of the rural and suburban areas in Grandview Heights is placing higher and higher enrolment pressure on existing schools that were never built to accommodate the new larger community.

Approach to Aligning School Facility Planning with Creating a New Surrey Community

Since 2000, the overall population of Grandview Heights has grown from 16,000 to 23,000. Surrey community planning wants to increase the population another 70,000 over the next 30 years. As a result of this massive change, district planning had to step back and look at the build-out of the community over a much longer term, instead of focusing on enrolment growth at a single school or a family of schools over a ten-year period. As seen in Clayton and Anniedale/Tynehead, the district needs to support City planning to ensure that the number and location of schools appropriately serve the new larger community.

Before going into more granular detail around the different NCPs that are shaping Grandview Heights, the following discussion describes the district's methodology of how this "special case" long term facility planning was done.

The Starting Point in School Planning for a New Community

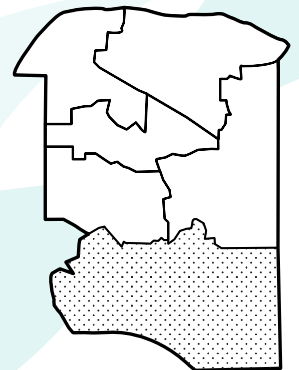
With multiple NCPs being adopted and then constructed at different rates, school planning has to be flexible. Constructing new student spaces, in the community, will have to provide enrolment relief to existing surrounding schools in the short term but still be located within the NCP it is intended to serve in the long term. The NCPs for this area support share basic fundamental principles for land use:

- To develop diverse new housing stock that appeals to young families by zoning residential use to encourage different types of single- and multi-family homes.
- To focus on much higher-density residential land use
- To separate truck/regional traffic from local traffic. Each plan is connected by an overall transportation plan that considers local and regional traffic needs. Regional traffic planning for Surrey and the Fraser Valley proposes several new major traffic corridors closer to the Canada-United States border to redirect commercial traffic from Highway 1 destined for the border, and another route to access Deltaport and BC Ferries.

- To provide land use for employment, retail and recreational opportunities. City planning envisions a "complete community", allowing the residents to work, live, learn and play all within the same area.

Putting the key elements of all of these NCPs together on the same map helps us understand residential zoning patterns, and future commercial/business zones, road networks, and transit routes. The map suggests logical places for new schools, and/or appropriate candidates for school facility expansion. From this high-level view, potential catchment maps may be prepared while also considering the following key factors:

1. The topography of the plan area. Steep grades can make a new school unwalkable for kindergarten and primary-aged students. Foot traffic infrastructure like appropriate street lighting, paved sidewalks and pedestrian operated street crossing.
2. The current and future road networks. Four-lane arterial roads, highways and even major collector roads can be too busy for young children to cross safely. These roads will often form "natural" catchment boundaries for safety reasons.
3. Natural and built environments can become a barrier to safe access to a local school. Large retail malls, fenced private property, and urban forests/parks are examples of environments that can block or divert access for all residents, including school children.
4. Current and future public transit routes and hubs. This factor is more important when looking to place secondary students. Older students can manage commuting on public services, while their younger counterparts may not be able to do so safely without adult accompaniment.



3.2.6 South Surrey / White Rock PLAN

Grandview Heights Long Term Plan

Population

In 2005, the GLUP anticipated that there would be a range of housing types allowing for 12,300 units to be built over the life of the land use plan. Since then, four NCPs have been adopted, two are in the City's planning process and one NCP is scheduled to start the planning process later in 2020. Most importantly, each NCP has increased the housing density and population: the original projected population for the community was approximately 30,000, while the new vision for Grandview Heights is to serve over 90,000 new residents at build-out.

The adopted NCPs started in the northwest corner of community. They are:

- The Rosemary Heights Central plan and Rosemary Heights West plan were adopted in 1997. The Rosemary Heights Business Park plan followed years later with approval in 2000.
- Following this came the NCP 1 plan adopted in 2005. This plan approved 2,350 new homes to be built, most of which surrounded the existing Morgan Creek Golf Course.
- Created as a smaller plan area within the NCP 1 Morgan Heights plan was the NCP 5A Orchard Grove plan. This smaller neighbourhood has larger homes located next to Morgan Crossing.

The Rosemary Heights and Morgan Heights plans have shaped existing residential development next to Highway 99, eastwards around the Morgan Creek Golf Course, and line both sides of 160th Street. Rosemary Heights, Morgan and Sunnyside were the original three schools to serve the beginning of Grandview Heights development, and according to the original GLUP, they were the only three schools required.

After the adoption of the GLUP, Surrey community planning broke the land use plan into six NCP areas. Two were existing (Morgan Heights and Orchard Grove) plus four new plans. NCP 2 Sunnyside Heights was the first of the new NCPs to be adopted. It was adopted in 2008 and called for 7,421 new people. In 2015, when the local housing/land market started to rise, local developers were looking to build more compact housing developments to maximize their bottom line. This resulted in a large upswing of development permit applications requesting higher residential rezoning. When combining all increases in higher housing counts, there was

significant increase to forecasted population and density than was originally adopted in the GLUP. For 18 months, none of these development permits were approved until a second school site could be purchased to serve Sunnyside Heights. Once the district bought a new site south of 20th Avenue, the moratorium was lifted and residential construction started immediately. In 2017, the NCP was amended allowing an increase in the population from 7,400 to 12,400.

There are other three new NCPs still in the planning process with the City. They are:

- NCP 3 Dart Hill is intended to bring upwards of 8,800 new people into the plan area. Currently this community is made up of hobby farms and other related rural uses. The NCP is completing its Stage 2 review in the Surrey community planning process. Adoption of the plan could happen in early 2021.
- NCP 4 Redwood Heights (excluding Redwood Park Estates) is located on the east side of the Highway 15. This community is currently referred to as East Kensington. Adoption of this NCP is imminent.
- NCP 5 Grandview Heights and North Grandview Heights straddles 24th Avenue and is considered to be the future Town Center of the Grandview Heights community. Surrey is committed to start the official planning of this NCP in late 2020. They are targeting 2023 to have the final plan adopted. Housing counts and population projections have not been confirmed, but the City has advised this plan will have the highest housing density and population of all the NCPs in the Grandview Community.

If each of these plans continues to allow for higher housing densities, the Grandview Heights population will approach the current population of other cities in the Fraser Valley; for example, Chilliwack's population is 83,790. With some 25% of the population age 19 or under, this community could conceivably have some 17,500 students needing enrolment seats by 2050.

Maps/Terrain

Data mapping that consolidates NCP plans, topography and other community plans such as transportation planning, etc. provides a visual picture that integrates data in an informative way, especially when a series of maps can be made to show change over time. The following section describes the considerations in developing the long term plan for Grandview Heights based on our mapping.

Topography

The land in the Grandview Heights area can be described as a rolling hill. The ridge of the hill runs east/west. The terrain builds up from the ALR, south to the top of the ridge at 24th Avenue, at which point it begins to slope downward towards Boundary Bay. Current major north and south roads in the community average an 8% grade. The maximum allowable grade for a walkable public sidewalk is targeted to be no greater than 10%. The district encourages especially young children to walk or ride their bikes. The 8% grade and long distances can create difficulties for some children in getting to school. Much of the topography on the north side of 24th Avenue is very steep. Many of the neighbourhoods and buildings are stepped, and require retaining walls. Sunnyside Elementary is located on the north side of the hill. The school consists of several tiered floors and a lot of stairways connecting the tiers. These numerous tiers have the effect of creating isolated pockets of student and staff within the school.

The topography on the south side of 24th Avenue is also sloped, but not as severely. The topography in Sunnyside Heights is not steep enough to act as a barrier. When buying the second elementary site for this NCP, the district sought a site that was located much further south to reduce the length of a walk on sloped public sidewalks.

Environment

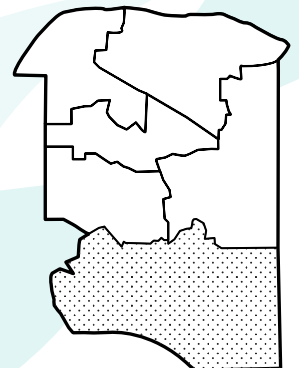
Surrey has always needed to satisfy all federal environmental requirements set out by Fisheries and Oceans Canada. Over the last several years, there has been a general shifting of different environmental authority to local governments. Consequently, Surrey has more responsibility for preparing initial assessments and classification of the biodiversity, watercourses, and eco-sensitive areas than ever before.

Surrey community planning must account for the preservation of existing, biodiverse areas such as providing animal migration corridors, protecting stream beds and spawning areas, and maintaining historical old-growth stands. A recent policy change has caused development cost charges (DCCs), to increase in order for Surrey to purchase the environmental areas identified in the NCP. The new fee structure was introduced in the NCP Redwood Heights.

In the GLUP, the impact of these changes to the environmental regulations has added a new level of complexity in finding new sites, and building on existing sites. Finding large enough sites in any of the new or proposed NCPs is extremely difficult as the net buildable area is reduced because of increasing setbacks and other forms of environmental protection requirements. The district's plans must consider the impact that these environmental changes will have on potential school sites. In our decision making, the construction and environmental remediation costs must be considered when evaluating future site acquisitions. One of the first steps in making a site selection is conducting at least a cursory environmental assessment. For example, the district has dismissed sites with large encumbering wetlands, and has exchanged sites with other landowners to stay away from the impact of animal migration corridors on school property. These preliminary environmental checks have become an essential part of future planning as the district continues to plan and acquire new and existing sites.

Grandview Heights has three major environmental areas within the GLUP that are being re-designated based on the new policies:

1. Campbell River forms a habitat for wildlife, in particular as spawning grounds for salmon and trout. It also provides water for agricultural irrigation and livestock watering, and recreational benefits in the form of fishing, boating, and parklands.
2. The ALR and pockets of Grandview Heights feature wetlands, fish-bearing streams, and eco-sensitive ditches.
3. The estuaries that feed into Crescent Beach and Boundary Bay are located in Rosemary Heights, and the local farming lots have different types of settlement ponds and other man-made water features that support wildlife.



In each of these areas, the selection of appropriate sites for new schools is being further limited by environmental issues affecting functional site planning.

Road Infrastructure

Understanding the existing and planned pedestrian and vehicular patterns also has to be a layer on the conceptual plan. Poor vehicular and pedestrian routes become immediate barriers because of concerns for the safety and access for children accessing their local schools.

Transportation planning for the community looks at vehicular local and regional movement. Local transportation is done by the City of Surrey, with TransLink responsible for the regional transportation network of Metro Vancouver. Their portfolio includes public transportation, major roads and bridges.

Surrey's community planning and transportation departments are developing capital projects to provide better mobility for local traffic. This includes a local traffic overpass connecting Grandview Heights and South Surrey at 20th Avenue, and a pedestrian overpass over Highway 15 connecting Darts Hill to Kensington Heights. It will be located to the south of the community to encourage foot traffic and access to the Redwoods Regional Park that is located in the southwest corner of the East Kensington catchment.

As for the larger regional plan, TransLink is working with Fraser Valley cities to reduce congestion. Truck traffic will be re-directed to 16th Avenue and 32nd Avenue which would provide direct access to the Canada-United States Border and Deltaport. Both of these two-lane roads will be upgraded to four-to six-lane major thoroughfares to support the heavier traffic.

Below are the highlighted transportation corridors and community roads that played a role in future boundary configuration for Grandview Heights.

Major Transportation Corridors

- **24th Avenue** is a major road because it is considered a vehicular link between South Surrey and Langley. This street runs through a major commercial area, Morgan Creek. The future community hub is also on this route. This street will be a major thoroughfare and will feature maximum future residential density;
- **16th Avenue** already connects Langley to Highway 99. It is a two-lane road that is envisioned to become a six-

lane freeway to relieve current pressure on Highway 1. Currently 16th Avenue also links the Grandview Heights area to White Rock via a highway overpass.

Major Internal Community Roads

- **160th Street** which comes off 32nd Avenue is a key arterial road that links traffic from 152nd Street to the larger Grandview Heights community;
- **168th Street** has become a major road south of 24th Avenue as it accesses the Sunnyside Heights area. It is anticipated that, north of 24th Street, it will also become a major feeder road once the area is built out;
- **Highway 15** is a six-lane highway, and a key commercial trucking route that connects Highway 1 to the Douglas truck border crossing; and
- **20th Avenue** is currently a local road, but in the future will act as a community vehicular corridor taking local traffic between Grandview Heights and South Surrey. As part of the City's long term transportation planning, an overpass is proposed for this street.

Natural and Urban Barriers

There are several types of natural and urban barriers that prevent easy safe access to walking or biking to the local school. Surrey, for example, plans for regional urban parks that consist of nature walks through wooded areas; large commercial malls that have been designed to look like a street but with fencing installed on any property bordering residential land, etc. Each of these areas in the community presents safety or access issues for children attempting to walk or cycle to their local school. Examples of this in the community are:

- **Southridge School:** located on the east side of 160th Street, Southridge is a 12-acre private school that creates a barrier between Sunnyside Heights and Pacific Heights elementary schools;
- **Gardens of Gethsemani Cemetery:** The cemetery is located at the corner of 32th Avenue and 160th Street. As the cemetery is surrounded by a fence, physical access through the property is not possible;
- **Morgan Crossing** is the main commercial area that is located around 24th Avenue;
- A large **BC Hydro** transmission corridor runs along Highway 99; and
- **Morgan Creek Golf Course** diagonally crosses the northwest corner below 32nd Avenue.

Long Range Plan for Grandview Heights

In summary, when looking at future land use, population growth forecasts, and the geographical layout of the community, the Grandview Heights community breaks down into four smaller sub-communities. Each community has its own population and enrolment growth trends and have been defined by roads, grades, creeks and other barriers. The four sub-communities with Grandview Heights are:

- **Rosemary Heights, Morgan and Sunnyside:** The original three elementary schools located in the northwest corner of the area;
- **Pacific Heights:** The largest catchment, and the one that is experiencing the most new growth;
- **East Kensington:** An undersized school located in the ALR;
- **Hall's Prairie:** Another undersized school located in the ALR.

Community Overview

Now the report will focus on the four sub-communities identified in Grandview Heights. This will be followed by an overview of South Surrey and White Rock and, finally, the South Surrey Secondary Strategy.

Rosemary Heights Sub-Community

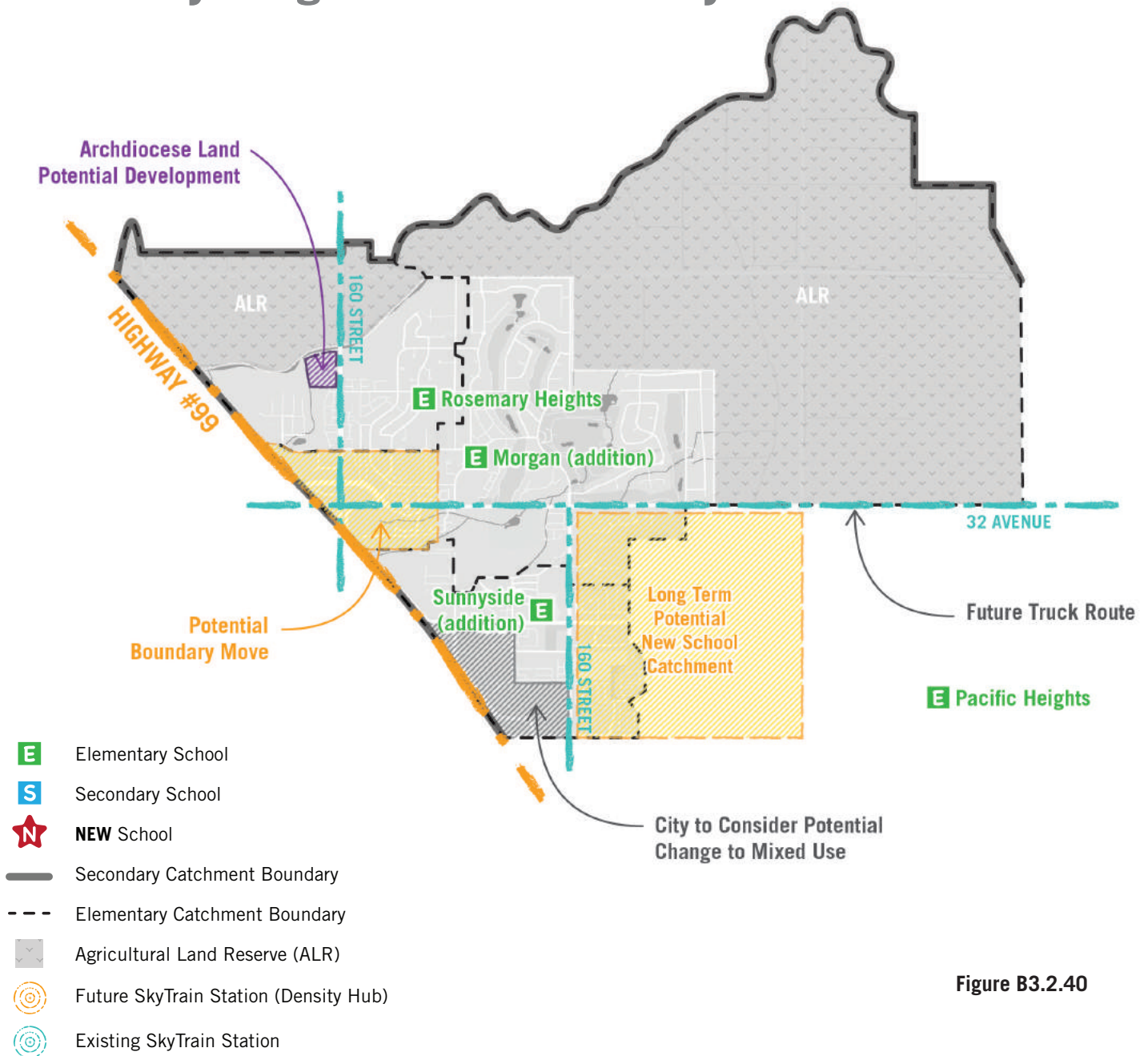


Figure B3.2.40

Ten-Year Projected Enrolment Morgan, Rosemary Heights, and Sunnyside Elementary Schools

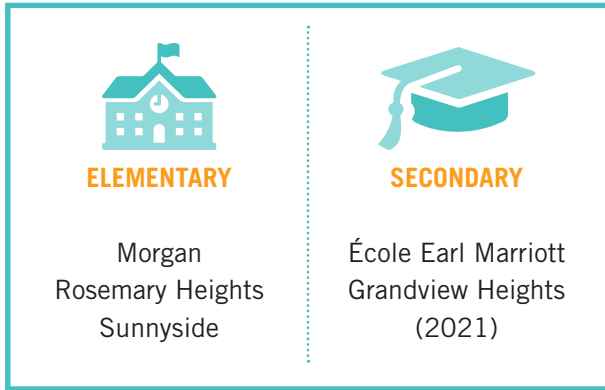
School information			Projected Domestic Enrolment										
Site #	School Name	Operating Capacity	2019	2020	2021	2022*	2023	2024	2025	2026	2027	2028	2029
188	Morgan Elementary	406	516	547	583	618	646	682	707	722	738	738	744
189	Rosemary Heights Elementary	478	529	529	529	515	502	506	492	485	489	478	485
38	Sunnyside Elementary	421	718	696	508	534	547	589	630	645	670	694	725
Total Enrolment			1763	1772	1620	1667	1695	1777	1829	1852	1897	1910	1954
Operating Capacity		1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305
New School/Additions Capacity						411	411	411	411	411	411	411	411
Seat Surplus / Shortfall			458	467	315	49	21	61	113	136	181	194	238

* Additions opens: Morgan (178) & Sunnyside (233)

Figure B3.2.41

1.1. MORGAN, ROSEMARY HEIGHTS, AND SUNNYSIDE

New Family of Elementary Schools



Density and Population Influence

The land use outlined in the GLUP originally envisioned this community as maintaining much of its suburban character. The preferred housing type was “cluster housing”: this refers to a development in which homes are situated in groupings relatively close together, while larger open areas within the development form a buffer from adjacent land use. This type of neighbourhood plan was particularly appealing to community planning as it would provide appropriate buffering between residential zones and ALR areas. The GLUP called for four schools (three elementaries and one secondary) to serve the Grandview community at build-out.

Over time however, the GLUP has evolved differently. The creation of four new NCPs that approved higher density housing forms permitted development of the buffer areas within the original cluster housing development.

With the adoption of NCP 1 Morgan Heights, the district replaced the existing Sunnyside Elementary originally located on the west side of Highway 99 to the east side of the highway within the Morgan Heights NCP to serve as the NCP’s new elementary school. The remainder of the original Sunnyside Elementary boundary, located on the west side of the highway, became part of the Jessie Lee elementary catchment. District planning indicated that a majority of enrolment growth would come from the new homes in NCP. It was prudent to then relocate the new larger Sunnyside Elementary within the new neighbourhoods in the Morgan Heights NCP. This drove the decision to replace the existing Sunnyside elementary school with a larger-capacity facility on a new site in the Morgan area. Morgan, Rosemary Heights, and Sunnyside elementary schools were considered to be the only public

schools required to serve the community in the original GLUP. This family of schools have supported each other’s catchments as the need for space in the community has increased over the years.

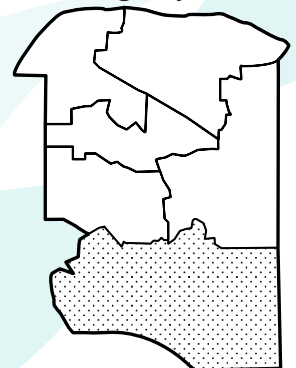
Educational Curriculum Impacts

In 2011, the Ministry of Education revised the British Columbia Early Learning Framework to support educators in creating a high-quality, full-day program for kindergarten students. The demand for kindergarten classroom space practically doubled overnight. The district required five new modular kindergarten classes to serve the needs in this family of schools alone. In addition to these kindergarten portables, the district has placed 20 portables to serve as enrolling spaces. Twelve of these alone are required to serve the Sunnyside catchment. Further pressure was created by the Ministry’s amendments to the BC Teachers’ Collective Agreement language in 2017, reducing class size and composition levels back to 2002 numbers.

With these external factors involved, school construction has not been able to keep pace with the development of the Rosemary Heights Central and Rosemary Heights West NCPs, or the NCP 1 Morgan Heights that followed. The demand for higher housing density, the desire to bring more people into the community, and the compactness of the NCP planning have created a situation in which the three original schools are not enough to meet in-catchment demand now or in the future.

Geography

All three schools are reasonably walkable. The greatest walking distance is between Sunnyside Elementary and Rosemary Heights Elementary School. Though the commute is only 2.0 km, the grade difference at Sunnyside Elementary School can make this a 25-30 minute walk (as stated previously, the grade of 160th Street is 8%). 160th Street is the most direct route from Highway 99 to Morgan Crossing, a commercial and business community hub. This presents concerns, however, as there are plans to widen the street within the next five years, increasing traffic congestion and creating safety concerns about having children use this route to walk or ride to school.



As part of Surrey's Transportation Strategic Plan, 32nd Avenue will soon be doubled in size to a four-lane trucking corridor as Fraser Valley commercial traffic will be diverted off 24th Avenue as it approaches the area. At that point, the district would re-evaluate the catchment boundaries to see if Morgan Elementary/Sunnyside Elementary schools students north of 32nd Avenue and east of 160th Street could divert to either Pacific Heights or a new local school. Wherever possible, the goal will be to try to keep students away from heavy traffic areas as they walk to school

Preliminary conversations with Surrey community planning suggest that the City is interested in constructing a new road segment that will connect the existing 156th Street on the south side of 32nd Avenue to 156A Street on the north side. This path could make the neighbourhoods on the south side more accessible to Morgan Elementary School and allow students another safer way to access the school. Taking all of this into account, district planning is working to redirect some enrolment away from Sunnyside Elementary School to Morgan Elementary School, and then redirect local growth from Morgan Elementary School towards Rosemary Heights Elementary School.

Enrolment

Enrolment within this family of schools has consistently trended upwards. In the early years of the schools, enrolment growth from local residential construction was significant. Today, growth is steady and the schools are still experiencing an annual average growth of about 9%.

Each of these schools has provided a good case study as to how a new school in a new family-focused neighbourhood will evolve together. For example:

New Home Buyer Profile

- Family-friendly housing stock (i.e., homes with two or more bedrooms) attracts couples and young families
- Young families and couples will often rely on secondary suites to manage living costs as they build equity.
- New home buyers in these communities often stay in the neighbourhood long term.

Age Distribution

- When neighbourhoods are developed to attract young families, the school-age demographic makeup of the area is weighted initially towards pre-schoolers.
- As the new population moving into the community tends to stay in the neighbourhood long term, the age cohort at the school grows each year.

Enrolment

- New schools reach over-capacity very early on
- Enrolment pressure on a new school comes in many forms, including residential construction, increasing birthrates and a net in-migration.
- The demand of new neighbourhoods on school space is initially problematic. When kindergarten registration exceeds 76 registrations (i.e., four classrooms of 19 students each, which is a sustainable K cohort size to support a typical school of 21 to 23 classrooms) in a year, this creates a student wave that puts further pressure on classroom space as each large kindergarten cohort moves into the early primary grades.
- The phenomenon of increasingly large primary grade cohorts can cause the new school to require portables shortly after opening.
- Reduced maximum class sizes can also create an added space pressure.

Considering these issues in the context of this family of schools, these are the findings:

Rosemary Heights Elementary School: The kindergarten and primary wave has moved through all the elementary grades and is now affecting secondary school numbers. Following the wave is a population "trough", a decrease in births and pre-schoolers resulting in an enrolment decline. This is consistent with the fact that the Rosemary Heights Central and Rosemary Heights West NCPs are approaching their final build-out.

Morgan Elementary School: Similar to Rosemary Heights Elementary School, the kindergarten and primary wave that the school saw at opening has moved through and is impacting the secondary school level. Here, however, there are still pockets in existing neighbourhoods that are transitioning into higher density through infill and sub-division construction. These parcels are expected to sustain growth through 2028.

Sunnyside Elementary School: This catchment supports the highest existing housing density in this community. As this was the last school built in the family, actual enrolment and population data show that the first enrolment wave has currently reached Grade 4. Along with strong in-migration, both enrolment and population show further growth. The birth rate for this catchment continues to average over 100 births annually; higher than the overall birth rate of the whole area.

Planning Approach

The ten-year enrolment projections in Figure B3.2.41 indicate that the current influences are going to continue to drive growth among the schools. There is no surplus space to absorb a larger catchment area for enrolment relief in the next 5 years. The larger regional transportation plan will only create more imposing barriers separating these catchments from the rest of community, once 32nd Avenue and 160th Street have been redeveloped into larger traffic corridors.

The benefit of this group is the relative proximity of each school to one another. As there is little to no available green field sites left to construct a new school within the family, constructing several additions is the only space solution that would provide the necessary new enrolling space to meet the long term seat shortfall in this family. This strategy would provide the flexibility for potential strategic catchment boundary changes to spread enrolment growth among the schools. The growth would be spread northward and eastward. By moving growth in these directions, it would capitalize on the space made available as Rosemary Heights Elementary School enrolments starts to decline and move growth to Morgan Elementary School from Sunnyside Elementary School which has the largest amount of available site area to support portables and/or an addition. Furthermore, the additional space will allow schools to recapture their lost alternative learning spaces, restoring them to be used as originally intended.

Moving forward, the district's long term plans include:

Sunnyside Elementary School

- **SHORT TERM:** The existing Montessori program will need to be relocated within the Grandview Heights community. Over 80% of the students registered in the program come from the Grandview Heights catchment, so finding space in the community will provide some enrolment relief to the local schools.
- **SHORT TERM:** Build a ten-classroom addition to accommodate the current seat shortfall. This addition will change the school from a 421-operating capacity to a 654-operating capacity.

- **MID TERM:** This site will be considered built out, with no further additions contemplated: the site space remaining after the addition will be very limited, and a 654-operating capacity is on the higher end of the optimal range for a well-functioning elementary school. Future catchment boundary changes will be considered to match the school's capacity and projected enrolment growth, and push growth east and north.
- **LONG TERM:** Secure a site and construct a new 400-operating (minimum) capacity school to serve the area between 160th Street and 168th Street, north of 24th Avenue and south of 32nd Avenue. The pending NCP 5 will continue to densify this area. With Pacific Heights Elementary School reaching build-out with its current addition, and Sunnyside Elementary School to reach build-out with the new addition, neither school will be able to accommodate future growth from these neighbourhoods and a new school will be required.

Morgan Elementary School

This school sits in the middle of the family. The catchment has more flexibility to change to suit any growth that needs to be spread northwards in the future. To maintain some flexibility:

- **SHORT TERM:** Conduct a phased move of the east boundary line with Rosemary Heights so that it lines up along 156th Street. The boundary move to Rosemary Heights will do two things: sustain the Rosemary Heights catchment when it starts to decline, and provide more space at Morgan to accept potential enrolment growth from Sunnyside.
- **SHORT TO LONG TERM:** Build an eight-classroom addition to accommodate the current seat shortfall at the school, and to address future growth. This addition should be built in conjunction with the Sunnyside addition to maximize the new enrolling space relief, and give some flexibility for some families in the area if they cannot be accommodated at either of the two other sites.

Even with boundary changes, the plans call for 32 new classrooms to be built to serve this family of schools.

Pacific Heights Sub-Community

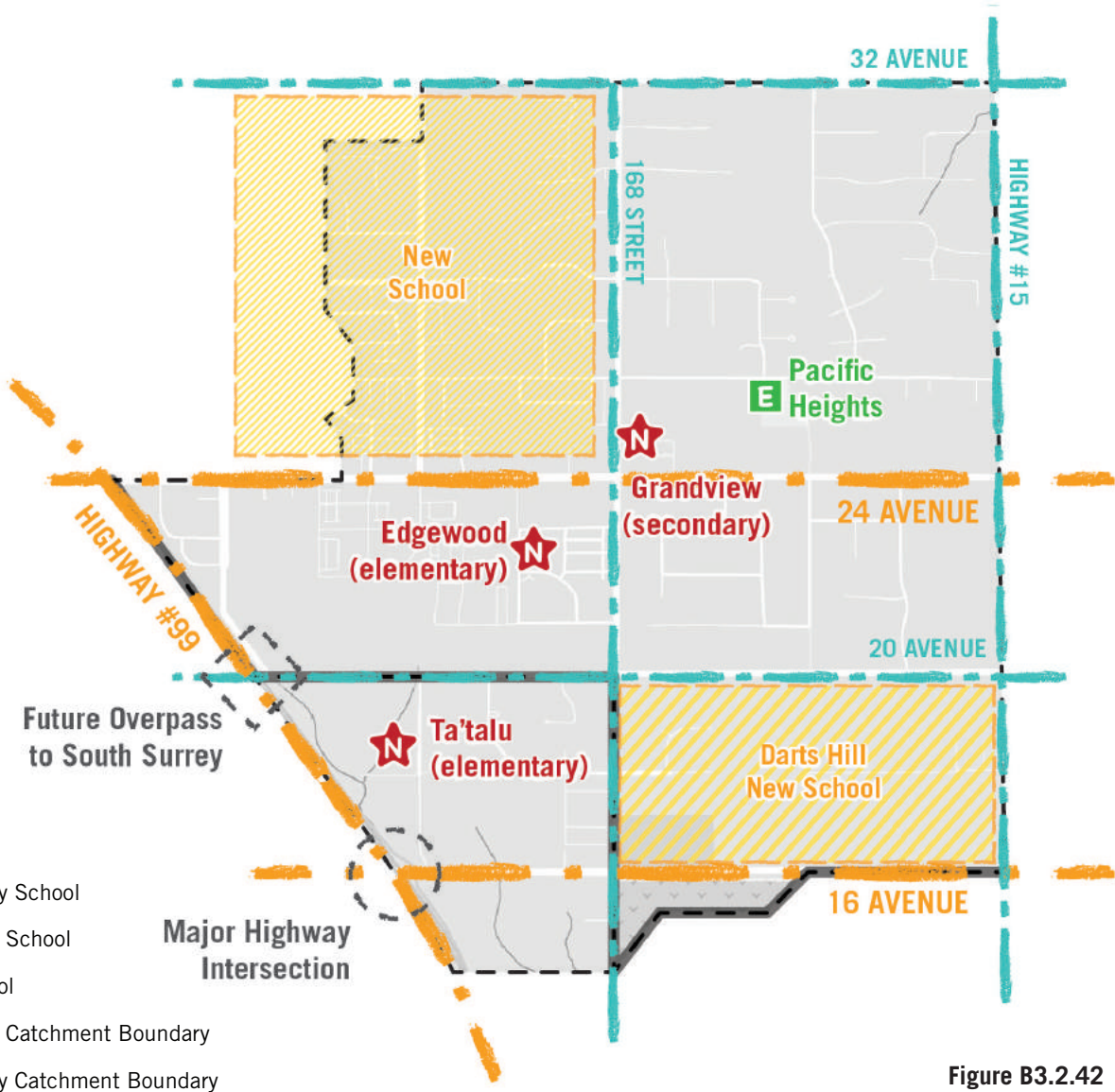


Figure B3.2.42

- E Elementary School
- S Secondary School
- ★ NEW School
- Secondary Catchment Boundary
- Elementary Catchment Boundary
- Agricultural Land Reserve (ALR)
- Future SkyTrain Station (Density Hub)
- Existing SkyTrain Station

Ten-Year Projected Enrolment Pacific Heights Elementary School (+Future Edgewood Elementary)

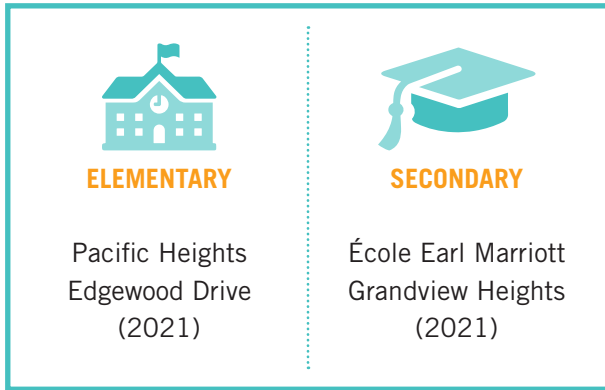
School Information			Projected Domestic Enrolment											
Site #	School Name	Operating Capacity	Actual	2019	2020 *	2021 **	2022	2023 ***	2024	2025	2026	2027	2028	2029
134	Pacific Heights Elementary	309	517	597	401	477	544	614	651	717	800	857	922	
206	Edgewood Elementary		0	654	750	835	976	1117	1254	1375	1514	1640		
Total Enrolment			517	597	1055	1227	1379	1590	1768	1971	2175	2371	2562	
Operating Capacity			309	309	309	309	309	309	309	309	309	309	309	
New Schools/Additions Capacity				279	891	891	1503	1503	1503	1503	1503	1503	1503	
Seat Surplus / Shortfall			208	288	145	27	433	222	44	159	363	559	750	

* Addition opens - Pacific Heights (279)
 ** New school open - Edgewood (612)
 *** New school open - Ta'talu (612)

Figure B3.2.43

1.2. PACIFIC HEIGHTS

New Family of Elementary Schools



Pacific Heights Elementary School is the largest catchment serving the Grandview Heights General Land Use Plan (GLUP). Since the adoption of the plan in 2005, Surrey community planning has divided the GLUP into four NCPs: each specifically details a vision and direction for future urban neighbourhoods.

The original GLUP land use concept envisioned Grandview Heights as a complete community with a mixture of residential densities, small commercial nodes, community facilities, schools, parks, pathways, trees and protected areas. Four key characteristics were addressed by the plan:

1. The pastoral ambiance of the area would be maintained where possible. The watercourses, trees and vegetation all have environmental significance to the adjacent ALR and its land use.
2. The housing type focused on “cluster housing”, which situates close groupings of homes separated by open spaces. These open areas then provide an environmental buffer to adjacent land use.
3. Key view corridors to the local mountains and ocean would be protected through the retention of lower residential densities throughout the central area.
4. The projected population at full build-out of the GLUP was expected to be between 20,670 to 32,870.

In 2008, NCP 2 Sunnyside Heights was the first of the four plans to be adopted following the adoption of the GLUP. Over the ensuing years however, local housing/land markets started to rise, and local developers were looking to build a more compact housing form with higher UPA. The NCP was eventually amended in 2017, allowing for an increase in the projected population from 7,400 to 12,400.

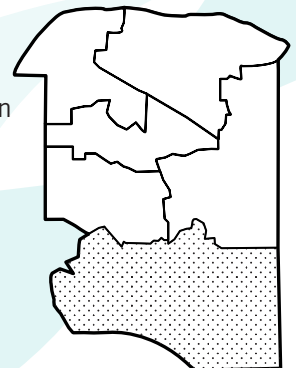
This amended NCP informed the direction of the remaining three plans. The density of the “cluster housing” per the original GLUP was 10-15 UPA: it was subsequently revised significantly to allow higher densities in the form of multi-residential units of 15-25 UPA and 30-45 UPA. This change is having a visual effect in Sunnyside Heights. The new neighbourhoods comprise dense town/row homes and mid-rise apartments, in stark contrast to the original GLUP that focused on cluster housing separated by green spaces. While public trails, parks and riparian areas have been retained, many of the original buffer areas are now being developed.

The future NCP 5 Grandview Heights/North Grandview Heights is now being considered by City community planning as the new Town Centre for Grandview Heights (whereas in the GLUP, Semiahmoo Town Centre had been proposed as the community centre for all of South Surrey). Housing density and projected population will be at its highest in this future plan. Again, this is quite different from the vision of the original GLUP and how it directed growth.

NCP 3 Darts Hill, which is still in the planning process, is considering residential zoning beyond what was presented originally in Stage 1. The developers in the area have already submitted rezoning applications – even prior to approval of the plan – asking for still higher density. Many of the buffers in the plan correspond with watercourses, riverside areas and biodiversity preserves, all of which were fundamental drivers in shaping the local road networks and residential blocks.

Current projections look to bring an additional 8,800 people to this NCP alone. If, during Stage 2, residential zoning is increased or the NCP is amended again after adoption, the population (and school enrolment) will grow even more.

NCP 4 Redwood Heights, which was included as part of the GLUP, is discussed in the following section entitled East Kensington. Redwood Heights is an inclusive new sub-community located within the East Kensington catchment.



Geography

When Surrey community planning divided the GLUP into four NCP areas (excluding Morgan, Sunnyside and Rosemary Heights), they used the major roadways in the GLUP as “natural” delineation lines for new neighbourhoods. The catchment map in Figure B3.2 highlights the major traffic corridors that segment the GLUP and serve as high-level boundaries. With each of the NCPs requiring a new school – or more – to meet long term enrolment demand, facility planning naturally followed these same divisions (though final catchment boundaries will not be approved prior to one year from the school opening).

As explained previously, the topography consists of a rolling hill with 24th Avenue running east/west along the ridge of the hill. Though the north side of the hill is much steeper, walkability and accessibility for schools on both sides of the hill must be considered carefully in the plan.

Morgan Crossing and Southridge School (private), located along 24th Avenue and down 160th Street, are large urban barriers that create a natural barrier between the Sunnyside Heights NCP and the Morgan, Rosemary Heights, and Sunnyside family.

Enrolment

Through 2019, the City planning work done on the local NCPs determined the final build-out population of Grandview Heights to be 70,000. However, more recent potential revisions to the NCP 5 plan area now call for the projected population to exceed 90,000. As stated previously, the new population projection will be equivalent to planning for an existing city in the Lower Mainland; for example, New Westminster’s overall population is 70,996.

The Pacific Heights Elementary School catchment is growing each year. Even with a 12-classroom addition at Pacific Heights Elementary School coming in 2020, and the new school, Edgewood Elementary, at 16666 23rd Avenue targeted to open by 2021, the 891 new student spaces will only provide four years’ worth of enrolment relief to Pacific Heights. The modeling must also consider different potential boundary changes to provide enrolment relief to the existing Sunnyside Heights facility. Early work on this suggests that even the smallest boundary change moving Sunnyside growth south to Edgewood Elementary could put the new school in a seat shortfall position within two years of opening. When the new school opens, it is expected that most of the existing portables at Pacific Heights will be removed.

Planning Approach

The participation rate at Pacific Heights Elementary School is high at all grades because of the convenience of the school to the new neighbourhoods. However, with Sunnyside Heights NCP having the largest residential construction boom going on in the area, Pacific Heights can no longer support new students from the area as housing developments approach completion.

When looking at the sequence of the NCPs being approved by Council and the rate of development, the City is advising that, by 2023, there will be a dramatic climb in population as the homes that are currently in construction are completed and families start to move in. By 2025, when Sunnyside Heights reaches build-out, residential construction will start spreading east into Darts Hill. Accordingly, the Long Term Facility Plan and the Five-Year Capital Plan have been structured to align residential and school construction.

The existing Pacific Heights catchment will be divided into at least six smaller catchments. The six proposed catchments were determined by placing neighbourhood schools to serve new/future NCPs at build-out, using major traffic corridors as natural catchment boundary lines, and maximizing ease of accessibility by students for walking and/or biking to school. The sequence of the LRFP planning and requests in the capital plan have been established to follow future eastward development of the GLUP.

The six individual catchments are:

1. **Pacific Heights Elementary School:** The existing school would have a smaller catchment focused on serving neighbourhoods north of 24th Avenue, west of Highway 15 and east of 168th Street. This area will be made up of low to mid-rise apartments and high-density townhome complexes
2. **Edgewood Elementary School:** Targeted to open in 2021, this school will relieve some pressure on the existing Pacific Heights Elementary and Sunnyside Elementary schools, and will capture all existing enrolment south of 24th Avenue to the ALR.
3. **Ta’talu Elementary School:** This recently purchased site and approved school will be the home of the next new elementary school intended to support the future demand in the Sunnyside Heights NCP. The new school is targeted to open by September 2023.
4. **Darts Hill Area Elementary:** This new elementary school will serve families living within the NCP and provide enrolment relief to Edgewood Elementary and Ta’talu Elementary schools until NCP 5 has been adopted. In the short term, the catchment will capture students in the area east of 168th Street, west of Highway 15 and south of 24th Avenue.

5. **Grandview Heights Elementary (closed):** The school was replaced by Pacific Heights Elementary School in 2006 due to enrolment decline and concern about the traffic noise and safety because of the site bordering on Highway 15. The school site is at 20th Avenue and Highway 15, in the southeast corner of future NCP 5. The school building is still standing, but only building safety systems and minimal heating and lighting are being maintained. The school will be replaced at a larger capacity to serve the neighborhoods north of 20th Ave and south of 24th between 168th and Highway 15.
6. **Sunnyside/Pacific Heights Area Elementary:** This new school would fall between Pacific Heights Elementary and Sunnyside Elementary Schools to serve a very dense area along 160th Avenue, and provide enrolment relief to Pacific Heights Elementary and Sunnyside Elementary schools. This school will also allow future students in the Morgan Elementary School catchment to stay at their local school without having to cross 32nd Avenue, which is slated to become a major trucking corridor linking the Fraser Valley to Highway 99.

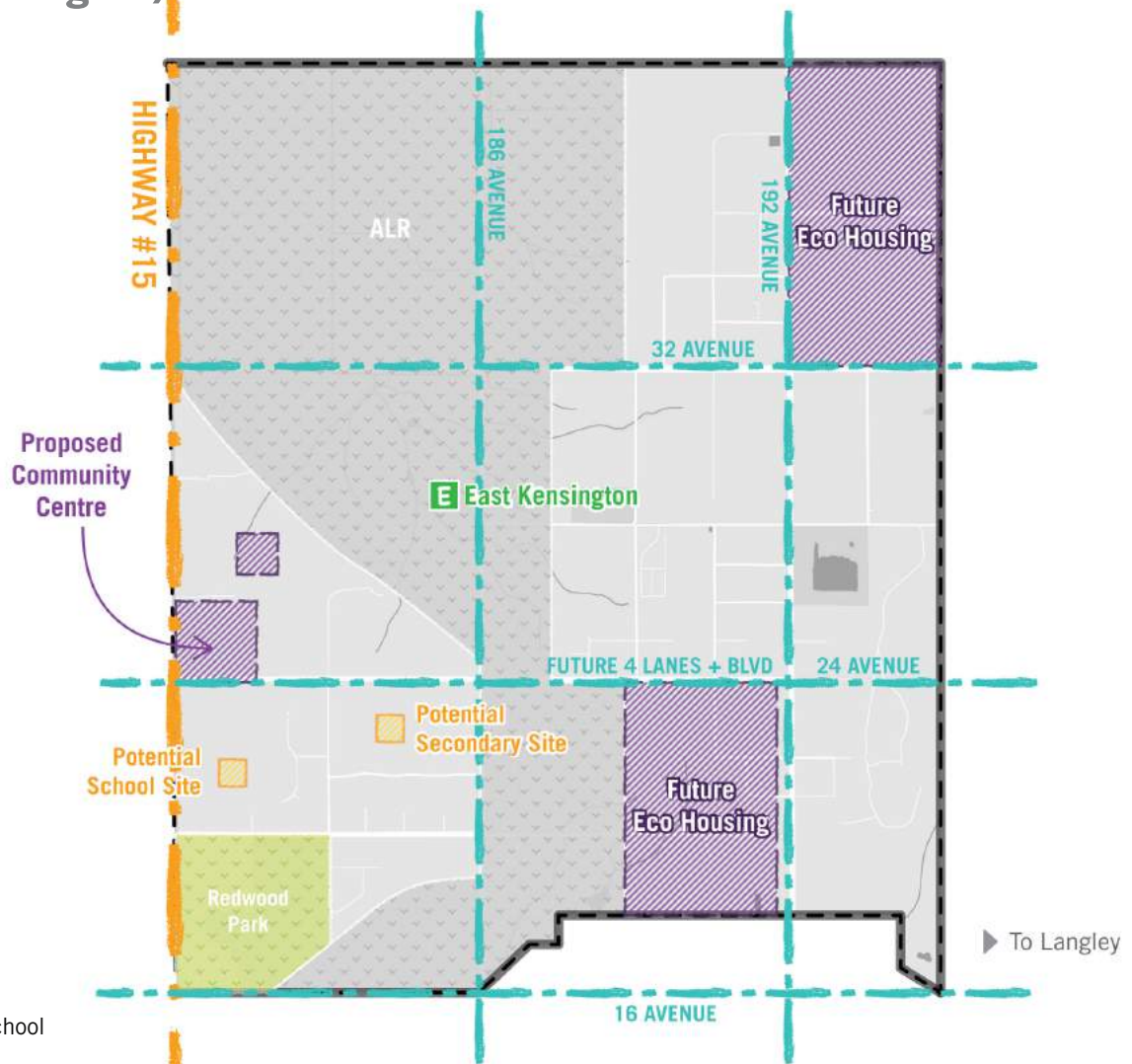
It should be noted that forecasts of the rate of development for each of these new catchments vary. The major obstacle to development is the lack of City services in NCP 3, 4 and 5. A small group of large residential/commercial developers who own the majority of the land in the three NCPs are likely to make a submission to construct these services shortly, in an effort, to have building permits approved for their residential developments. Once the service infrastructure is in place, residential construction is expected to follow very soon afterwards.

The plan moving forward is:

- **SHORT TERM:** Build a new 612-operating capacity school at Site 207, called Ta'Talu Elementary School. Development in the Sunnyside Heights area is happening quickly. The historical enrolment patterns suggest that the area should grow on average by 50 students per year. Based on this trend, projections suggest that Ta'talu Elementary School could be almost full on the day it opens. This new school needs to come online quickly following Edgewood Elementary School to meet the growing in-catchment demand.
- **SHORT TERM:** Acquire a 6-acre site between Sunnyside and Pacific Heights. Because of the delay in NCP 5, this is an advantageous time to identify and acquire a site in the area pre-development, while the cost is comparatively low. There are still a few large greenfield sites that could be considered.

- **SHORT TO MID TERM:** Build a new 612-operating capacity school In Darts Hill. The timing of the construction of this school depends on the approval of the NCP. The earliest that the district could see student registration in this neighbourhood is likely 2023.
- **MID TERM:** Expand or buy a new larger school site which will serve the future NCP 5, There are potentially three options:
 1. Expand the existing site by purchasing the neighbouring sites to the west and subdividing the existing site along the eastern property line for resale. Because the school will need to be rebuilt, the new school can then be placed further west thereby mitigating noise and making the site safer for children.
 2. Purchase a new 7.3-acre site between 20th Avenue and 24th Avenue to better serve the new NCP 5 neighbourhoods funded through the sale of the existing Grandview Heights site
 3. Purchase a site to accommodate a dual campus for an elementary and secondary school. As the elementary numbers grow in the community, so does secondary enrolment partially funded through the sale of the existing Grandview Heights site
- **MID TERM:** Replace the existing Grandview Elementary School with a larger-capacity school. It is anticipated that after Sunnyside Heights reaches build-out in 2025, development and residential construction will start to spread eastward. This trend will continue to fuel growth in the area, so another school will be needed to accommodate this development.
- **MID TO LONG TERM:** Build a new 612-operating capacity school between Sunnyside and Pacific Heights. This school will provide enrolment relief to both existing schools, as they have reached total build-out of their sites. The existing neighbourhoods highlighted are extremely dense, and NCP 5 indicates that this housing form and density will continue for the whole area north of 24th Avenue. The timing for construction of this school will be dependent on how soon a suitable site can be identified and acquired.
- **MID- TO LONG TERM:** Build a new 233-operating capacity addition to the Darts Hill area school. This will allow the school to accommodate future housing density and population increases from potential future.

East Kensington Sub-Community (Redwood Heights)



- Secondary School
- NEW** School
- Secondary Catchment Boundary
- Elementary Catchment Boundary
- Agricultural Land Reserve (ALR)
- Future SkyTrain Station (Density Hub)
- Existing SkyTrain Station

Figure B3.2.44

Ten-Year Projected Enrolment East Kensington Community Elementary Schools

School Information			Projected Domestic Enrolment										
Site #	School Name	Operating Capacity	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
18	East Kensington Elementary	112	80	99	118	136	150	177	202	267	381	485	577
Total Enrolment			80	99	118	136	150	177	202	267	381	485	577
Operating Capacity		112	112	112	112	112	112	112	112	112	112	112	112
Seat Surplus / Shortfall			32	13	6	24	38	65	90	155	269	373	465

Figure B3.2.45

1.3. EAST KENSINGTON (REDWOOD HEIGHTS)

New Family of Elementary Schools



The East Kensington School was originally built in 1908, and served the local farming community in its catchment. The facility is similar to other schools built in the ALR; it is undersized to meet the enrolment demand and current education delivery needs. The existing site cannot be expanded; the building is serviced by an old septic field located on site; and the school only has six classrooms and no gym. Access to the current school is only via car or school bus; increasing the enrolment at the school will only further compound access issues.

NCP 4 Redwood Heights focuses on the land to the east of Highway 15 which makes up the same existing East Kensington catchment, excluding land in the East Kensington ALR. It was one of the sub-communities created when the GLUP was divided into four NCPs. The new plan is looking to increase the housing density and population in the area: it calls for over 5,000 new housing units to be built, which will bring over 13,000 people to the community in this area alone.

The total land area of the new Redwood Heights area is 201 hectares. However, the NCP plan area only covers 133 hectares, about 66% of the land. Redwood Heights Estates – the neighbourhoods east of Redwood Heights Park located in the southeast corner of the plan – make up the remaining third of the land area. This portion of the community opted out of the being included in the NCP. That notwithstanding, the estates are likely to be a target for development in the long term, 15 years or more out. As seen in the Panorama Ridge community, as the older landowners start to sell, the balance of land ownership will tip towards the developer community. As a result, future planning for this sub-community has to consider the enrolment needs for the entire community at eventual build-out.

The rate of development will accelerate once Redwood Heights NCP is approved. Like most of the Grandview Heights community, this NCP will change the residential landscape of the community over the next ten years: a significant transition from rural and suburban zoning to high-density townhomes and mid-size apartments.

The existing East Kensington Elementary School catchment also includes the South Campbell community to the east. The community has always been considered to remain rural because it is traversed by the Little Campbell River and other major tributaries that support fish life running through the larger community. The original land use plan was divided into distinct land area plans. The Campbell Heights Land Area Plan supports an industrial and business park area for the broader Campbell Heights area.

The second land area plan, South Campbell Heights, supports the protection of ecosystems by attracting less invasive employment and only permitting limited development of “eco-community” housing. To move forward with their planning objectives, Surrey community planning approached Metro Vancouver to amend their land use designations in order to re-designate 235 hectares of land from rural to mixed employment. Conservation areas, recreation and general urban would be rezoned to allow for potential industrial and residential use. Metro Vancouver rejected the plan because they found the re-designation of rural lands for urban residential development to be inconsistent with the regional plan. Surrey community planning will be reviewing and revising the plan in 2020.

Geography

This catchment borders ecologically sensitive terrain. With environmental stewardship now falling to the City, much of the Redwood Heights community has been reviewed to a higher environmental standard. The biodiversity and number of different types of water courses and features have made purchasing a buildable site complex. Consideration will need to be given in the design of the future school in order to make the most of the site with all its environmental complexities.

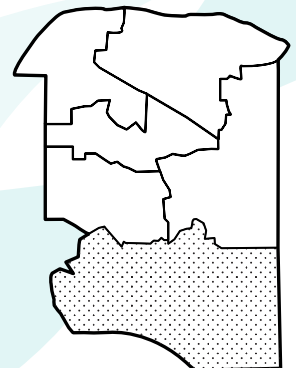




Photo courtesy of Surrey Schools

In terms of regional transportation, 24th Avenue and 32nd Avenue are both slated to be developed into four- to six-lane roadways. When this happens, they will create divisions within the community, and will create barriers for children to walk to school. Most notably, 24th Avenue will divide the NCP practically in half. Consideration must be given to ensure that students have safe access to their local public school.

Enrolment

As part of the district planning work on the NCP, the housing and projected population counts clearly suggest that the Redwood Heights area would require an elementary school to serve this community. Highway 15 is such a significant barrier to pedestrian crossing that children in this community could not safely be absorbed by nearby schools on the other side of the highway. There is significant enrolment growth expected from the current NCP area over the next ten years. Projections indicated that a new school in the area will be needed by 2023; without it, the seat shortfall in the area could grow to 705 students (the equivalent of two mid-sized schools).

As mentioned, in the long term, it is likely that the Redwood Heights Estates area outside the current NCP will eventually be developed once landowners elect to capitalize on their properties' values. Assuming residential zoning is similar to the rest of the area, this extra land will attract another 2,500+ residents to the NCP. In projected enrolment starting to take off in 2023, just when the enrolment has reached a level that could sustain the opening of a new school.

Planning Approach

The existing farm school cannot house the students that will come from the development of the Redwood Heights NCP; consequently, a new school is required. In addition, the existing school is located outside of the community it will serve. Access by car or school bus will only continue to exacerbate the traffic pressure the existing school is managing now.

With all that said, this school is ideally located to support an ecology focus school, with its ready access to fish-bearing streams, wetlands, etc. The facility will be closed to in-catchment enrolment and reopened as an ecology school (K-7) in September 2020.

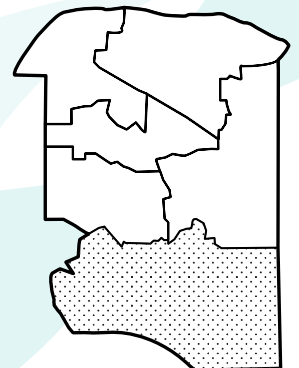
What makes this sub-community a challenge is that the long term plan for this catchment is still in some flux. Amid the possibility of new pockets of land becoming available to develop, and various rezoning applications seeking to approve even higher densities, it is difficult at this point to say that only one school will be required.

The district has acquired a 10 acre site within the future Redwood Heights community; this will provide planning flexibility in the long term as the build out of the NCP becomes clearer later in the decade. The larger site would be able to accommodate a potential 900-capacity elementary school allowing for the future accommodation of new students from the Redwood Heights Estates.

What is certain is that the existing boundary lines established for East Kensington will remain the boundary lines for the new Redwood Heights area school, and the catchment for the potential future ecology school will be district-wide.

Moving forward, the district's plan includes the following action items, pending resolution of the development and rezoning proposals in the area:

- **MID TERM:** Build a new 612-operating capacity elementary school. One new school will be required in the area within the next ten years. Depending on the direction taken, long term planning would either construct a second school or build an addition on this new school. The design should allow the facility to expand to a capacity of 900 students.
- **LONG TERM:** Build a 279-operating capacity addition at the new Redwood Heights area elementary school.



Hall's Prairie Sub-Community

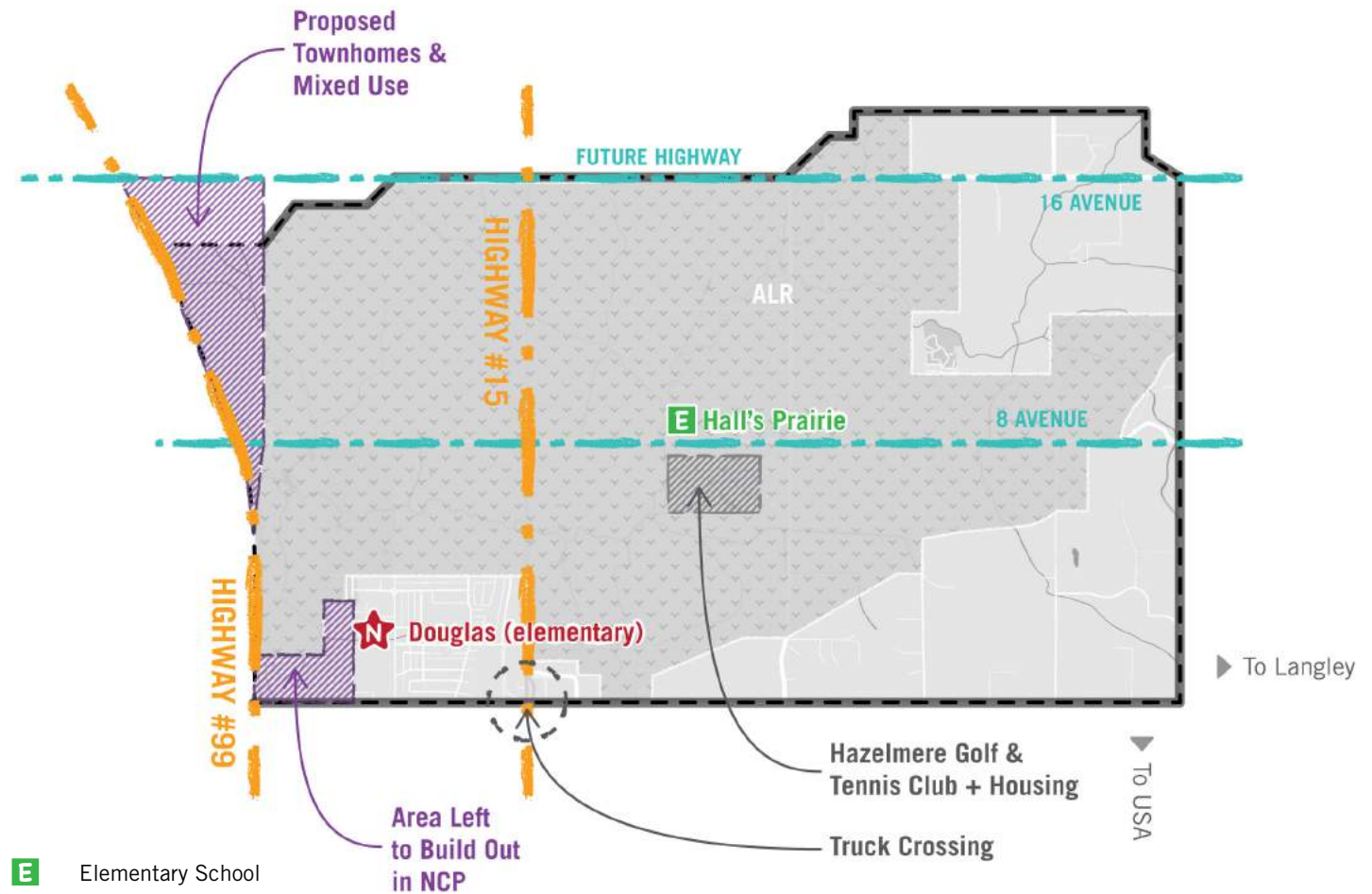


Figure B3.2.46

- E Elementary School
- S Secondary School
- ★ NEW School
- Secondary Catchment Boundary
- Elementary Catchment Boundary
- Agricultural Land Reserve (ALR)
- Future SkyTrain Station (Density Hub)
- Existing SkyTrain Station

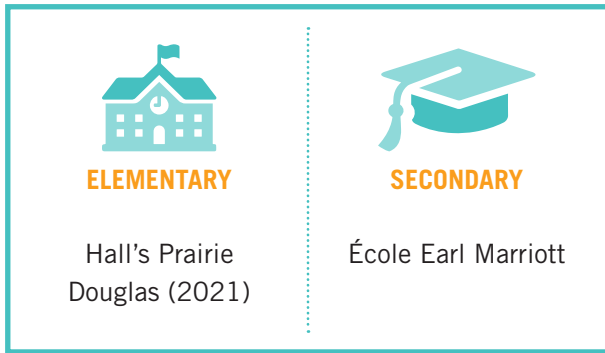
Ten-Year Projected Enrolment Hall's Prairie Elementary School (Future Douglas Elementary)

School Information			Projected Domestic Enrolment										
Site #	School Name	Operating Capacity	2019	2020	2021*	2022	2023	2024	2025	2026	2027	2028	2029
19	Halls Prairie Elementary	112	218	389									
180	Douglas Elementary				413	437	447	453	464	477	479	487	502
Total Enrolment			218	389	413	437	447	453	464	477	479	487	502
Operating Capacity			112	112									
New Schools/Additions Capacity					565	565	565	565	565	565	565	565	565
Seat Surplus / Shortfall			106	277	152	128	118	112	101	88	86	78	63

Figure B3.2.47

1.4. HALL'S PRAIRIE

New Family of Elementary Schools



Like East Kensington Elementary School, the current Hall's Prairie Elementary School is situated in the ALR. It was built in 1904 to serve the local farming community. The Hall's Prairie Elementary School catchment covers a larger area than East Kensington Elementary School but since it comprises mostly ALR land, there are only a few areas around the periphery that can be developed.

Students from the local farms once made up all of the enrolment at Hall's Prairie Elementary School. Now the enrolment is mostly made up of students living in a new area called Douglas. In 1999, the City adopted the Douglas NCP. This small area encompasses 150 acres, located between the Peace Arch and Pacific Highway border crossings, and bordered by the ALR to the north and the Canada-US border to the south. Both the ALR and the international border make it impossible for this community to expand in the future. By 2019, the NCP had reached about 70% of build-out. Like the other new Grandview communities, this once-rural area has now transitioned into neighbourhoods of small-lot, single-family homes.

The existing Hall's Prairie Elementary School is too small to accommodate the new Douglas area. The school consists of four classroom spaces, undersized support spaces and no gymnasium. The site cannot be expanded beyond existing property lines to accommodate a larger capacity school or addition because the school operates under grandfathered use in the ALR. Although it is well-maintained, adding to the existing school building is unfeasible due to its age.

The other major planning regulation affecting development of the catchment is the Urban Containment Boundary (UCB). The UCB defines a set limit between urban and rural areas. The goal of the boundary plan is to promote efficient use

of land and servicing infrastructure. Metro Vancouver, in conjunction with the local authority, review and approve any applications requesting the UCB to be redrawn for new urban uses. It is an important tool to maintain a stable, long term vision for urban development. The UCB draws a line that separates much of the ALR lands from the southeast corner of the catchment, establishing a potential pocket for long term urban development.

Much of the southeast corner sits at a higher grade than the ALR, making it very complex and expensive to provide City services to this corner of the City. This area is subject to power outages and other service interruptions during the year caused by bad weather. Any new service system relying on electrical equipment to move waste, etc. would therefore be unreliable and costly to service. This makes this area unlikely to be developed over the next ten years.

Location

When planning for the Douglas NCP began in 1996, a school site was identified in the land use plan. Located next to Dufferin Park, the City and district worked together to create a hub in the community. With close to 75% of the enrolment coming from the NCP.

Enrolment & Planning Approach

The build-out of the Douglas NCP has fueled much of the enrolment growth at Hall's Prairie Elementary School. The original plan called for 954 homes to be built, bringing 2,800 new residents to the community. The residential zoning density varied from 2 UPA to 15 UPA in order to maintain the rural feel of the area. The rate of development has been modest – only 50-95 residential units are built annually – but enrolment grew an average of 10% in 2018 and 2019.

Like many other NCPs in the city over the last 20 years, the plan has been amended since original adoption. There are currently seven development permits applications all requesting higher residential density in the NCP.

In 2018 the Ministry of Education approved funding for the construction of a new 565-operating capacity elementary school. The district is targeting to have the new school (Douglas Elementary School) completed in November 2020.

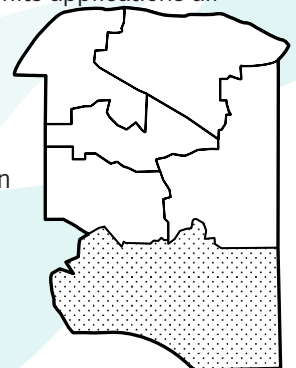




Photo courtesy of Surrey Schools

According to the projections in Figure B3.2.47, the school will open with a surplus capacity. Until then, the Halls Prairie Elementary School catchment has relied on the following to manage enrolment demand:

- Six portables on site to accommodate growth from the Douglas NCP;
- Families deciding to register their children in other neighbouring schools as out-of-catchment;
- Diverting new students enrolling during the course of the school year to other schools; and
- Closing the catchment to out-of-catchment enrolment.

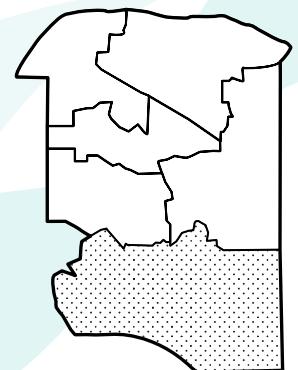
With a sizeable amount of enrolment growth spread over three schools, consideration must be given when modeling future enrolment growth to those families that are registered in the public system but at another school. Some 20% of the students that live in the Hall's Prairie Elementary School catchment attend out-of-catchment schools. The enrolment table Figure B4.2.47 projects that a significant portion of the Halls Prairie in catchment students that are registered in either Pacific Heights or South Meridian will return to the new school once it opens.

Since the opening of the new school is imminent, the district must start planning the use of the existing Hall's Prairie Elementary School facility. Because this site is within the ALR, the use of the building will be restricted.

Moving forward, the long-range plan calls for:

- **SHORT TERM:** Adjust northern boundary adjoining Sunnyside Heights area. There is a small triangle of land in the northwest corner of the catchment where there is much interest from the developer community to redevelop with more mixed-use residential and commercial. The new schools in the Sunnyside Heights catchment are more appropriate to serve this area as they have the capacity, and are within walking distance of these developments.
- **SHORT TERM:** Relocate the existing Montessori Program at Sunnyside Elementary School to the new Douglas Elementary School when opened. The new school is projected to open with sufficient capacity to accommodate the program through the next 10 years.
- **SHORT TERM:** Repurpose the existing Hall's Prairie Elementary School

- **LONG TERM:** Build a six-classroom addition to the new school Douglas Elementary. As Douglas area continues to develop and demographic trends further contribute to enrolment growth in the area, an addition will be required.
- **LONG TERM (20+ years):** Build a new school in the northeast corner of the community. Metro Vancouver and the City currently support maintaining the Urban Containment Boundary as currently defined. However, in 2019 an application challenged these boundaries, looking to redevelop a local golf course to allow for the construction of 235 new homes. Though denied at the Metro Vancouver level, landowners in the area will continue to challenge this restriction in the hopes of building on the land. If the boundary line is removed or realigned in some way, residential development may drive a requirement for a new elementary school.



3.2.6 South Surrey / White Rock PLAN

South Surrey / White Rock Community West of Highway 99 Schools



Figure B3.2.48

3. SOUTH SURREY / WHITE ROCK – ELEMENTARY WEST OF HIGHWAY 99

On the west side of Highway 99 are the long-established communities of South Surrey and White Rock. Since the demand to live in the area is high, both cities are looking to bring greater housing density to the peninsula.

Surrey has three active plans affecting the south peninsula:

- 1. Semiahmoo Town Centre:** As part of the larger planning initiative that is re-imagining town centres throughout the City, Surrey community planning is looking to bring more mid-to high-rise density around the Semiahmoo Town Centre. Though this type of housing form generally yield less students per unit, the sheer number of units under consideration will have an impact on enrolment.
- 2. Semiahmoo Peninsula NCP:** This plan encourages infill housing along the top of the peninsula. Spot development is changing many of the older larger homes into multi-residential homes or townhome complexes.
- 3. South King George Corridor (KGB) land use concept plan:** The plan focuses on commercial and mixed residential use around two key intersections: KGB/152nd Street and KGB/32nd Avenue. High-density townhomes and small lot single-family homes have started to shift the once rural area into an urban landscape.

The City of White Rock Official Community Plan was amended in 2017. A key principle of the plan calls for the creation of communities in which there are sufficient diverse housing types to allow residents to “grow up and age in the same neighbourhood”. Like their Surrey counterparts, White Rock is looking to develop a medical district around the existing Peace Arch Hospital. The medical district will include secondary medical services, laboratories, etc., plus a variety of new housing options for local medical staff. White Rock supports a variety of infill residential forms around the larger community, while the town centre itself will be targeted for mid- to high-rise development.

Enrolment

South Surrey enrolment patterns suggest modest growth over the next ten years. The schools that serve South Surrey and White Rock are at a tipping point with respect to available capacity: each one shows a seat shortfall over the coming

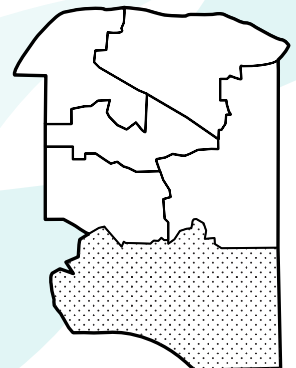
years, though the shortages are not as severe as those being experienced at Grandview Heights area. As shown in the Four Portable Test results in Figure B3.1.3, growth can be managed with portables in six of the eleven catchments based on projections. As the Semiahmoo Town Centre amended plan has yet to be finalized – and there are over 20 development permit applications along King George Boulevard still awaiting a decision – the enrolment tables have not been updated to reflect this future growth and densification. It is expected that these amendments, if approved, will drive an even higher growth trend for the community.

As for secondary enrolment, there are only three secondary schools that serve both sides of Highway 99. Semiahmoo and École Earl Marriott have always been desirable destinations because of the programs they offer in academics, the arts/ music and athletics. In 2018, the Ministry of Education approved funding to build a new 1,500-operating capacity secondary school in the Grandview Heights community. The school is targeted to open September 2021. This school will provide short term enrolment relief to the existing secondary schools on the peninsula with the reorganization of feeder schools.

Portables

Historically, registrations at the schools in these maturing neighbourhoods have been managed with portables as the enrolment ebbed and flowed. Over the last several years, portables have begun to appear again at Semiahmoo Trail, Elementary École Jessie Lee Elementary , École Peace Arch Elementary and South Meridian Elementary schools. Even Chantrell Creek Elementary School received its first portable for enrolling space in September 2018.

There are currently over 26 portables serving the elementary school catchments; the secondary schools are supported by 25 portables. With opening of the new secondary school, the district will remove many of the existing secondary portables in the year the school opens. In the short term, it is anticipated that the dependency on requiring portables at Elgin Park, Semiahmoo and Earl Marriot to address annual space demands will be also be reduced.



Topography

The peninsula is bordered on three sides by Boundary Bay. The fourth side is Highway 99. There is a continuous cliff along the waterfront, with the height of the cliff varying. At some points the grade drop from ridge to sea level is as high as 39 metres (127 feet). Moving in the other direction, moving upwards from the ridge to the top of the peninsula, there is a 61 metre (200 feet) change in elevation. Due to the grade change, walking any distance in these communities can be challenging.

Environmental Barriers

In the middle of the South Surrey community, is the Sunnyside Acres Urban Forest, a city park that is north of 24th Avenue physically connected with the South Surrey Athletic Park and, on the northeast corner, adjacent to the Sunnyside Lawn Cemetery. The 130-hectare park features natural second growth forest, and is a home to birds, coyotes and black-tailed deer. Because of the sheer size of the area, potential safety concerns due to wildlife, and that all trails within the forest are unmaintained and unsupervised, the park creates a natural barrier. At 52 acres, Crescent Park is not as large as Sunnyside Acres, but it too offers natural trail walks and provides homes for many species of birds that prefer a dense undergrowth. This park also creates a natural barrier to students walking to other schools in the family located to the south and west of the peninsula.

Traffic Infrastructure

16th Avenue and 20th Avenue form a major U-shaped traffic corridor that stretches out into the peninsula and starts and returns to King George Boulevard. This major thoroughfare provide access to all the neighbourhoods on the peninsula. The public bus system is limited on the peninsula. The focus of past transit funding has been to deal with the commuter traffic between South Surrey/White Rock north into Richmond. Future public transit plans seek to connect South Surrey/White Rock to central and northern Surrey via King George Boulevard. Though TransLink has not planned for the future LRT line to continue into this area, they are considering a B-Line bus extension that would connect the end of the Newton LRT line to this community.

Long-range Plan for South Surrey/White Rock

In summary, this large community breaks down into three distinct families of schools that will experience most of the enrolment growth due to revisions to the local plans and other changes to land use.

- **City of White Rock:** There are five catchments that cross the city borders, and the OCP (2017) will impact future enrolment.
- **South King George Boulevard:** There are two schools that serve the southern part of the boulevard where there is high development interest.
- **Semiahmoo Northern Peninsula:** This family encompasses all the Surrey schools north and west of the Sunnyside Acres Urban Forest. As outlined, the park is too much of a barrier to consider any type of interaction between the schools in the southeast corner of the area.

Community Overview

This report focuses on the three sub-communities identified and the South Surrey/White Rock Secondary Strategy.

White Rock Community

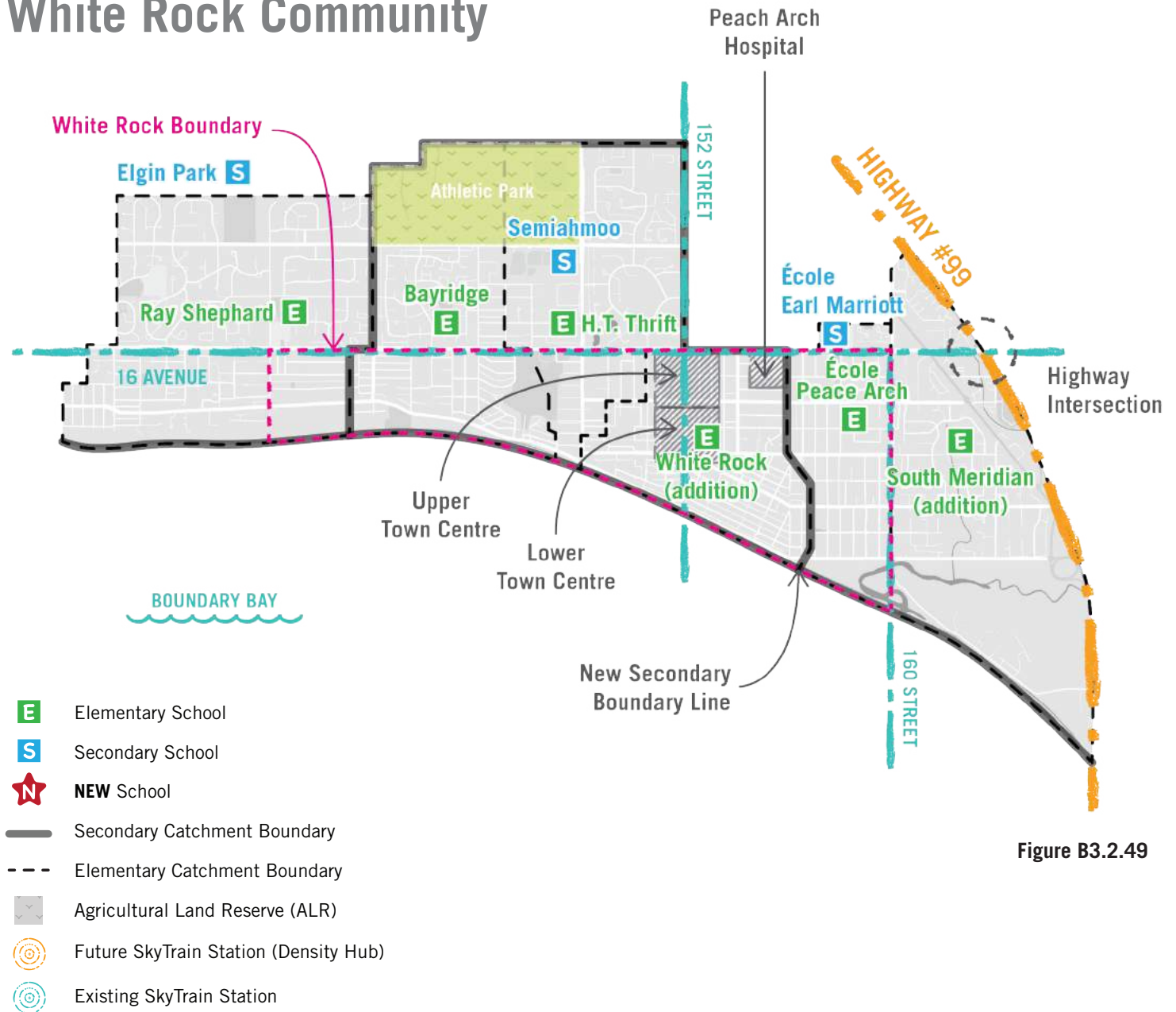


Figure B3.2.49

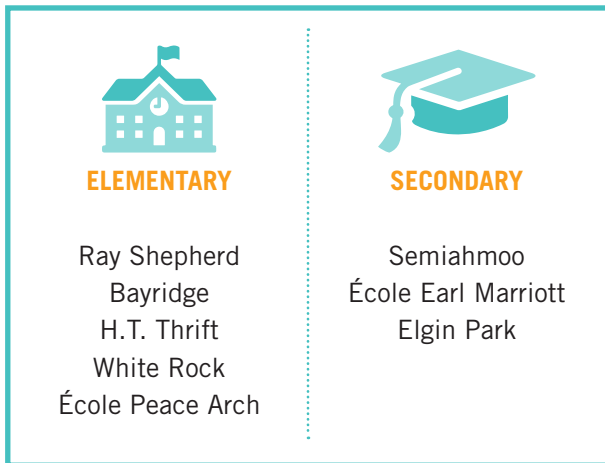
Ten-Year Projected Enrolment White Rock Community Elementary Schools

School Information			Projected Domestic Enrolment										
Site #	School Name	Operating Capacity	2019	2020	2021	2022 *	2023	2024	2025	2026	2027	2028	2029
162	Bayridge Elementary	298	362	370	379	372	371	378	374	358	354	351	347
56	H T Thrift Elementary	229	303	301	307	311	302	300	290	296	291	285	280
70	Ecole Peace Arch Elementary	317	525	517	504	514	502	502	500	492	491	492	495
36	Ray Shepherd Elementary	368	344	360	377	396	412	421	428	444	427	428	433
9	White Rock Elementary	430	454	462	450	458	459	458	460	453	450	444	440
Total Enrolment			1988	2010	2017	2051	2046	2059	2052	2043	2013	2000	1995
Operating Capacity			1642	1642	1642	1642	1642	1642	1642	1642	1642	1642	1642
New School/Additions Capacity						182	182	182	182	182	182	182	182
Seat Surplus / Shortfall			346	368	375	227	222	235	228	219	189	176	171

Figure B3.2.50

2.1. WHITE ROCK

New Family of Elementary Schools



The City of White Rock (COWR) falls entirely within this educational region. As an independent city, White Rock is governed with its own Official Community Plan (OCP), bylaws and regulations. In the fall of 2017, COWR adopted a revised OCP. Revisions to the plan included:

- A new focus on increasing residential development in the Town Centre and Lower Town Centre. Mid- to high-rise apartments will become the predominant housing form in the area.
- Maturing neighbourhoods around White Rock's Town Centre will support infill made up of secondary suites, duplexes and triplexes spread throughout the community.
- There will be an increased emphasis on supporting new housing types that are within walking distance of commercial, business and cultural amenities.
- Pedestrian-oriented environments will be well-connected within the community.

A key policy within the OCP is *Objective 11.2: To support rental housing and a range of non-market options and needs along the housing spectrum*. This policy discusses such issues as: supporting rezoning that provides for affordable higher-density rental housing; mandating a minimum one-to-one replacement of rental units that are proposed for redevelopment; and considering ways to make COWR owned land available to non-profit organizations for affordable housing development. It is hoped that these types of affordable housing initiatives can bring more young families and young children into COWR.

The pace of population growth in White Rock is much slower than other cities in the Lower Mainland, with an average rate of about 0.6% per year (in contrast to Surrey's annual growth rate of about 11%). Based on recent and long term trends, the population of White Rock is expected to reach between 23,900 and 27,300 by 2045 under the new OCP (2017).

The new OCP (2017) calls for between 4,320 and 5,110 new units by 2045, with most of the new housing in the form of apartment units. This is a strong indicator of COWR's position on how growth should be managed in the foreseeable future.

Enrolment

In 2018, COWR Council directed that some aspects of the OCP (2017) needed further public input as it prepared more refined planning and zoning in different pockets of the community plan. There are three points among the eight items requested to be reviewed that could influence enrolment growth in schools. They are:

- Improving housing affordability
- Reviewing housing density in the Town Centre, and
- Expanding the Peace Arch Hospital

The first stage of public consultation was completed the summer of 2019 on all eight items. COWR has taken these findings and is now generating new land-use policies. The new amendments to the OCP are targeted for COWR Council approval later in 2020. As of this report, no revised land use, increased housing data or increases to the population have been provided to the district. Consequently, the enrolment table Figure B3.2.50 has only included the housing and population projections established in the original OCP (2017). If the amendments are approved, this could trigger changes to the projections and district plans.

Planning Approach

This family of schools is shaped by a unique larger context. They serve both Surrey and White Rock, two cities with significantly different longer-term growth strategies and goals. While South Surrey is looking at more dynamic changes to increase housing density and the population in the community, White Rock is taking a very conservative approach to growth.

All the schools in the family are operating over capacity except for Ray Shepherd Elementary School; however, that school's available enrolling space is being used to accommodate

surplus enrolment diverted from the rest of the family. This “support” role at the school level will shape future projections for this facility. The district forecasts that Ray Shepherd Elementary School will reach capacity by September 2020

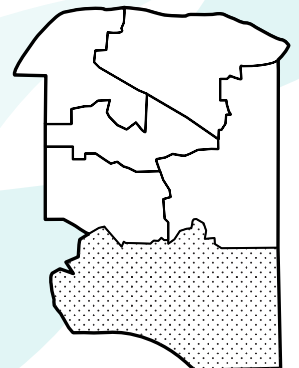
District planning has taken a holistic approach when looking enrolment growth/available capacity on the peninsula. If boundary changes were going to work on the peninsula, there has to be more long term surplus space available for enrolling students. With most schools starting to rely on one or more portables to address their seat shortfalls, the amount of surplus space at any of the schools is very limited, making boundary changes impossible within the current capacity available in the region. Further, the Sunnyside Acres Urban Forest acts as a natural barrier in the centre of the South Surrey/White Rock community, creating an additional restriction on defining catchments.

Building on the information that White Rock is managing development at a much slower pace, the district plans to move enrolment growth that is anticipated to be higher in the other two sub-communities (South King George Boulevard and Semiahmoo Northern Peninsula) into the White Rock family. By providing space in this family of schools, the intent of the boundary changes would be to move students that would attend École Jessie Lee Elementary, South Meridian Elementary, and École Peace Arch Elementary schools westwards. This will provide potential student space in these existing schools to address enrolment growth in the South King George Boulevard community and potential new housing surrounding an expanded Peace Arch Hospital.

Another reason to build more space in this family is to provide enrolment relief to the Bayridge Elementary School catchment. Projections suggest that enrolment will level out around 350 students over the next ten years; however, placing more portables on this site is not feasible, as the site area is limited. Placement could only be on the existing school field and/or play areas, affecting available outdoor space for recess, lunch, recreation, and sports – for at least a decade. Bayridge Park is adjacent to the school, but is a wooded area and not practical for sports or supervised play. Longer range analysis – looking 15 years out – still shows the school holding at around the 350-student mark, so it is not cost-effective to construct an addition to the school for only three classrooms or fewer. Since neither portables nor expansion is appropriate, enrolment relief through boundary changes is the only feasible space solution.

Moving forward, the long-range plan calls for:

- **SHORT TERM:** Build an eight-classroom addition at White Rock Elementary School . White Rock Elementary School's central location allows it to most easily draw students from other schools in the area. The additional classrooms will provide the amount of space required to support the necessary boundary changes, allowing growth to be drawn southwest. The eight classrooms will also provide enough seats to accommodate surplus enrolment from Bayridge Elementary School, obviating the need for portables.
- **MID TERM:** Build an eight-classroom addition at École Peace Arch Elementary School. This addition will replace the existing portables and provide surplus space to accommodate future growth anticipated from affordable residential development around the Peace Arch Hospital.



3.2.6 South Surrey / White Rock PLAN

South King George Boulevard Community



Figure B3.2.51

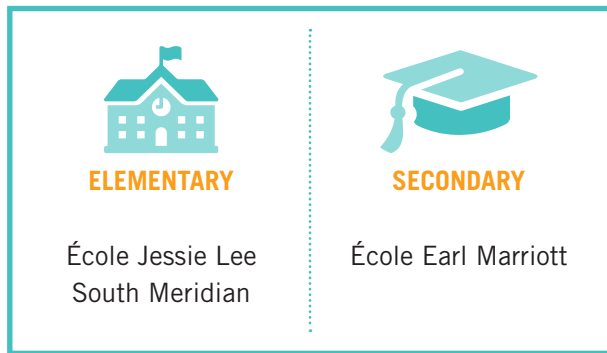
Ten-Year Projected Enrolment South King George Boulevard Community Elementary Schools

School Information			Projected Domestic Enrolment											
Site #	School Name	Operating Capacity	Actual	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
89	Ecole Jessie Lee Elementary	411		401	423	460	488	502	522	525	526	526	529	537
118	South Meridian Elementary	248		345	345	353	368	367	363	357	374	378	390	400
Total Enrolment				746	768	813	856	869	885	882	900	904	919	937
Operating Capacity		659		659	659	659	659	659	659	659	659	659	659	659
Seat Surplus / Shortfall				87	109	154	197	210	226	223	241	245	260	278

Figure B3.2.52

2.2. SOUTH KING GEORGE BOULEVARD

New Family of Elementary Schools



The King George Corridor South Plan was adopted by the City of Surrey Council in December 1995. With some of the highest housing densities located along the west side of the corridor, the plan originally considered 15 UPA south of 16th Avenue, with the highest housing density to be between 24th Avenue and 32nd Avenue. This higher density only affects a small portion of the northern tip of the École Jessie Lee catchment.

Both École Jessie Lee Elementary and South Meridan Elementary School catchments are made up of older single-family homes. With the housing stock averaging 26 years old, many of the older neighbourhoods are seeing houses being demolished and replaced with higher-density townhome developments. Over the last decade, both catchments have been subject to many rezoning applications that are now starting to affect enrolment growth and the housing landscape of the neighbourhoods. This push by landowners to increase housing density is still very active, with the City currently reviewing five rezoning applications asking to increase housing densities from 15 UPA to 25 UPA or higher.

Geography

South Surrey is divided by a large urban forest connected to a large athletic complex and a cemetery that runs diagonally through the community which restricts community movement throughout the area. It has affected accessibility to the other schools located to the north and west of this family. These barriers prevent safe, walkable access to the schools to the west, so boundary changes are not a feasible space solution. Furthermore, 16th Avenue and 24th Avenue are major local traffic corridors that are impediments to providing a safe, walkable commute for children.

Enrolment

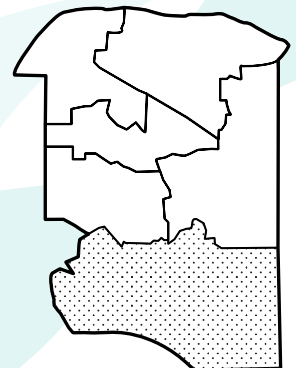
Though overall development is not comparable to the new Grandview Heights area, as recently as 2019, the enrolment for the family of schools spiked, with an average of 7% more registrations. Recent local growth has been greater than previously projected in this area however it is likely this is not sustainable growth given the city's housing development plans for this area. It should be noted that the City has been monitoring land use in this area and future revisions to the plan may be coming forward.

Planning Approach

As outlined in the White Rock Community section, district planning has taken a holistic approach to planning for the needs of South Surrey and White Rock. Considering that the Sunnyside Acres Urban Forest makes the schools in the Semiahmoo Northern Peninsula inaccessible, boundary changes to move students northward are impractical.

The peninsula has reached the tipping point in having enough capacity to meet local in-catchment demand, and the district is starting to rely on portables to make up the seat shortfall. Several of the existing schools around the peninsula need additions in order to provide enough student space to spread growth around. The long-range plan is looking to consolidate new space in several schools and spread growth to larger schools through strategic boundary changes.

Growth in this community will be supported by an eight-classroom addition proposed for White Rock Elementary School. The expanded school can accommodate the slower enrolment growth trend from White Rock Elementary School. It will also allow for phased boundary changes that will move enrolment growth from this family westward. Any space at École Jessie Lee Elementary or South Meridan Elementary schools resulting from these phased moves can be used to accommodate the current growth trend from the land use plan in the short term.



However, if COS Council adopts all the rezoning and development permit applications to increase housing numbers on a compact footprint, then the existing schools will not be large enough even with boundary changes. Both these schools will require an addition to meet local in-catchment demand in the mid- to long term horizon as the projections show the growth trend continuing beyond the ten-year forecast window.

Moving forward, the long-range plan calls for:

- **MID TERM:** Build an eight-classroom addition at South Meridian Elementary School. This will accommodate projected long term growth through 2025 and beyond.
- **LONG TERM:** Build a four-classroom addition at École Jessie Lee Elementary School. The timing of this project could be moved to the late 2020s, depending on the timing and scope of rezoning approvals.

Semiahmoo Northern Peninsula Community

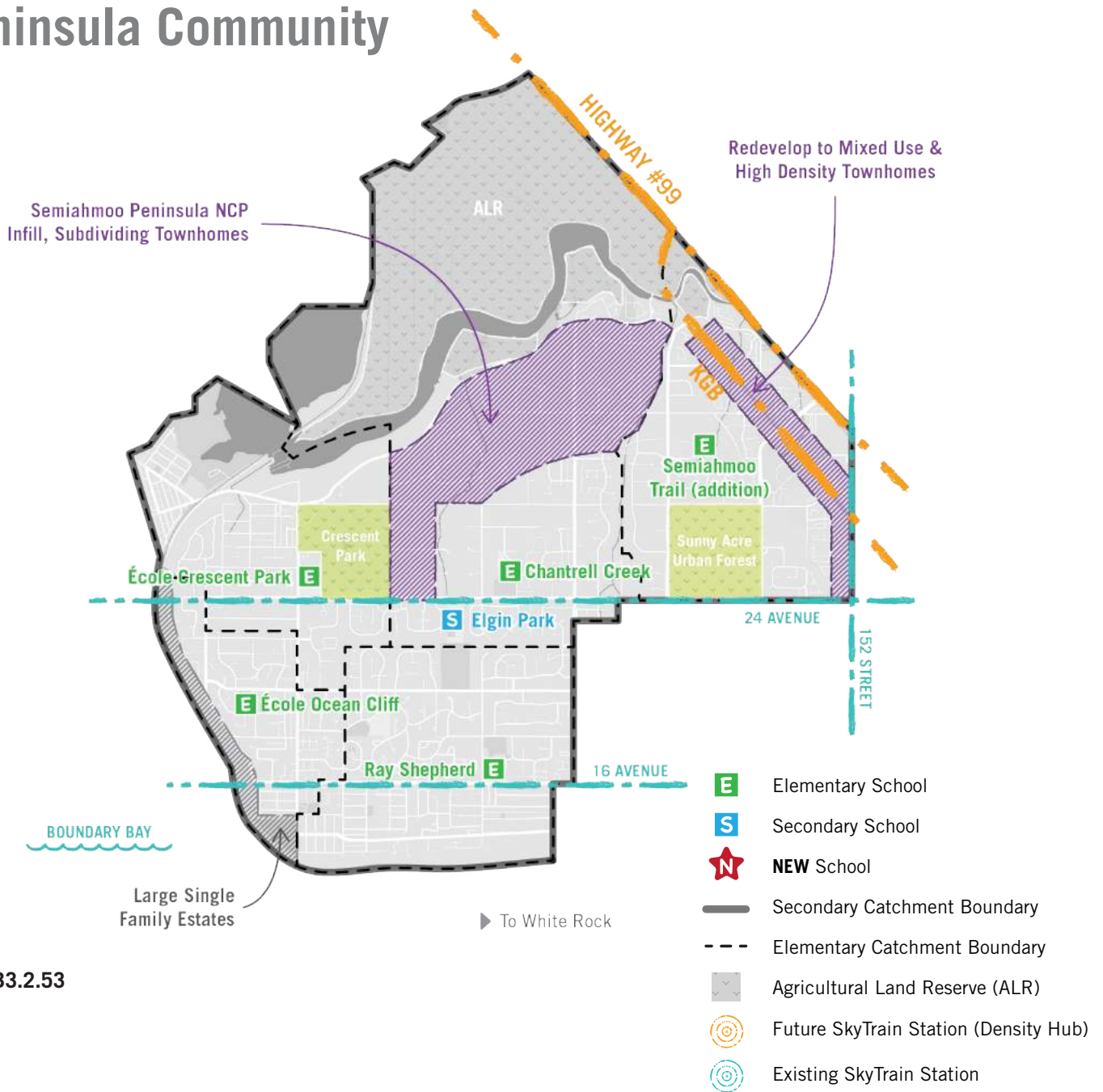


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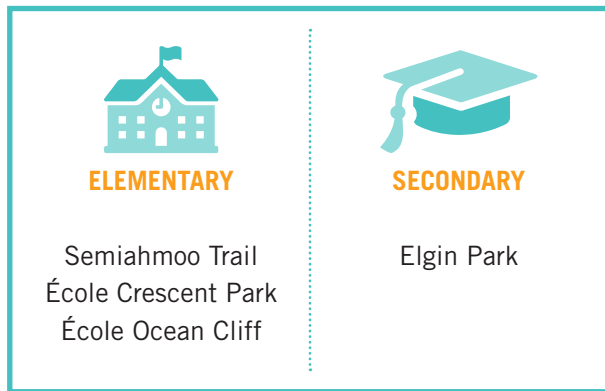
Ten-Year Projected Enrolment Semiahmoo Northern Peninsula Community Elementary Schools

Site #	School Information	Operating Capacity	Projected Domestic Enrolment										
			Actual	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
161	Semiahmoo Trail Elementary	275	376	408	425	429	432	457	464	461	470	466	471
148	Chantrell Creek Elementary	345	326	318	317	309	301	300	300	288	295	295	294
31	Ecole Crescent Park Elem	457	374	373	367	360	365	364	370	376	379	391	400
170	Ecole Ocean Cliff Elementary	271	349	339	332	311	297	283	283	281	286	292	296
Total Enrolment			1425	1438	1441	1409	1395	1404	1417	1406	1430	1444	1461
Operating Capacity			1348	1348	1348	1348	1348	1348	1348	1348	1348	1348	1348
Seat Surplus / Shortfall			77	90	93	61	47	56	69	58	82	96	113

Figure B3.2.54

2.3. SEMIAHMOO NORTHERN PENINSULA

New Family of Elementary Schools



Like many neighbourhoods in the City, older housing stock is being replaced with higher-density residential units.

There are two plans that are shaping this family of schools:

1. King George South Corridor: Formally known as the “King George Highway Corridor”, this plan focuses on the stretch of King George Boulevard from 8th Avenue to the Nicomekl River. The highest housing density of the plan falls within this family of schools.
2. Semiahmoo Town Centre Plan: The revision of this Town Centre plan will follow the same pattern as is being adopted in other town centre plans. The plan will focus on mid- to high-rise apartments in the centre of the plan, surrounded by high-density townhome complexes. Originally planned to be the town centre for all of South Surrey, this plan now calls for this town centre to serve the South Surrey community located on the west side of Highway 99.

There are two smaller land use plans on the peninsula that focus on access and creating a greater housing form mix. Both of these plans are in neighbourhoods that are being met with some resistance from the local community. Currently each of these plans are not significant enough to influence enrolment growth in the family.

Enrolment

Growth in this community is being sustained by continuous spot infill projects. These neighbourhoods are seeing one or two older homes being demolished and replaced with multiple single-family homes along with secondary suites.

Planning Approach

Of the three schools in the family, there is only one that is showing a strong growth trend that continues past the ten-year projections: Semiahmoo Trail Elementary School.

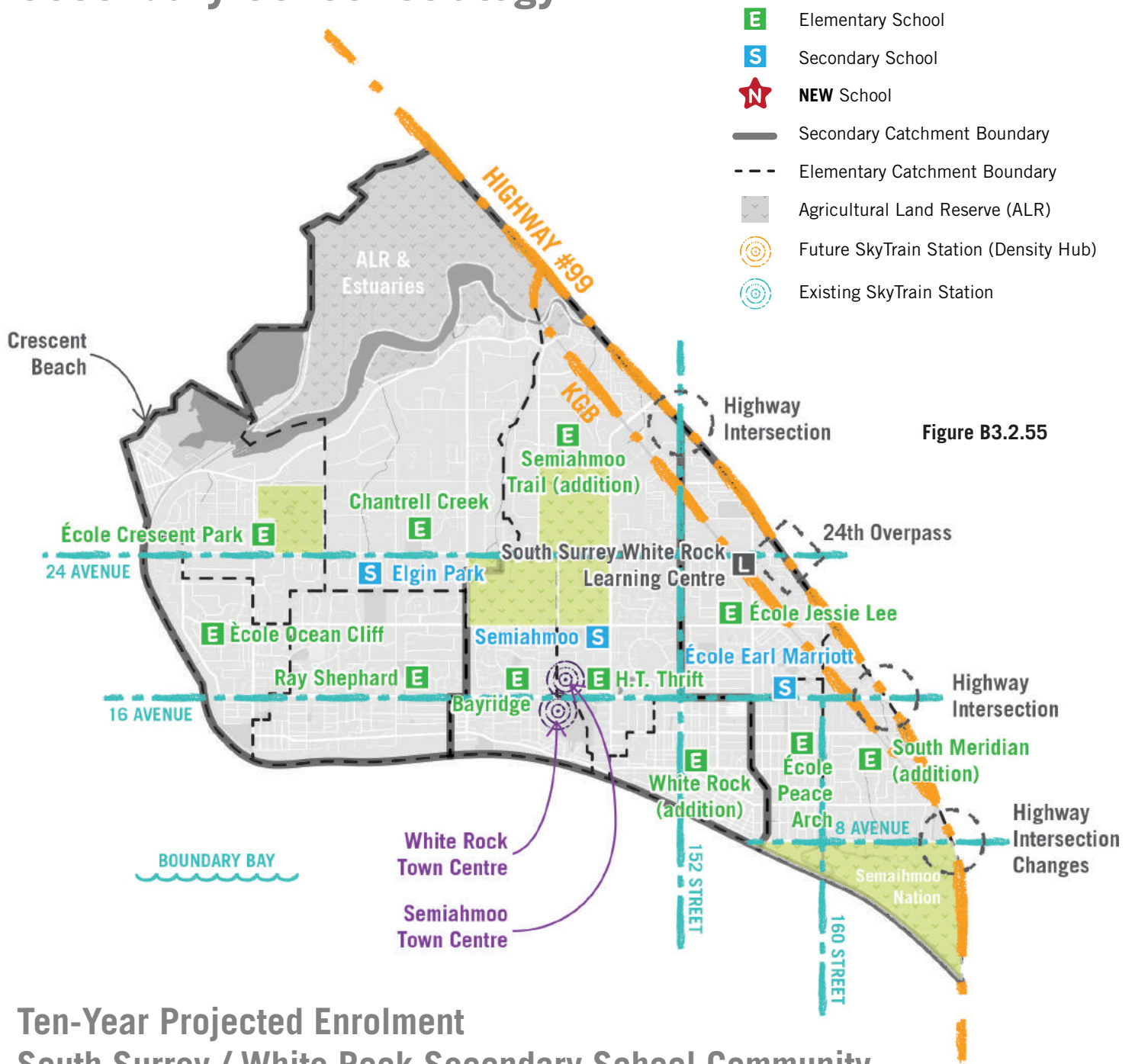
École Ocean Cliff Elementary School has been operating over capacity for the last five years and projections suggest that the school will maintain the similar enrolment level over the next ten years. When pushing this school through the four-portable rule model, it quickly became clear that the addition of four portables could accommodate the growth. However, the growth trend does peak following the typical enrolment growth pattern of a maturing neighbourhood towards the end of the decade. The projected enrolment at Chantrell Creek Elementary School is fairly flat, with registrations fluctuating by only ten students over time.

Like White Rock Elementary School, Semiahmoo Trail Elementary School would be the likely candidate to accommodate an addition. The additional space would provide enrolment relief to Chantrell Creek Elementary School, which would then provide enrolment relief to École Crescent Park Elementary School via phased boundary changes. Also the existing school is located within walking distance from all the new and future high density townhomes that are starting to be developed on the northwest edge of King George Boulevard and in the northern portion of the community.

Moving forward, the long-range plan calls for:

- **SHORT TERM:** Build an eight-classroom addition at Semiahmoo Trail. This will deal with long term growth in the area. This year, the District had to manage the large Grade 8 cohort because the timetable would not allow access labs and rooms required to meet their curriculum. Many of next year’s Grade 8 students have been diverted to Elgin Park.

South Surrey / White Rock Secondary School Strategy



Ten-Year Projected Enrolment South Surrey / White Rock Secondary School Community

School Information			Projected Domestic Enrolment										
Site #	School Name	Operating Capacity	2019	2020	2021 *	2022	2023	2024	2025	2026	2027	2028	2028
105	Ecole Earl Marriott Secondary	1500	1852	1809	1858	1867	1855	1875	1915	1937	1990	2027	2052
156	Elgin Park Secondary School	1200	1852	1809	1858	1867	1855	1875	1915	1937	1990	2027	2052
49	Semiahmoo Secondary	1300	1586	1576	1635	1680	1702	1690	1693	1694	1679	1655	1622
Total Enrolment			5290	5194	5351	5414	5412	5440	5523	5568	5659	5709	5726
Operating Capacity			4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000
New Schools/Additions Capacity					1500	1500	1500	1500	1500	1500	1500	1500	1500
Seat Surplus / Shortfall			1290	1194	149	86	88	60	23	68	159	209	226

Figure B3.2.56

3. SOUTH SURREY/WHITE ROCK SECONDARY SCHOOL STRATEGY

School Cluster: Elgin Park, Semiahmoo, École Earl Marriott, Grandview Heights (New)

The District is currently building a new Grandview Heights Secondary School with a capacity for 1,500 students scheduled to open September 2021. This school will serve the Grandview Heights community and provide enrolment relief to the existing secondaries schools located on the west side the Highway 99.

Currently, École Earl Marriott Secondary School serves the largest catchment in the cluster of Secondary schools in this region, with nine elementary schools in its catchment area and has nine portables. It is the only secondary school serving the entire east side of Highway 99: the demand on school space is increasing pressure as the Grandview Heights community continues to develop over time.

In spring 2018, the district undertook a wide-ranging public consultation to discuss enrolment growth management in the south of the district. Four options which looked at program moves, realigning boundaries and changing feeder schools were presented. While all four options created a new catchment for Grandview Heights, the main focus of the boundary consultation was to spread enrolment growth over a ten-year period to ensure the best use of available space was implemented.

The approved option called for the following family of schools to feed Grandview Heights Secondary School when it opens in 2021: Rosemary Heights Elementary Sunnyside Elementary, Morgan Elementary, Pacific Heights, east Kensington and Edgewood Elementary schools. In an effort to balance the current seat shortfall with future space needs, the Hall's Prairie Elementary School catchment plus the southwest corner of the future Ta'Talu elementary school will be included in the École Earl Marriott Secondary School catchment area. This splitting of the Grandview Heights community elementary catchments would provide enrolment relief to École Earl Marriott Secondary School and Semiahmoo Secondary School in the short term while still providing available future student seats to address growth in the Grandview Heights community.

The reorganization of current boundaries along with new enrolling space from the new high school will provided enrolment relief to the whole educational region.

These boundary changes just address short term need. Looking ahead between 2025 and 2030, enrolment growth will start to exceed existing capacity again. With the Grandview Heights population estimated to grow over 90,000 over the next 25 years, the district will need to further expand existing schools and to acquire land and build another secondary school.

Enrolment

As seen with the feeder schools that support these secondary schools, enrolment growth is being fueled by current NCPs, and approved amendments allowing for higher and higher housing density on smaller lots.

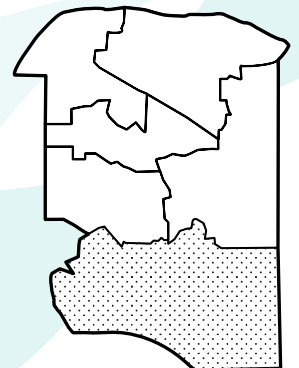
As discussed in the elementary section, the rate of growth trend differs on either side of Highway 99. On the east side, Grandview Heights is growing very rapidly because of the build-out of the Sunnyside Heights NCP and the pending approval of three other NCPs. All of the local elementary schools have operated long enough that the primary bulge they experienced when they first opened is now moving into the secondary system. The projected Grade 8 enrolment growth suggests that each subsequent cohort will have more students each year for the next ten years.

In September 2019, the Grade 7 cohort from Pacific Heights Elementary School was diverted from attending École Earl Marriott Secondary School to Elgin Park Secondary School for Grade 8. This will continue until the new Grandview Heights Elementary School opens in 2021. This action was taken by the district in order to reduce the number of Grade 8 students at École Earl Marriott Secondary School. École Earl Marriott Secondary School is one of two schools in the district restricting even in-catchment enrolment by grade. Again access by each grade to speciality spaces is the pinch point when managing growing enrolment that can no longer be accommodated by the school's existing capacity.

Planning Approach

As stated, the new 1500-operating capacity Grandview Heights Secondary School will provide much relief to the region. This school is projected to reach full capacity around 2029. École Earl Marriott Secondary and Semiahmoo Secondary Schools are also projected to grow. The plan to meet future demand includes:

- **MID TERM:** Build a 400-operating capacity addition at Semiahmoo Secondary School. This school is projected to operate above its current capacity of 1200 students through to 2030. The addition will add the space that school requires to meet its short- and long term needs.
- **LONG TERM:** Build a second new 1200-operating capacity school in the Grandview area to serve the entire community at full build-out.



3.2.6 South Surrey / White Rock PLAN



Photo courtesy of City of Surrey

The City of Surrey has seen a steady growth in development applications.

B3.3 LAND HOLDINGS

Moving forward, developable land is going to become more scarce. While prices may go up and down, the overall diminishing supply will likely lead to increased prices in the long term.

The City of Surrey is the fastest growing municipality in B.C. and one of the fastest in Canada. The land size of Surrey has allowed it to attract a large new population and business base. Surrey's population growth is expected to remain strong. Though the city's geographic area is equivalent to the seven other Lower Mainland cities combined, it only supports half the population located in these same cities.

The Surrey community plan will focus on three priorities over the next 5 years:

1. SkyTrain Supportive Plans
2. Town Centre Plans
3. Neighbourhood Concept Plans

Currently there are 90,000 units in the five town centre plans. Amendments to these plans could potentially call for 50,000 more units. For communities located outside the town centers plans, 36,000 units have been built representing 15-18 years of sustained urban development. Future growth outside of the town centres and transit corridors will primarily focus on:

1. South Port Kells/Anniedale/Tynehead in the northeast corner of the City;
2. Clayton Heights, to the south of South Port Kells; and
3. Grandview Heights, located on the east side of Highway 99 in South Surrey.

Moving forward, developable land is going to become more scarce. While prices may go up and down, the overall diminishing supply will likely lead to increased prices in the long term.

New School Sites

It is prudent to acquire and “land bank” (i.e., strategically accumulate land holdings) for long term development, while making the best use of the existing district's real estate portfolio. Acquiring land before development comes to an area, and maximizing the value of current sites is a key objective of long term planning.

Discussion with respect to needs and locations for future new school sites will be in each Educational Region under Community Overview. As part of the ACT section, new site acquisitions have been identified.

Land Use

In the fall of 2019, a review was undertaken of all existing sites owned by the district to determine any land that may be available to develop or sell. The review covered both active (with operating schools on site) and inactive (no operating schools on site) holdings. From the assessment, 14 sites were identified overall that have potential. They broke down into two categories:

- Seven active sites that potentially could be sub-divided and sold
- Seven inactive school sites of varying size.

Many of the inactive sites in the report will be used in the near future for new neighbourhood schools in developing communities. Most of these “land banked” sites are located in the Anniedale/Tynehead and North Clayton areas. Further investigation will be conducted to confirm that these holdings still represent buildable school sites in appropriate locations.

The report titled “SD36 Land Holdings”, dated February 2020, has been included in the Appendix of this plan.

Future, more in-depth, site evaluations will form part of future revisions to the LRFP.



PART B4 ACT

CONTENT

**B4.1 New Schools, Additions and
Land Acquisitions**

187

This final section details the timing and execution of the Capital Plan.





B4.1 NEW SCHOOLS, ADDITIONS AND LAND ACQUISITIONS

City Centre

Additions	École K.B. Woodward Elementary	Add 10 classrooms increasing school capacity to 80K/625	PDR is completed. Awaiting CPFA approval
	École Kwantlen Park Secondary	Addition to increase capacity from 1200 to 1500	March 2020 Approved to Concept Plan
	Old Yale Road	Add 10 classrooms increasing school capacity to 80K/575	Priority 9 2021/2022 Capital Plan
	Forsyth Road	Add 8 classrooms increasing school capacity to 1K/475	Mid to Long Term LRFP
New Schools	City Central Learning Center	Renovate center back to an elementary school	Mid Term LRFP
	New School at base of Apartment Tower		Long Term+ LRFP

* PDR Project Definition Report

space planning



Clayton / Cloverdale

New Schools	South Port Kells Elementary	80K/525 elementary school	Priority 4 2021/2022 Capital Plan
	Clayton Elementary	Add 18 classrooms to increase capacity to 80K/525	Priority 6 2021/2022 Capital Plan
	New South Port Kells Secondary	1000 capacity secondary school	Priority 9 2021/2022 Capital Plan
	New Anniedale/Tynehead Elementary	New 80K/525 elementary school	Long Term+ LRFP
	New North Clayton Elementary	New 80K/525 elementary school	Mid-Long Term LRFP
	New Fraser Highway North Elementary (West Clayton)	New 40K/350 elementary school	Long Term+ LRFP
	New Fraser Highway South	New 40K/350 elementary school	Long Term+ LRFP
Replacement	Port Kells Elementary	Replace school with 80K/525 NLC elementary – site expansion may be required	Priority 3 2021/2022 Capital Plan
Additions	École Martha Currie Elementary	Add 6 classrooms to increase school capacity to 80K/725	Priority 15 2021/2022 Capital Plan
	Clayton Heights Secondary	Addition to increase capacity from 1000 to 1500	Priority 8 2021/2022 Capital Plan
	Adams Road Elementary	Add 6 classrooms to increase school capacity to 80K/600	Mid to Long Term LRFP
	Latimer Road Elementary	Add 6 classrooms to increase school capacity to 40K/625	Mid to Long Term LRFP
	Hillcrest Elementary	Add 4 classrooms to increase school capacity to 80K/500	Mid to Long Term LRFP
Land Acquisition	New South Port Kells Secondary	6.0 ha site for future 1000 secondary	Priority 6 2021/2022 Capital Plan
	New North Clayton Elementary	New 3.3 ha Site for a future 80K/525 school	Mid Term LRFP
	Anniedale/Tynehead Elementary	3.3 ha site for future 80K/525 elementary school	Priority 3 2021/2022 Capital Plan
	Clayton Elementary	New 3.3 ha for a new 80K/525 replacement and addition	Priority 2 2021/2022 Capital Plan

Guildford

New Schools	Abbey Ridge Area Elementary	40K/300 elementary school	Priority 10 2021/2022 Capital Plan
	New Guildford Mall Elementary	40K/300 elementary school	Long Term LRFP
Replacement	École Riverdale Elementary	Replace with 80K/375 elementary school	Priority 2 2021/2022 Capital Plan
	Mountainview Montessori	Replace existing modular (40K/325) with new school building	Priority 1 2021/2022 Capital Plan
Additions	Guildford Park Secondary	Addition to increase capacity from 1050 to 1500	March 2020 Approved to Concept Plan
	Fraser Heights Secondary	Addition to increase capacity from 1200 to 1500	Priority 11 2021/2022 Capital Plan
	North Surrey Secondary	Addition to increase capacity from 1175 to 1500	Priority 10 2021/2022 Capital Plan
	Hjorth Road Elementary	Add 10 classrooms to increase capacity to 60K/400	Priority 12 2021/2022 Capital Plan
	Bothwell Elementary	Add 8 classrooms to increase capacity to 40K/475	Mid-Long Term LRFP
	Lena Shaw Elementary	Add 8 classrooms increasing school capacity to 80K/725	Priority 16 2021/2022 Capital Plan
Land Acquisition	Abbey Ridge Area Elementary	2.3 ha site for future 40K/300 elementary school	Priority 7 2021/2022 Capital Plan
	New Guildford Mall Elementary	3.3 ha for future 40K/300 elementary school	Mid-Long Term LRFP
	Bothwell Elementary	Expand by 1.2 ha for a future addition	Mid Term LRFP
	Fraser Heights Secondary	Expand by 1.2 ha for a future addition of an additional 300 seats	Long Term LRFP

space planning



Newton / Fleetwood

New Schools	New Fleetwood Elementary	40K/350 elementary school	Long Term LRFP
Additions	William Watson Elementary	Replace and add 12 classrooms increasing school capacity to 60K/575	Priority 14 2021/2022 Capital Plan
	Frank Hurt Secondary	Addition to increase capacity from 1250 to 1700	Priority 17 2021/2022 Capital Plan
	Fleetwood Park Secondary	Addition to increase capacity from 1200 to 1700	Priority 7 2021/2022 Capital Plan
	Walnut Road Elementary	Add 6 classrooms increasing school capacity to 80K/650	Long Term LRFP
	Princess Margaret Secondary	Addition to increase capacity from 1500 to 1700	Long Term LRFP
Land Acquisition	Fleetwood Elementary	2.3 ha site for future 40K/350 elementary school	Priority 4 2021/2022 Capital Plan
	William Watson Elementary	Expand existing site 3HA to allow for the school capacity to increase to 60K/575	Long Term LRFP

Panorama / Sullivan

New Schools	Newton Secondary	1200-operating capacity secondary school	Priority 5 2021/2022 Capital Plan
	South Newton Elementary	80K/575 elementary school	PDR prepared awaiting a CFPA
	New Highway 10 Southside Elementary	40K/350 elementary school	Long Term LRFP
	New West King George Blvd. (Panorama) Secondary	1000-operating capacity secondary school	Long Term+ LRFP
Additions	Tamanawis Secondary	Addition to increase capacity from 1125 to 1700	March 2020 Approved to Concept Plan
	McLeod Road Traditional	Add 17 classrooms increasing school capacity to 80K/525	Priority 18 2021/2022 Capital Plan
	Panorama Ridge Secondary	Addition to increase capacity from 1400 to 1700	Mid Term LRFP
	Cambridge Elementary	Add 6 classrooms increasing school capacity to 80K/600	Long Term LRFP
Land Acquisition	Newton Secondary	6.0 ha site for future 1200-operating capacity secondary school	Priority 1 2021/2022 Capital Plan
	South Newton Elementary	3.0 ha site for future 80K/575 elementary school	Acquired January 2020
	New Highway 10 Southside Elementary	3.0 ha site for future 40K/350	Long Term LRFP
	New West King George Blvd. (Panorama) Secondary	6.0 ha site for future 1000-operating capacity secondary school	Long Term+ LRFP

space planning



South Surrey / White Rock

New Schools	Ta'talu Elementary	80K/575 elementary school	June 2020 CFPA approved
	Redwood Heights Elementary	80K/575 elementary school	Priority 2 2021/2022 Capital Plan
	Darts Hill Elementary	80K/575 elementary school	Priority 3 2021/2022 Capital Plan
	Pacific/Sunnyside Heights Elementary	80K/575 elementary school	Priority 8 2021/2022 Capital Plan
	Grandview Heights Elementary	Replace and add 8 classrooms increasing school capacity to 80K/525	Priority 7 2021/2022 Capital Plan
	New South Grandview Heights Secondary	1200 Capacity secondary school	Long Term LRFP
Additions	Sunnyside Elementary	Add 10 classrooms increasing school capacity to 100K/550	March 2020 CFPA Approved
	Morgan Elementary	Add 8 classrooms increasing school capacity to 80K/525	March 2020 CFPA Approved
	White Rock Elementary	Add 8 classrooms to increase school capacity to 80K/575	June 2020 CFPA Approved
	Semiahmoo Trail Elementary	Add 8 classrooms increasing school capacity to 80K/400	March 2020 Approved to Concept Plan
	South Meridian Elementary	Add 8 classrooms increasing school capacity to 80K/375	March 2020 Approved to Concept Plan
	Semiahmoo Secondary	Addition to increase capacity from 1300 to 1700	Priority 19 2021/2022 Capital Plan
	Jessie Lee Elementary	Add 4 classrooms increasing school capacity to 40K/500	Long Term
	Peace Arch Elementary	Add 8 classrooms increasing school capacity to 60K/475	Mid Term LRFP
	Douglas Elementary	Add 6 classrooms increasing school capacity to 80K/675	Long Term LRFP
Land Acquisition	Darts Hill Elementary	3.0 ha site for future 80K/575 elementary school	Acquired March 2020
	Redwood Heights Elementary	3.0 ha site for future 80K/575	Acquired February 2020
	Pacific/Sunnyside Heights Elementary	3.3 ha site for future 80K/575 elementary school	Priority 8 2021/2022 Capital Plan
	Grandview Heights Elementary	1.37 ha site expansion	Priority 5 2021/2022 Capital Plan
	New South Grandview Heights Secondary	7 ha site for a new 1200 capacity secondary school	Long Term LRFP





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PART D

APPENDIX

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D1.0 BOUNDARY MAP



Elementary School Boundary Map

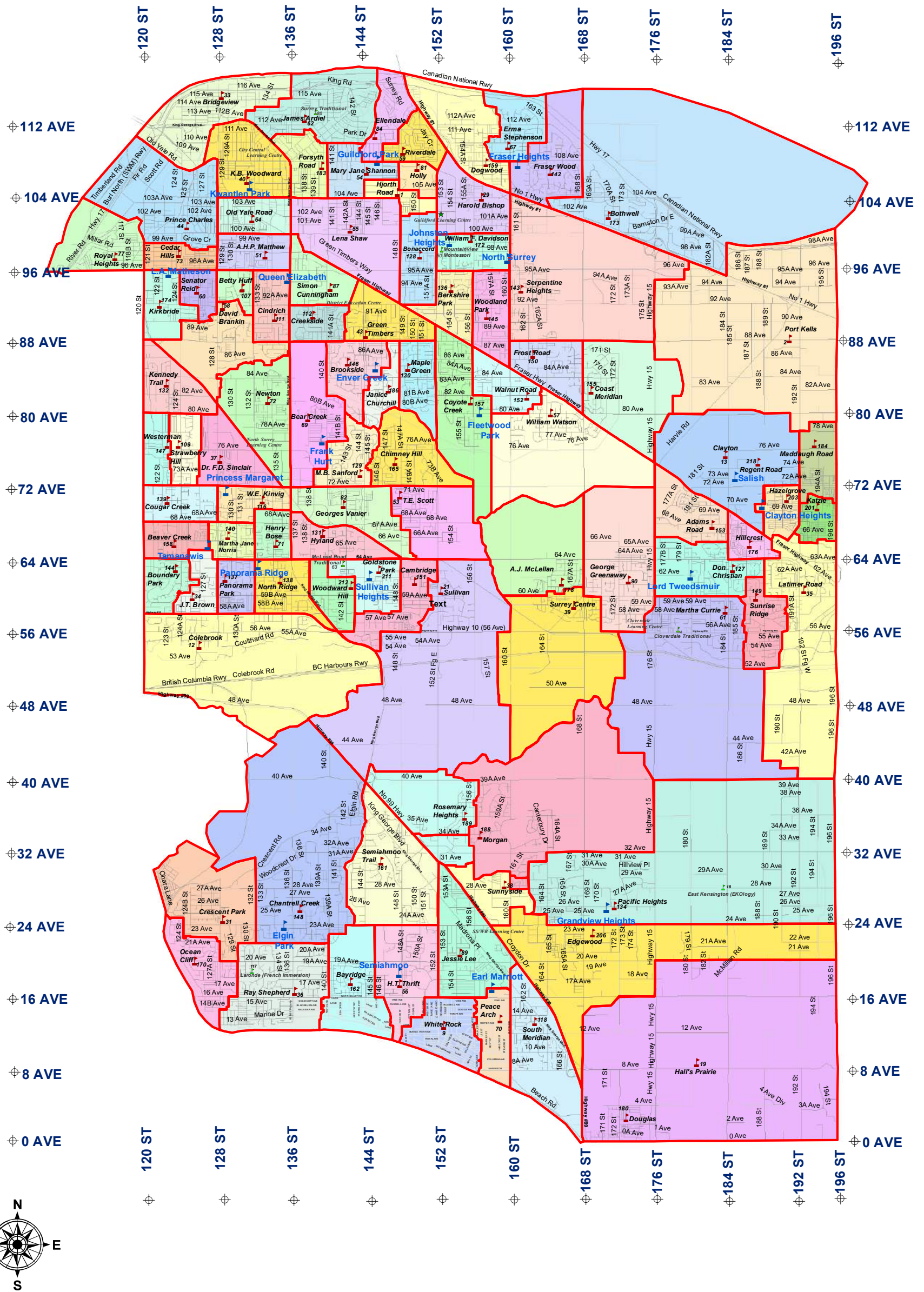


Figure D1.0.1

Secondary School Boundary

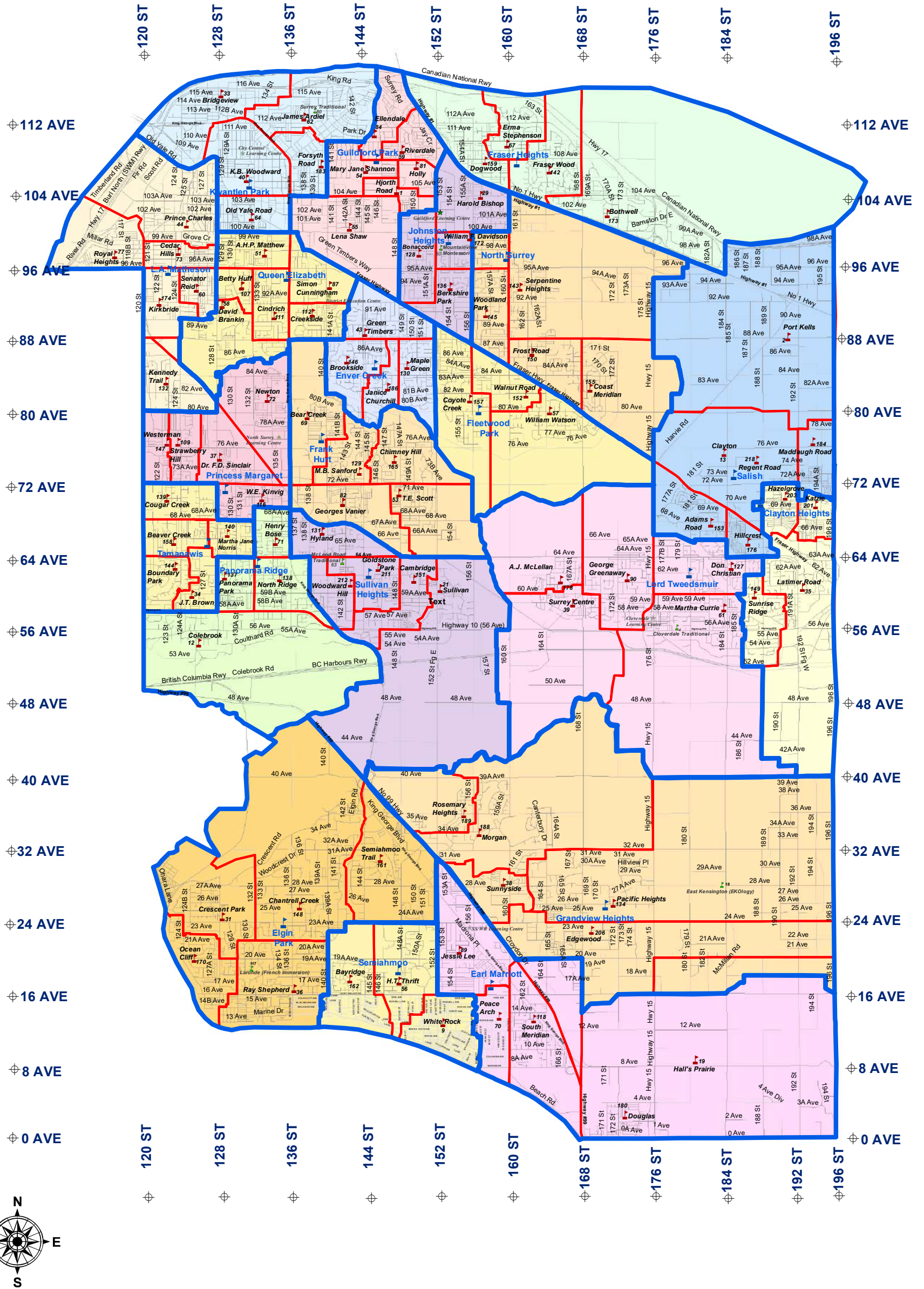


Figure D1.0.2

D2.0 LEARNING BY DESIGN

LEARNING BY DESIGN

At the heart of Surrey Schools is its district-wide vision for learning. Called *Learning by Design*, its goal is to prepare learners for a world in which they think creatively and critically, communicate skillfully, and demonstrate care for self and others.

Learning by Design recognizes that learning environments are most effective when they are relational and designed with intention. This vision identifies three inter-related elements that allow students to learn more effectively: Learning, Structures and Tools.

Learning

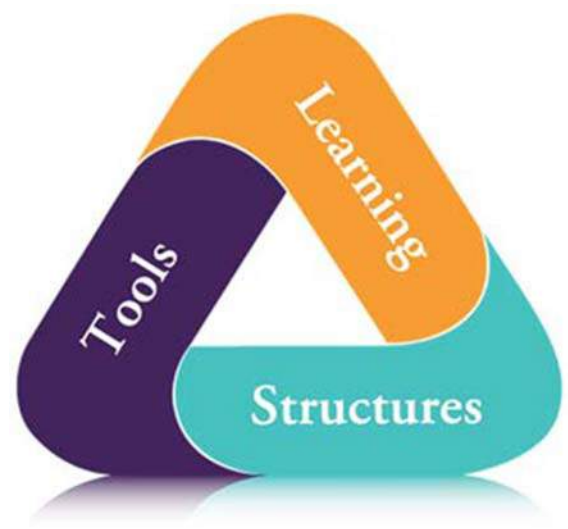
- The learning environment is inclusive, personalized, and sensitive to diverse learners. All students learn and participate together in an environment that fosters a culture of belonging and respect.

Structures

- The structures are learner-centered and designed to encourage learners' active engagement. They are founded on the principle that learning is highly effective when it takes place in collaborative settings.

Tools

- Students work with digital and non-digital tools and resources that involve experimenting, investigating, inventing and tinkering. The focus is on "doing with understanding" rather than "doing for the sake of doing."



The power of these core aspects of Learning by Design does not reside in each one taken in isolation. Instead, together they provide a dynamic framework of the innovative conditions that allow learning to flourish. To support teachers and learners in how they engage with BC's curriculum, it is essential that we create environments that are physical and digital hubs of learning. Well-designed learning spaces encourage students to explore and interact with the environment in order to make sense of what they are learning through active experiences, virtual and social interactions, problem solving, and collaboration with others.

A stimulating learning environment is welcoming, vibrant, flexible, well-resourced and well-maintained. It has small spaces, medium spaces, large spaces, quiet spaces and noisy spaces. In addition to computers, iPads, green screens and robotics equipment, it may have plants, trees, edible gardens, sand, rocks, mud and water. Experiencing nature with structure and purpose extends beyond the classroom, as the outdoor environment is also used purposefully in multiple ways – not only as a space to walk, run, climb and dig, but as a space to observe, investigate, explore and experiment.

Overall, there are many considerations in the design of a fluid learning environment: pedagogy, technology, learning resources, indoor space, outdoor space, school organization, timetabling, furniture, lighting, acoustics and colour. All interact to ensure the future of our communities by educating our children in facilities that are welcoming, inclusive, safe and support learning.

PRIORITY PRACTICES

Embodied within Learning by Design are four inter-related priority practices. These practices make up the pedagogical core that promote learning for all students. Based on research that shows students learn best when teachers attend to the teaching-learning process, these priority practices are imperative in creating effective teaching and learning environments for all students.

Curriculum Design

- Teachers work with curriculum in purposeful and intentional ways, designing learning experiences that are relevant, meaningful and support students in acquiring the knowledge, skills and competencies necessary to prepare them for their futures. Deep learning of core and curricular competencies are best achieved when the learning environment allows students to “do” a subject rather than passively listen or read about it.

Quality Assessment

- Teachers’ formative assessment practices have the greatest impact on student learning. Therefore, rather than lecture to students, teachers facilitate learning by using a number of formative assessment techniques that engage students in reflective thinking and problem-solving. Teachers are conscious of the need to be flexible. They circulate in class and work one on one with students, while students also often help each other by asking questions and providing feedback to one another.

Instructional Strategies

- Effective instructional strategies are anchored in curriculum design and formative assessment practices. They are designed to encourage each learner’s active engagement in constructing personal understandings, and they provide students with opportunities to work with and support each other, and as they do so, to learn to work collaboratively and cooperatively.

Social and Emotional Learning

- Social and emotional learning is the process through which young people acquire the knowledge, attitudes and skills necessary to understand and manage emotions, set and achieve goals, demonstrate empathy for others, establish and maintain positive relationships, and make effective decisions. Teachers activate and develop these skills in students by creating inclusive, safe learning environments and by explicitly teaching the SEL competencies.

City Centre Districts & Neighbourhoods

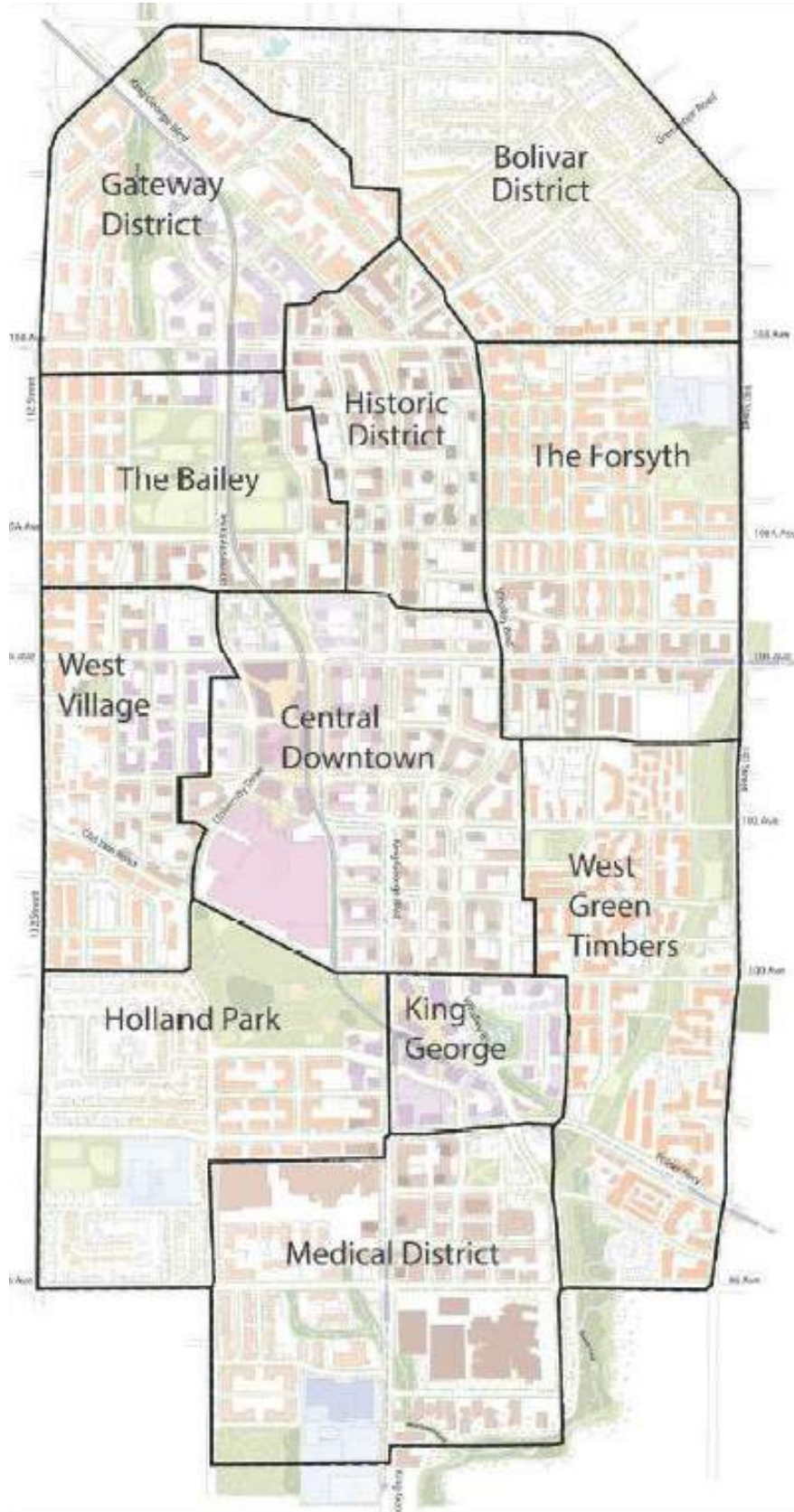


Figure D3.0.1

D3.0 LAND USE PLANS / NCP PER EDUCATION REGIONS

1. CITY CENTRE

Surrey City Centre was once a suburban town centre and is now turning into a walkable, transit-oriented downtown core for business, as well as a cultural and entertainment centre. This transformation will also include vibrant neighbourhoods, each with its own unique character. By being connected to SkyTrain, City Centre becomes connected to the rest of the lower mainland. The plan for the area started as far back as 1991 with Council instructing staff in 2006 to redefine the vision and reinforce a desirable development plan for the downtown. In January 2017, the City endorsed the final City Centre Plan¹.

Two of the objectives of the plan were to encourage housing diversity and tenure in the area and to create higher residential and employment density to ensure a vibrant and livable community. The plan proposes a full range of residential forms which include mid- and high-rise buildings, and townhomes that would perform as a suitable transition. To support families, the plan encourages ground access and family-oriented housing throughout the plan. Two areas of single family dwellings have been identified in the plan: one in each of the northeast and southwest corners. Townhouses are also included in the plan as they provide ground-oriented type units for families.

The plan has highlighted five residential neighbourhoods:

Bolivar Heights

The Bolivar Heights neighbourhood will be centred around newly developed Grosvenor Park, which will reflect the existing single family residential character of the area. The vision for this area is to preserve the strong single family residential built form and character of the area. Gentle infill is seen for this area in the form of smaller lots, coach houses and manor homes

The Bailey

This character of this neighbourhood will be developed around the culture of sport, linked to the strong history of Whalley Little League. Tom Binnie Park and the Whalley Athletic Park will continue to be major destinations in the area. Many residential forms will be high-rises which will include a strong pedestrian scale podium and units that will face towards the parks to provide 'eyes on the street'.

West Village

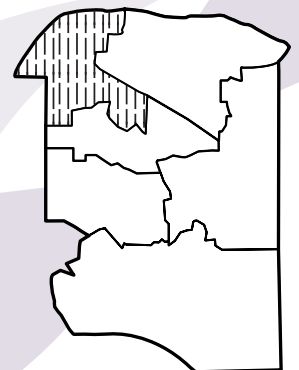
This neighbourhood is envisioned as high density green urban village connected by pedestrian walkways, green lanes, plazas and open spaces. Characterized by tower developments sitting on top of a base of townhomes, this community will be a truly green, sustainable urban village.

Holland Park

Holland Park is one of the largest urban parks in Surrey. Already flanked by single family homes, the plan will, like Bolivar Heights, continue to strengthen the area with gentle infill in the form of small lots, beach houses, Quadplexes and Manor house. This is a highly desirable place for families because of its proximity to transit, retail, entertainment and the park amenities.

Green Timbers

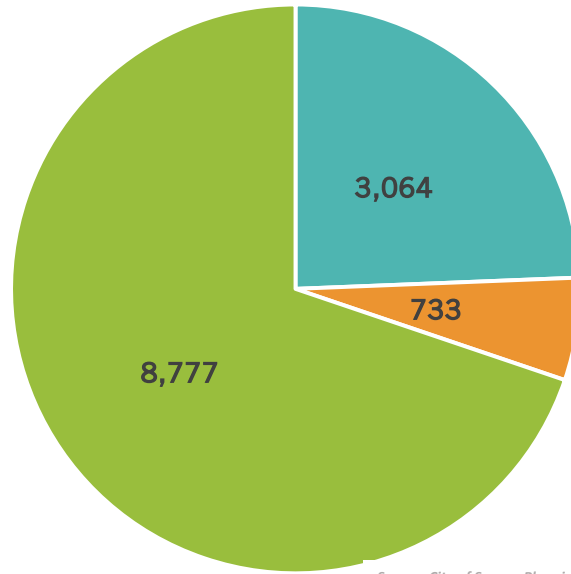
The neighbourhood is in close proximity to Green Timbers Urban Forest, another one of the largest parks in Surrey. The area will be medium-density residential neighbourhood connected by a north/south corridor lined with pedestrian-oriented activity. The housing will be made up of four- to six-storey buildings ideally located near major employment areas on the eastern side (e.g., Jim Pattison Outpatient Care and Surgery Centre, RCMP "E" Division, etc.)



1 <https://www.surrey.ca/files/City%20Centre%20Plan.pdf>

Projected Additional Housing Units: City Centre Region

10 Year Projected New Housing Numbers
City Centre (12,574)



Source: City of Surrey, Planning Department

- One and Two Family Dwelling
- Townhouse and Rowhouse
- Apartment

Figure D3.0.1

City Centre Artistic Rendering



Photo courtesy of City of Surrey

1.1. RENTAL: MARKET AND NON-MARKET

Rentals make up a significant portion of the housing stock in City Centre. There are four types of market rental housing:

- Purpose built: currently comprises 23% of the market
- Condominiums rentals: of the 8,289 units, 43% of them are rented. This segment of the rental market is the largest of the four
- Private house rentals: of the 1,667 units, 37% are rented. It is expected that these areas will redevelop so rentals are mostly on an interim basis
- Secondary Suites: of the 536 secondary suites, only 9% are rental.

As for non-market rental and social housing, this form typically comes in the form of stand-alone buildings or form part of a mixed use. This housing is focused towards people with disabilities, seniors and vulnerable populations. To help inform this plan, the City has initiated work on an Affordable Housing Strategy¹ project.

The City Centre vision encompasses a large-scale re-imagining of a new downtown core for the City. This plan includes large transit pieces, significant employment initiatives, and residential development in order to create a vibrant community. Over the next 25 years, the plan looks at building over 52,000 residential units, 27,000 of which are expected to be mid- to high-rise units. This could accommodate upwards of 50,000 people within the next 17 years and another 15,000 in the ensuing decade. At full build-out of the plan, it is anticipated that City Centre could have a population of 134,000.

1.2. SOUTH WESTMINSTER NCP

In 2003 Council adopted this NCP.² This area is considered the gateway into Surrey. There is a strong desire to improve the image of South Westminster from a salvage industrial area, to an area with high quality development and more compatible with its surrounding neighbourhoods. Though the NCP focuses mostly on industrial use, there are two components in the plan that affect the District. It is the creation of the Fraser River Waterfront District and Transit-Oriented Urban Village.

1 <https://www.surrey.ca/community/21810.aspx>

2 <https://www.surrey.ca/files/SouthWestminster110704.pdf>

The Fraser River Waterfront would connect two existing parks (Brownsville Bar and Tannery Park) with a future public boardwalk. Areas along the walk including the existing trailer park could be potentially redeveloped to higher density multiple residential use. As for the transit oriented development would be within the vicinity of the existing Scott Road SkyTrain station. This development would be compact and mixed use to encourage people to rely more on public transit instead of the car

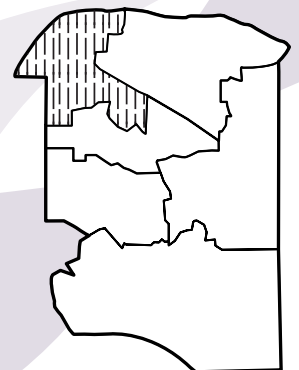
1.3. RESIDENTIAL GROWTH IN THE CITY CENTRE

Many of the areas that make up this region have been built out. The neighbourhoods are set typically classified as single family. Limited infill is the only form of densification currently going on in the neighbourhoods.

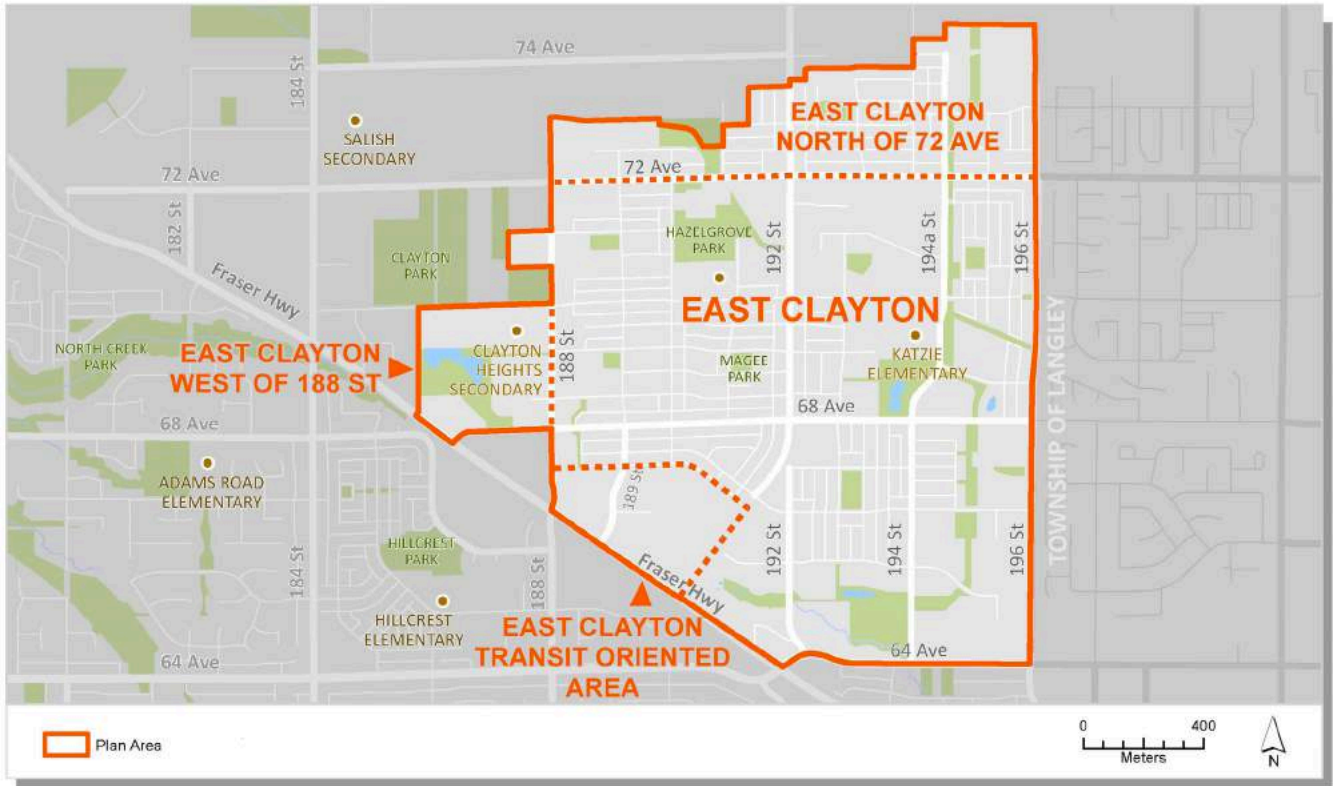
Where this region is growing is around the City Centre located next to Holland Park. High rise construction is now trending upwards as large post secondary institutes complete construction on their Surrey down town campuses and other forms of cultural infrastructure is starting to be built.

Like Peace Arch Hospital, the Surrey Memorial Hospital is undergoing a transformation with a newly opened emergency wing and planning work starting on a new children's hospital to serve Surrey and the Fraser valley.

Moreover, the neighbourhoods to the north are being redeveloped into medical office blocks, hospice and medical service support area. This area is developing into one of the biggest employers for the area. Therefore, to continue to support this, the City is also projecting this once single family neighbourhood will transform into low to mid rise affordable apartments to provide housing for the medical staff coming to the area. Three storey apartments are already being built along 140th Street.

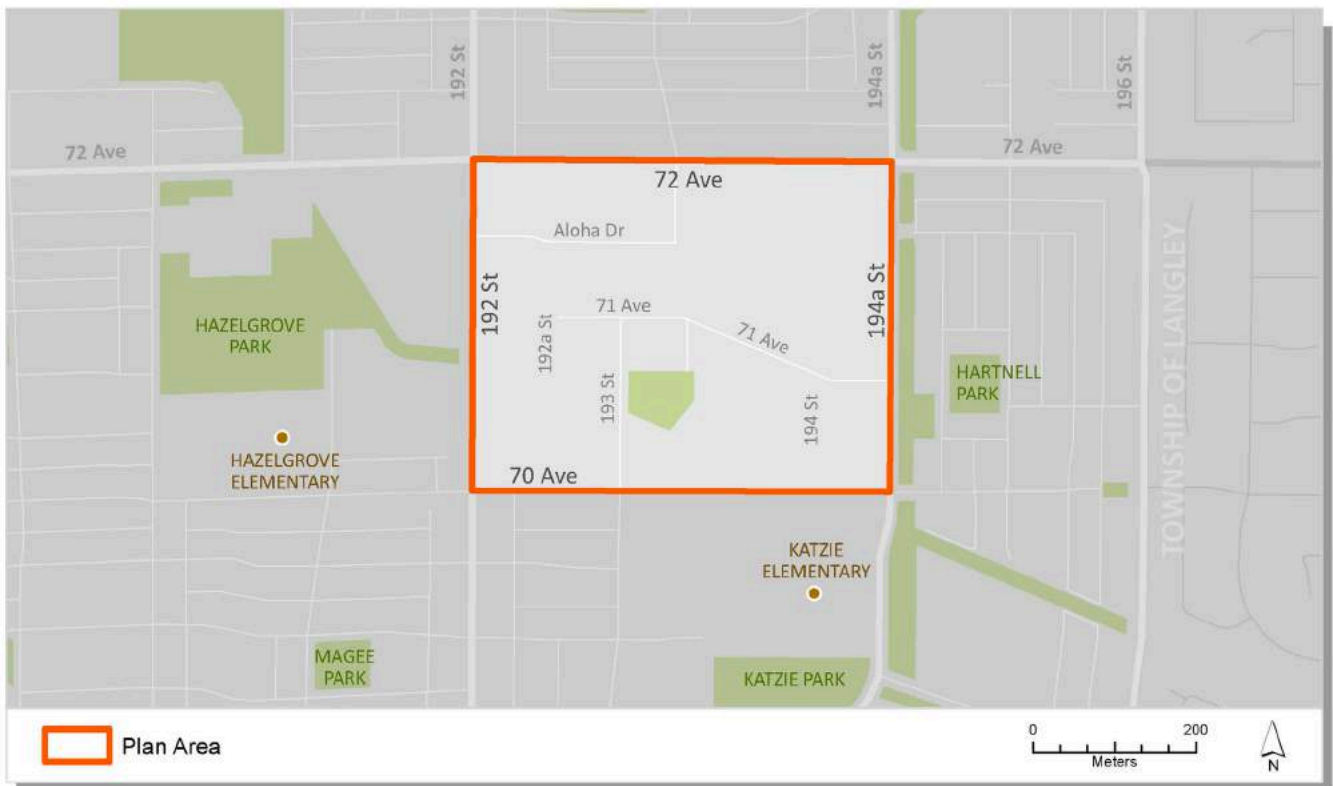


Cloverdale / Clayton Secondary Plan Areas



East Clayton NCP

Figure D3.0.2



Aloha Estates NCP

Figure D3.0.3

East Clayton is the first urban neighbourhood developed in Clayton Heights. Once rural acreage and agricultural land, it is now home to over 15,000 people.

2. CLOVERDALE / CLAYTON

Similar to South Surrey/White Rock, this educational region comprises a new developing community (Clayton) and a long established community (Cloverdale) separated by a major thoroughfare (Fraser Highway). In 2010, the *Surrey Rapid Transit Study*¹ identified Fraser Highway as a rapid transit corridor and indicated that a rail-based rapid transit system was a consideration for this area. There are 11 NCP that serve the two areas.

2.1. CLAYTON

The Clayton Land Use Plan established a broader Clayton Heights area and set the stage for development of the area. The plan encompasses an area of approximately 809 hectares which extends north from Fraser Highway to the ALR, and is bordered by Langley Township to the east. East Clayton is the first urban neighbourhood developed in Clayton Heights. Once rural acreage and agricultural land, it is now home to over 15,000 people.

East Clayton

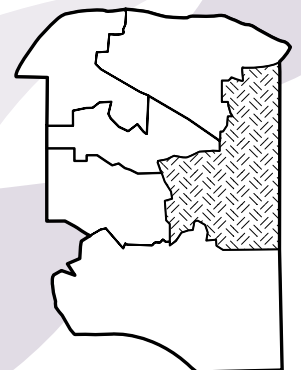
This plan shaped the neighbourhoods that make up the Katzie community. The plan includes two sub-plans that focus on the development in the Aloha Estates and for another commercial area along the Fraser Highway. The NCP was adopted by council in 2003. The plan accounts for 119.8 hectares dedicated to residential land use. The plan anticipates 6,038 residential units that could accommodate 12,200 people in the planning area. The plan encouraged a diversity of housing types which included single family on small lots (ranging from low density 2.5-4 units/hectare to medium density 4-6 units/hectare) and row houses, townhomes and stacked townhomes (ranging from medium density 6-10 units/hectare to high density 9-18 units/hectare) and mixed use with commercial on the ground floor.

Aloha Estates

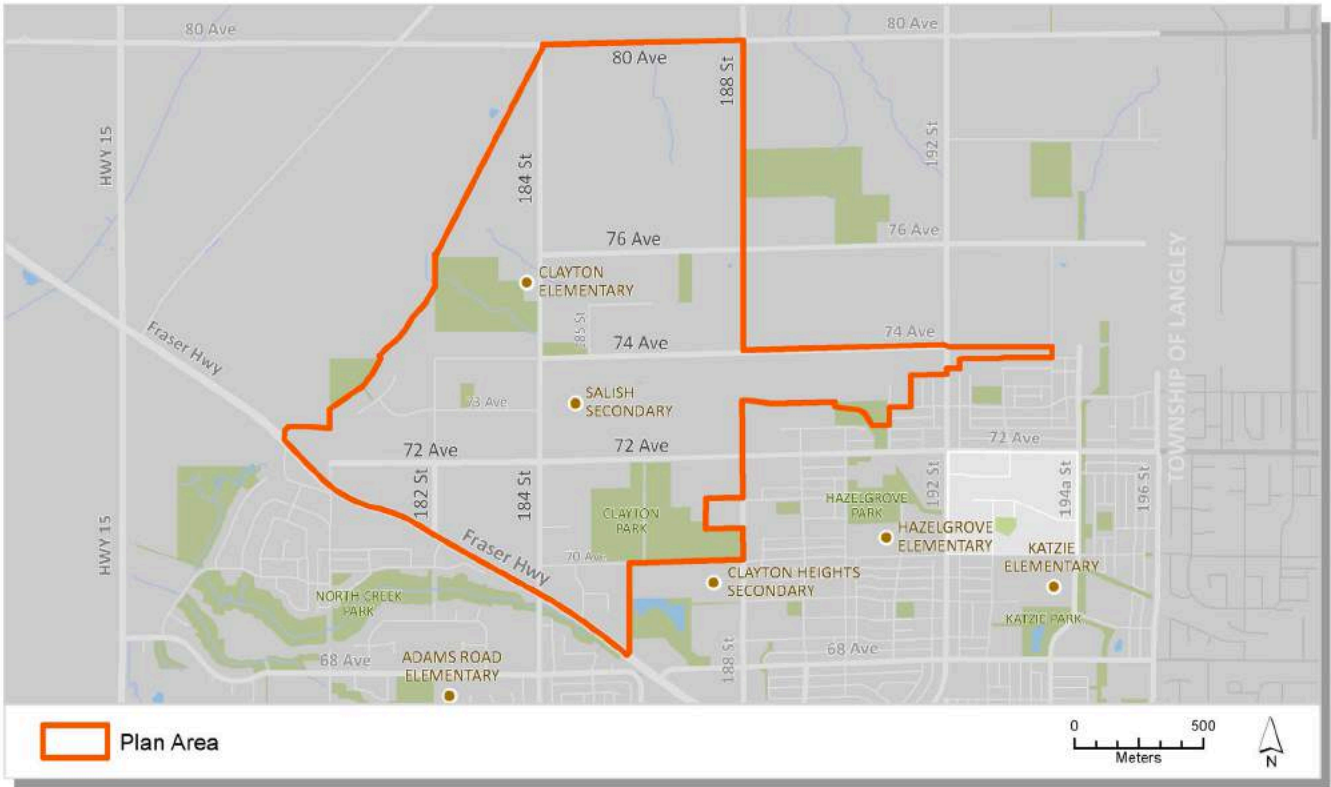
This plan is an infill concept plan that amends the East Clayton Land Use plan. This plan came about when residents of the area indicated they were not in favour of redeveloping their properties, but were willing to support an NCP of calling for higher density residential. There were 36 individual parcels that totalled 17.4 hectares; the revised designation capped density to a maximum of about 1.5 units per hectare. This plan would allow for 200 single family and 250 townhomes at build-out, accommodating up to 1,500 people in this planning area.

East Clayton: North Extension

This NCP continues planning for development north of 72nd Avenue. This area currently is in the Hazelgrove and Clayton Elementary catchment. Adopted in 2007, this plan is for about 43 hectares. This area can be serviced by gravity to existing and proposed servicing infrastructure on the south side of 72nd Avenue. The plan continues to follow the land allocation patterns established in the East Clayton NCP. However, as part of this plan, the City included a new type of dwelling called “Manor House”, which is defined as a four-plex multiple residential form. This new form would allow for higher densities along major roads and corners, plus it can be easily integrated into areas where it would be compatible with existing single family homes. This area would add another 1,324 residential units to the area which could accommodate an additional 3,708 people to the community.

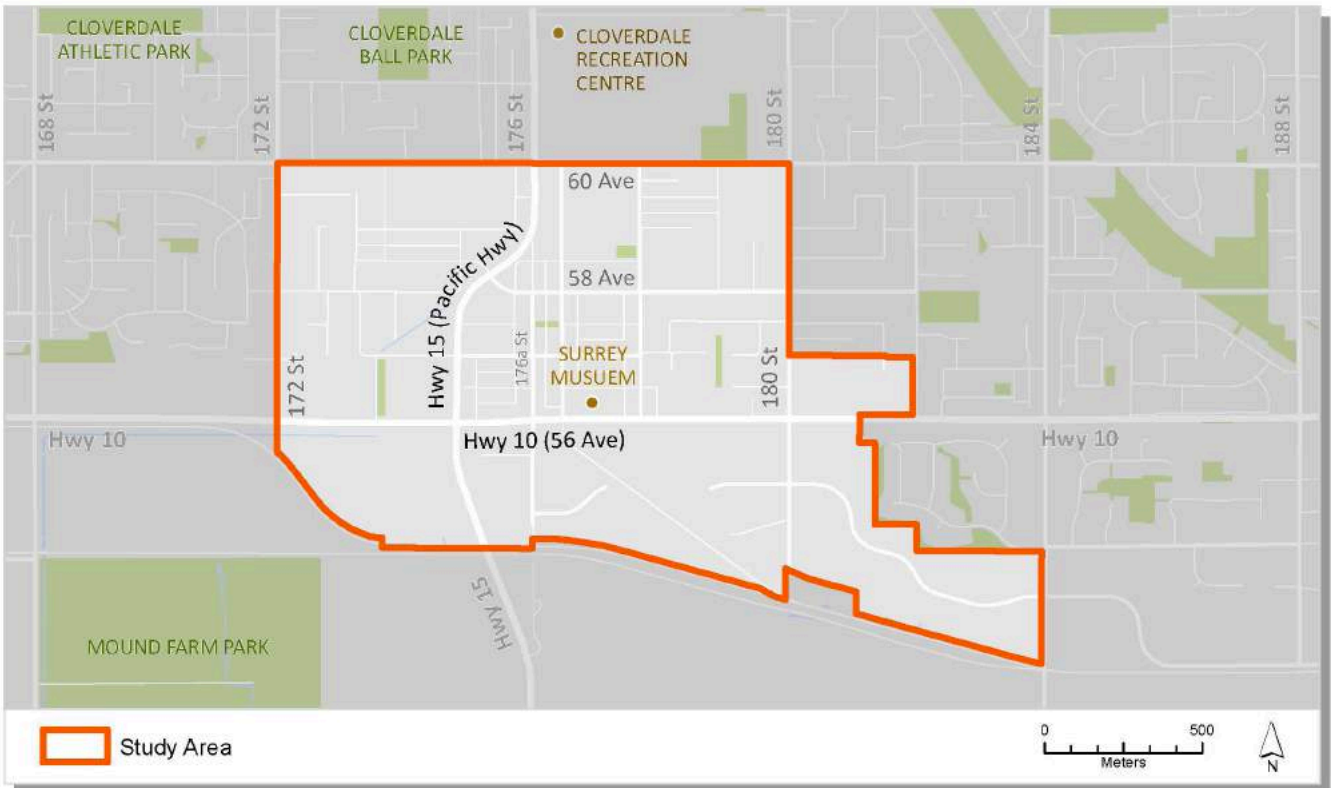


¹ <https://www.translink.ca/Plans-and-Projects.aspx>



West Clayton NCP

Figure D3.0.4



Cloverdale Town Centre Plan

Figure D3.0.5

In keeping with transit-oriented area planning, highest density has been located closest to Fraser Highway, encourages mixed use development that would include for employment use, and maintains the same or greater employment levels in the study.

East Clayton: West Extension

Following the adoption of the East Clayton NCP, property owners to the north and the west expressed an interest in expanding the plan. This amendment is to allow multiple different residential types in the area moving away from townhomes. Much of the 18 hectares is occupied by Clayton Secondary and North Creek and storm water retention facilities.

East Clayton transit-oriented area land use concept

This plan also serves as an amendment to the East Clayton NCP. This plan was prepared in response to rapid transit plans along Fraser Highway and landowners' input related to the business park lands in the original NCP. In keeping with transit-oriented area planning, highest density has been located closest to Fraser Highway, encourages mixed use development that would include for employment use, and maintains the same or greater employment levels in the study. The concentrated area would add upwards of 1,020 units that could accommodate another 1,950 people.

West Clayton NCP

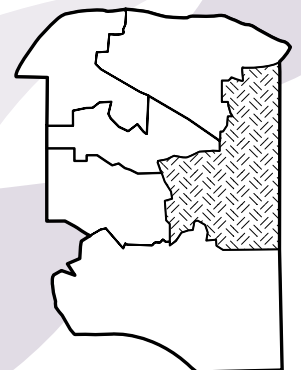
The West Clayton NCP is located primarily to the west of 188th Street and extends westward to the edge of the ALR. Adopted in 2015, the plan uses about 140 hectares for residential land and 7 hectares where residential units make up a portion of the mixed use. The plan provided for up to 7,110 dwelling units which could accommodate upwards of 17,699 people. This plan also anticipates a future transit station node near 184th Street and Fraser Highway. The higher density called for in the plan is to support the future transit corridor. This area is also the first NCP that is planned to be an "Energy Shift" neighbourhood, where innovative ideas to help reduce energy costs for residents and meet Surrey's commitment to reduce greenhouse gas emissions are encouraged.

2.2. CLOVERDALE

Of the five plans that service the Cloverdale area, four of them were adopted during the 1990s and are now largely complete. They are what has shaped the newer community today. The one remaining plan is an update to the Cloverdale Town Centre which, as of 2018, is still awaiting adoption.

Cloverdale Town Centre

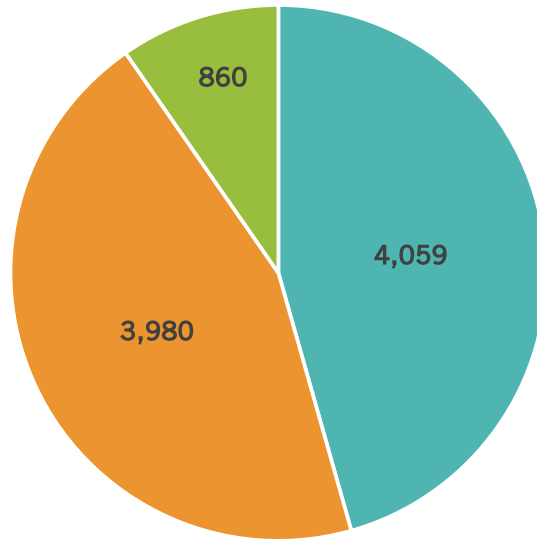
The original plan was adopted in 2000. Since then, there have been several major developments in the community that have prompted Council to ask for the plan to be reviewed. One of the key changes was the approved redevelopment of the former Cloverdale Mall into a mixed use neighbourhood. As the new plan is still under consultation as of the publication of this report, residential unit numbers and subsequent population numbers are not available.



2. Cloverdale / Clayton APPENDIX

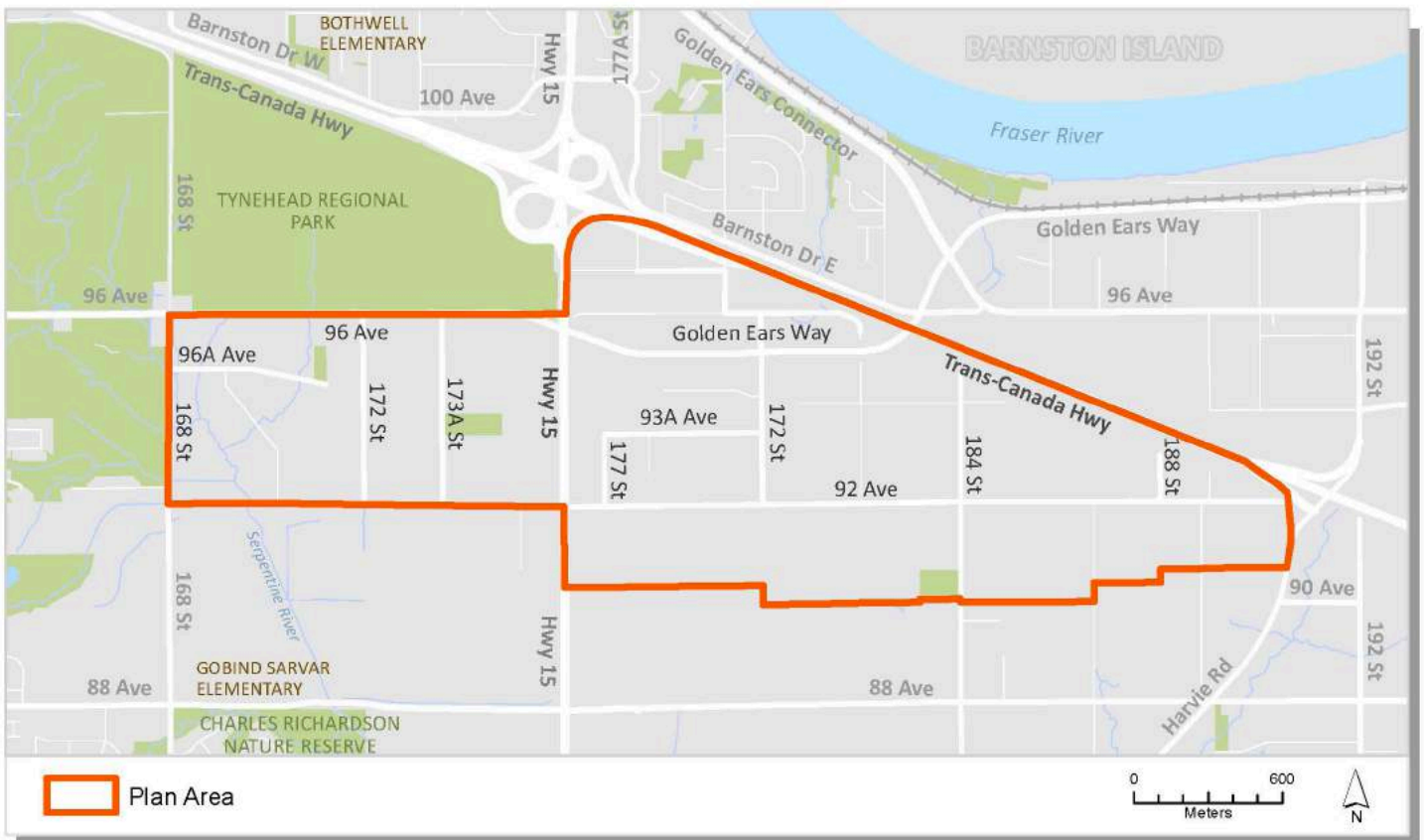
Projected Additional Housing Units: Cloverdale / Clayton Region

10 Year Projected New Housing Numbers
Cloverdale Clayton (8,899)



■ One and Two Family Dwelling ■ Townhouse and Rowhouse ■ Apartment

Figure D3.0.6



Anniedale / Tynehead NCP

Figure D3.0.7

With the single family and town home construction being focused toward the new Clayton community, the apartments projected for the area will make up most of the new Cloverdale town center plan.

2.3. SOUTH PORT KELLS

In June 2005, Council ratified the South Port Kells General Land Use Plan¹ in order to begin preparing an NCP for the area. The community has its own identity and is focused within three village centres: Tynehead, Anniedale and historic Port Kells. The projected population at full build-out is expected to be approximately 17,000. There will be approximately 5,700 residential units. More detailed planning through the NCP will look at housing make-up and building type. The highest densities will be on the south side of 96th Avenue, culminating around Tynehead Regional Park.² The GLUP also identifies two new elementary schools but for secondary school students, the area will be serviced by the new École Salish Secondary in Clayton.

Anniedale/Tynehead NCP

The NCP covers approximately 408 hectares in North Surrey. The area is currently zoned as one-acre Residential and general Agriculture. It will be planned as a “complete community” with a range of housing types, services and employment and recreational opportunities. The highest density is located along future transit routes, 96th Avenue and 94A Avenue (Ridgeline Drive). This plan at build-out would include some 7,770 residential units and accommodate over 21,000 people in the area.

2.4. RESIDENTIAL GROWTH IN THE CLAYTON/ CLOVERDALE

Residential construction in this area has exploded over the last 15 years. The Clayton community has instantly changed the once suburban/hobby farm residential neighbourhoods that made up the area north of Fraser Highway. When reviewing the addresses for development permit applications, the lots between 72nd and Fraser Highway are all in some stage of the process. Development of this area is still very high.

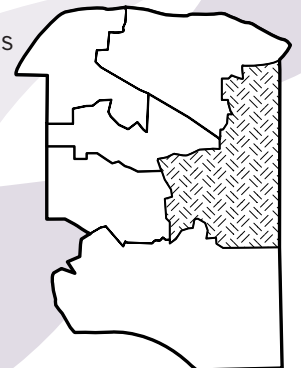
The housing form has changed overtime from small lot single family homes to higher density townhomes. Low rise apartments are planned closer to Fraser Highway to increase density along this major transportation corridor. As part of a larger region transportation plan, Fraser Highway has been envisioned a major public transit corridor linking downtown Langley to the King George SkyTrain station in Surrey City Centre. Different forms of transit would dictate different levels of densification along the route. As planning for this transit route was originally scheduled to happen after 2023, due to changes to the local governments, this planning work has been pushed up and will begin within the next year.

With the single family and town home construction being focused toward the new Clayton community, the apartments projected for the area will make up most of the new Cloverdale town center plan. Enrolment steadily grows in this community even though the demographics show that the community is made up of empty nesters and seniors. In particular, the densification of the Cloverdale town center is focused on seniors and their associated services.

3. GUILDFORD

Older plans identified Whalley and Guildford as a two commercial nodes book ending 104th but since the construction of the SkyTrain area, development has been directed to Whalley. This part of Whalley has now become Surrey City Centre. As for Guildford, it has remained an important urban centre and regional shopping centre. The larger Guildford area is characterized by mature single-family neighbourhoods with an average age of residential buildings being 29 years. As the build out for the new City Centre plan begins and the Transit planning system is developed, this area is now being looked at for redevelopment.

The current Land Use Plan was prepared in the late 1970's and was incorporated into the 1986 Official Community Plan (OCP). With the inclusion of a Town Centre in the OCP, its aim was to create a space in the community which would provide a focus for community and cultural life in the area.



2. Cloverdale / Clayton APPENDIX

1 <https://www.surrey.ca/city-services/6052.aspx>

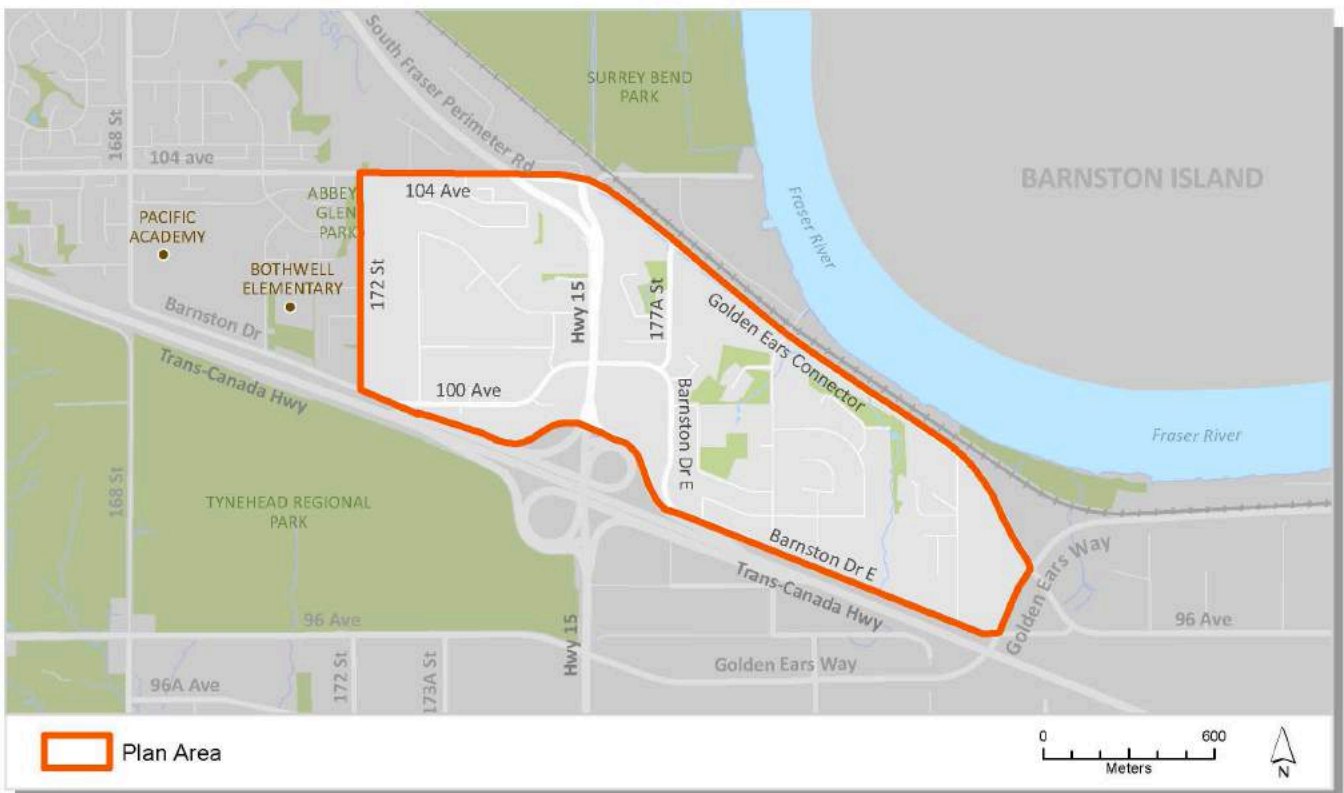
2 <https://www.surrey.ca/culture-recreation/2135.aspx>

Guildford Secondary Plan Area



Guildford Town Centre Plan

Figure D3.0.8



Abbey Ridge Land Use Plan

Figure D3.0.9

[Guildford] has remained an important urban centre and regional shopping centre.

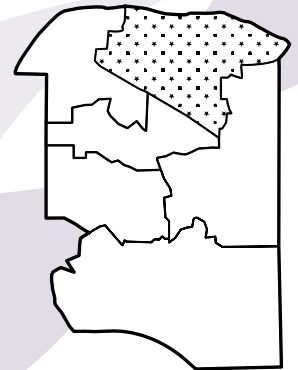
3.1. GUILDFORD

Abbey Ridge Local Area Plan

Council adopted the Abbey Ridge Local Area Plan as a means of managing develop applications and provide engineering services for development February 2017. As part of the LAP public consultation, this area was distinguished as separate from the Fraser Heights neighbourhood to the west and named Abbey Ridge. One planning objectives for the area was additional housing through strategic areas of multifamily and urban single family areas along Highway 1 corridor and Highway 17. Existing population as of 2017 was 2,242; the plan would build out to upwards of 6,888. Currently there are 747 residential units but with this plan could reach 2027 residential units with 693 of the units having a legal secondary suite.

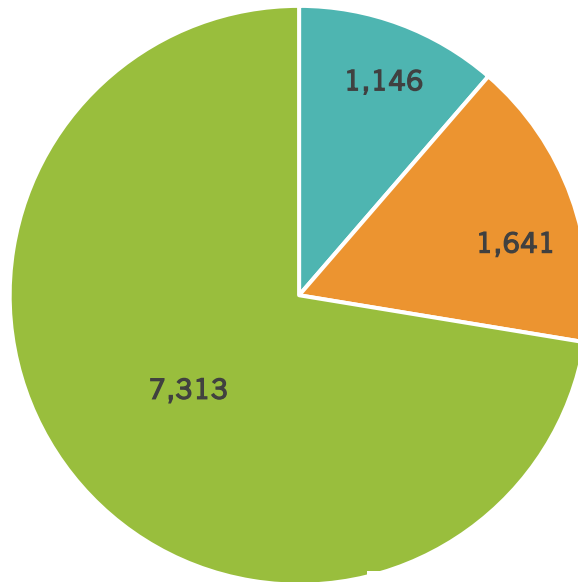
Guildford Town Centre

The city is undertaking a planning study for the 104th Avenue corridor and Guildford Town centre. What makes this area of note is that 104th Avenue is heavily used traffic/transit corridor that links the new City Centre and the King George SkyTrain station to the Guildford Mall/ Town Centre. This plan will result in a land use and transportation plan guide redevelopment.



Projected Additional Housing Units: Guildford Region

10 Year Projected New Housing Numbers
Guildford (10,100)



Source: City of Surrey, Planning Department

■ One and Two Family Dwelling ■ Townhouse and Rowhouse ■ Apartment

Figure D3.0.10

Guildford Artistic Rendering



Photo courtesy of City of Surrey
PAGE 212

As part of city planning initiatives, the City would like to connect their business and commercial center in Guildford with their new City center.

3.2. RESIDENTIAL GROWTH IN THE GUILDFORD AREA

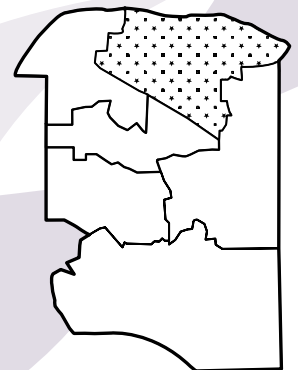
The Fleetwood/ Guildford region have three distinct areas that are developing in much different ways.

Abbey Ridge

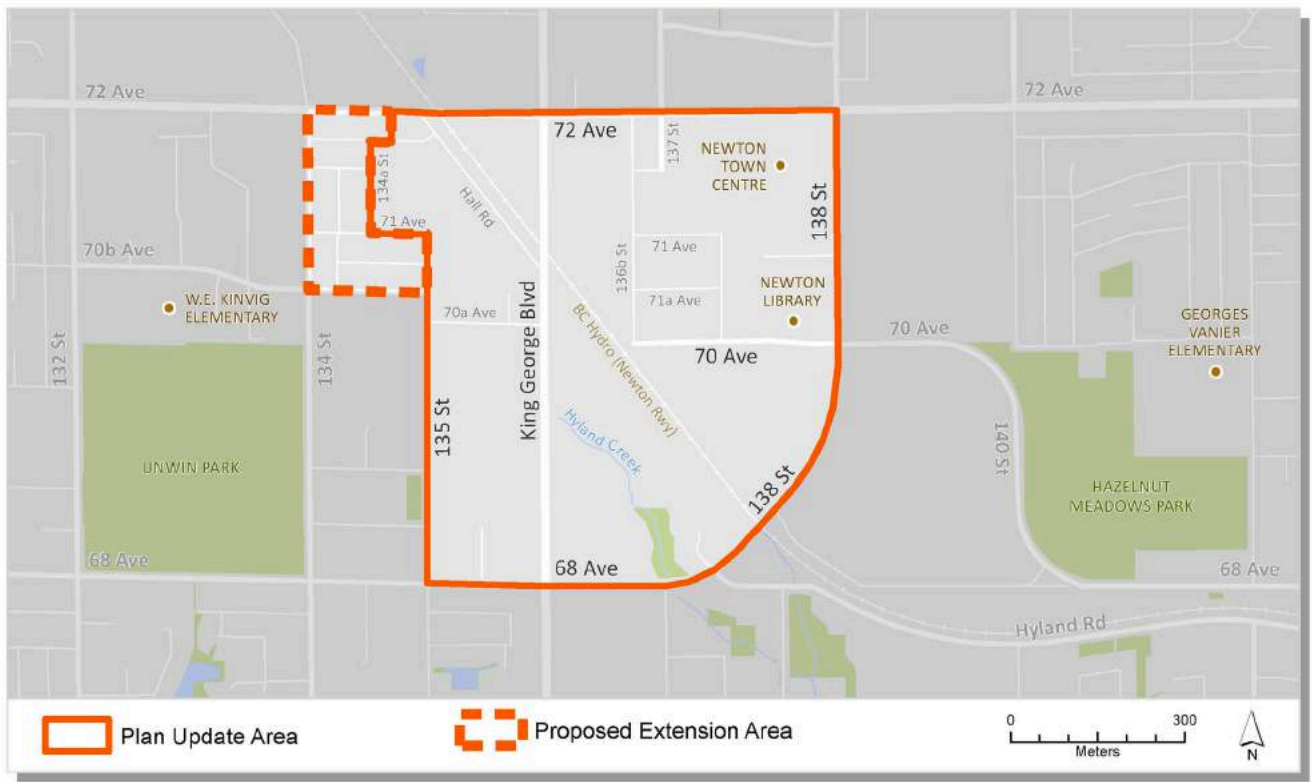
This is a newer community to the area which forms part of the Bothwell area. This area is developing more single family and townhomes now it is easily accessible from the new Highway 17 and that vistas of the Fraser River have opened up.

Guildford

As part of city planning initiatives, the City would like to connect their business and commercial center in Guildford with their new City center. These two key nodes are connected by 104th avenue. Along with King George Boulevard, 104th avenue has been identified as a major public transportation corridor. Within the last several years the bus line has been upgraded to a B-line bus and ridership along this roadway is already reaching maximum capacity. This area also has large pockets of low and income assisted families. The housing stock is old and is made up of predominantly income rental stock. To revitalize the area and ensure and provide the density levels BC transit requires for larger public transit solutions, the Guildford Town center located around the Guildford mall will be rezoned for high rise apartments. As you move further west along 104th, high rises will give way to low to mid rise apartments on both sides of the street. The plan will bring a significant amount of people to the area.

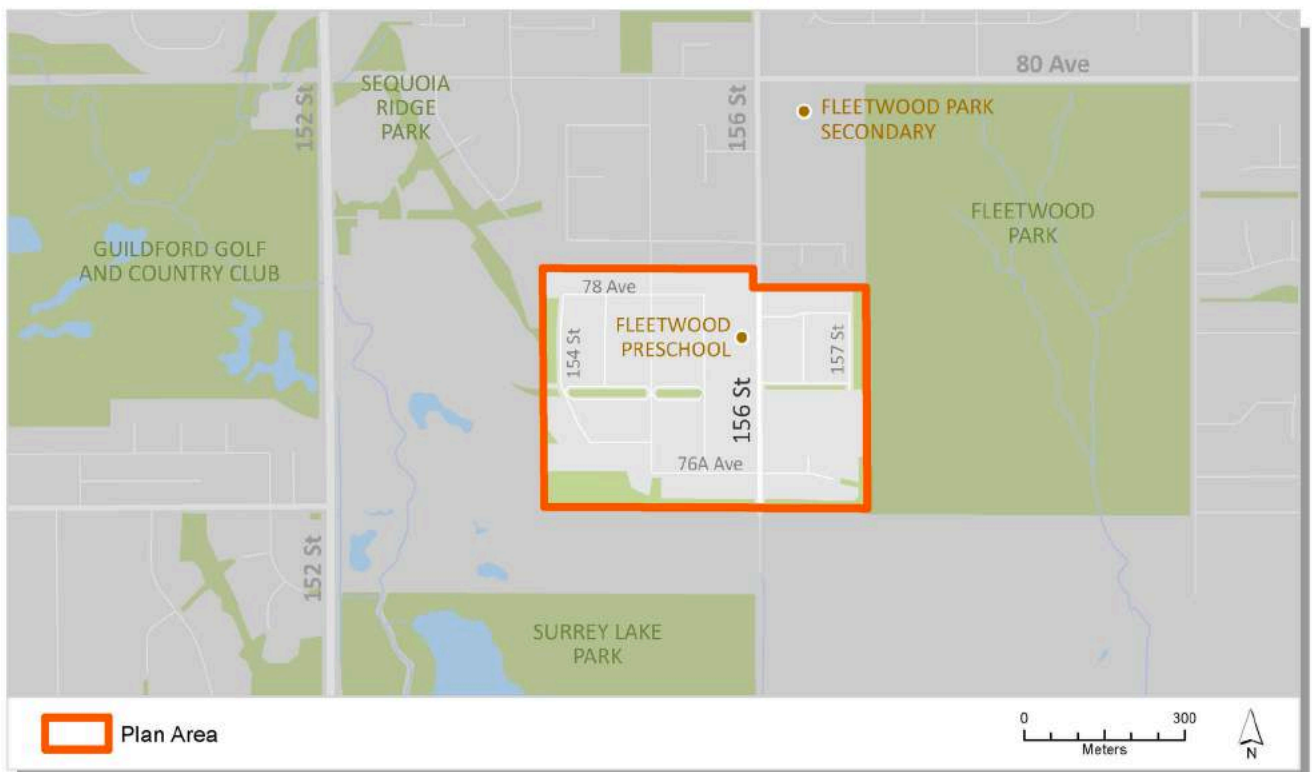


Newton / Fleetwood Secondary Plan Area



Newton Centre Plan

Figure D3.0.11



Fleetwood Enclave Infill Area

Figure D3.0.12

Like many of the areas in Surrey, the original residential landscape comprised homes on large land holdings, with many of them being serviced by septic fields.

4. NEWTON / FLEETWOOD

This educational region has seen a significant evolution over the last 40 years. This area has been transitioning over time from suburban to high density urban. Like many of the areas in Surrey, the original residential landscape comprised homes on large land holdings, with many of them being serviced by septic fields. Through petitioning by landowners, this area now has municipal services, and the residential mix has changed to feature much greater density single family homes on smaller lots.

The Newton area has been shaped by ten NCPs over the last 30 years that are all largely have been built out. Two of these nine plans have focused on small business and commercial areas that serve the larger community as a whole.

In 2000, the Fleetwood Town Centre NCP was updated, as the community expressed a strong desire for a new land use plan that would provide a sense of direction as to how the Fleetwood Town Centre would grow into a pedestrian-oriented vibrant centre, instead of a continuation of the auto oriented, commercial strip development that historically characterized the Fraser Highway through the core of the community.

4.1. NEWTON

Newton Town Centre

Newton Town Centre is a designated core urban area of approximately 20 hectares. The original plan was adopted by council in 1990; in 2014, Council asked for the plan to be revisited. The Newton Town Centre will include for significant civic, recreation and transit use as well as residential area.

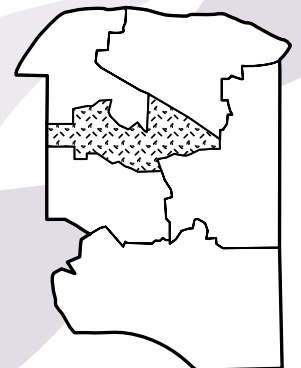
In 2009, Council endorsed a Memorandum of Understanding for the City to work with TransLink to develop an updated land use and transit plan that integrates new and enhanced transit facilities into a high-quality and sustainable urban centre. In 2010, a

Stage 1 land use plan was adopted by the City which determined that land use would take the form of two- to six-storey multiple residential and mixed use buildings. The plan called for 1,524 new residential uses which would accommodate an additional 3,978 people.

4.2. FLEETWOOD

Fleetwood Enclave Infill Area

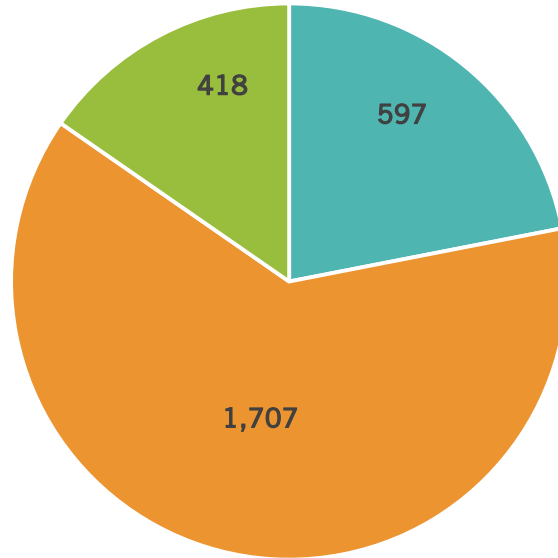
The enclave infill plan covers about 10.4 hectares of land within the Fleetwood area. This area, up until 2011, had not experienced urbanization and residential growth like north of the 80th Avenue and east after the Fleetwood Park. The area was a small pocket of old single family homes and hobby farms. Access to the area is limited to only two residential streets off 80th Avenue. The infill plan was adopted in 2013 and has achieved about 70% of its build-out. Urban density has to gradually change between the interface of the ALR to the south and tight urban density to the north. The plan proposes 762 single family homes with 437 secondary suites. It is anticipated this could accommodate about 1,199 people from just this plan.



4. Newton / Fleetwood APPENDIX

Projected Additional Housing Units: Newton / Fleetwood Region

10 Year Projected New Housing Numbers
Newton Fleetwood (2,722)



Source: City of Surrey, Planning Department

■ One and Two Family Dwelling ■ Townhouse and Rowhouse ■ Apartment

Figure D3.0.13

Newton Artistic Rendering

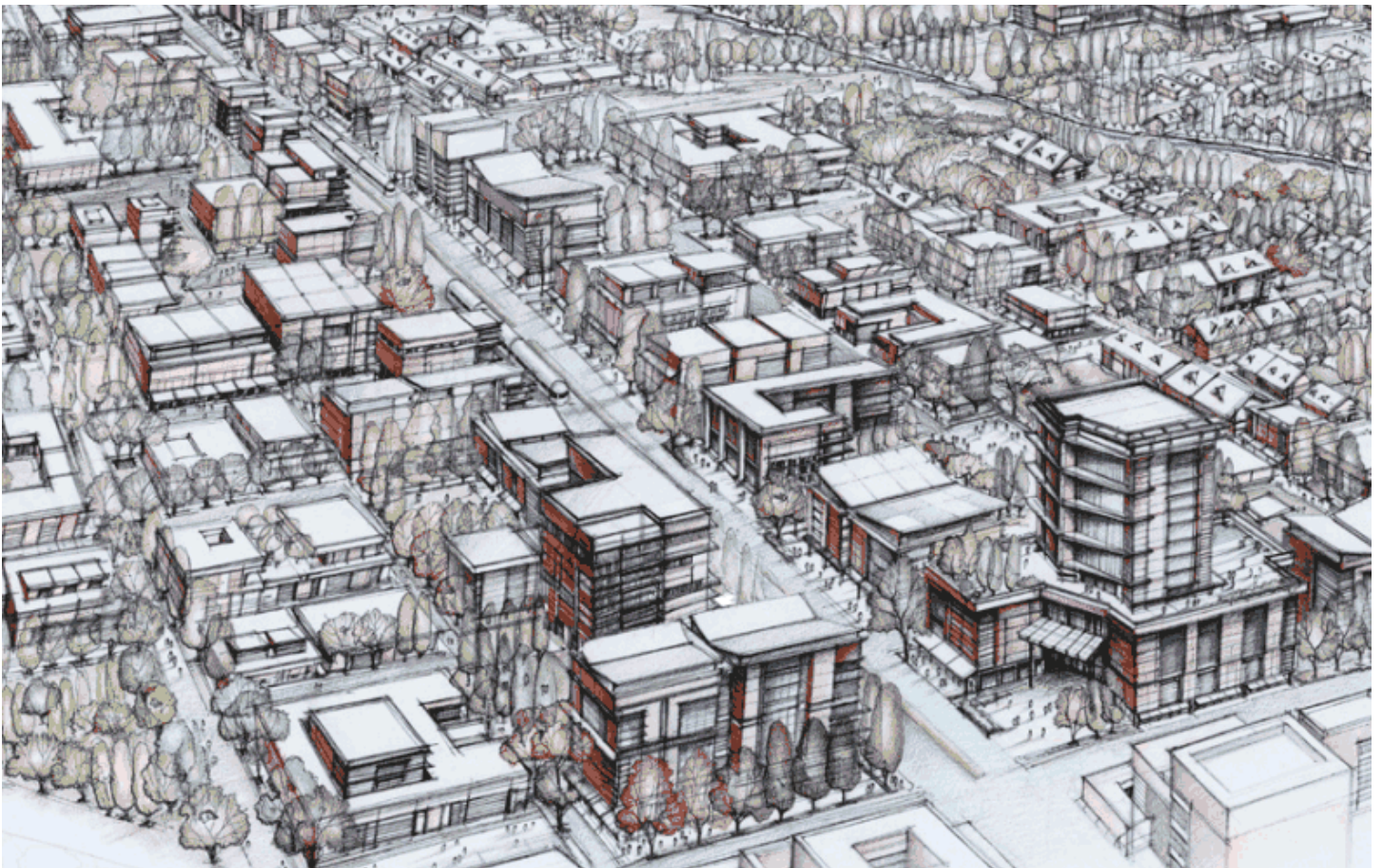


Photo courtesy of City of Surrey

4.3. RESIDENTIAL GROWTH IN THE NEWTON/ FLEETWOOD AREA

Newton

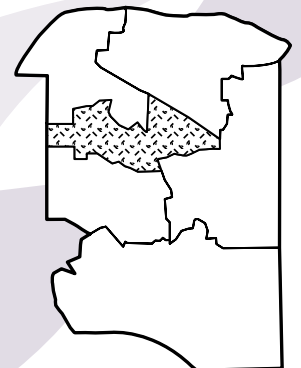
The larger area is made up of mostly older single family homes. Pockets around Strawberry Hill area were redeveloped with small lot single family homes which became an area attractive to new immigrants starting out as the homes catered to multi-generational family living.

Once the Newton Town Center plan is adopted, it is anticipated that the once single storey, large retail mall area will start to change into a mixed use, transit oriented community made up a combination of high and low rise apartments. As it hard to determine the rate of change in the area will be prior to the adoption of the plan, it will have a huge impact on the neighbourhoods and local schools that will serve the area. The area west of King George and north of 72nd Avenue is a community of low-income families. As part of the planning stage, consideration may be given to ratio of market and non-market housing with respect to provide more rental property in the City as identified in the City's Housing report, 2017.

Fleetwood

Fleetwood has followed typical planning guidelines with lower density single family homes are located at the edge where it meets with the ALR. As the community moves closer to Fraser Highway densities increase and the single family form changes into high density townhomes. With the adoption of the Enclave plan and the recent approval of a large housing development at Eaglequest Golf Course and the completion of several large townhome developments on the southeast side of the area, the community is growing, however, after all this development is built it will also signify the end of developable area.

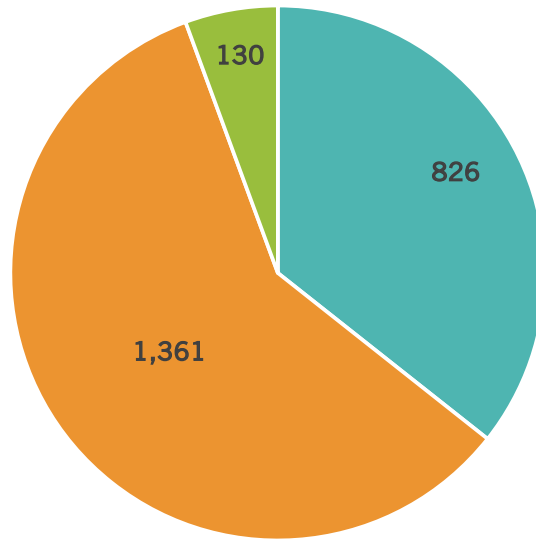
Like Clayton, the zoning on the either of Fraser Highway could change as the City studies the highway as possible future SkyTrain route. Though low rise apartments and mixed used has always been envisioned in the plan along the highway, a SkyTrain track would require even higher densities in the form of mid to high rise apartments especially around the Fleetwood Town center.



4. Newton / Fleetwood APPENDIX

Panorama / Sullivan Secondary Plan Area

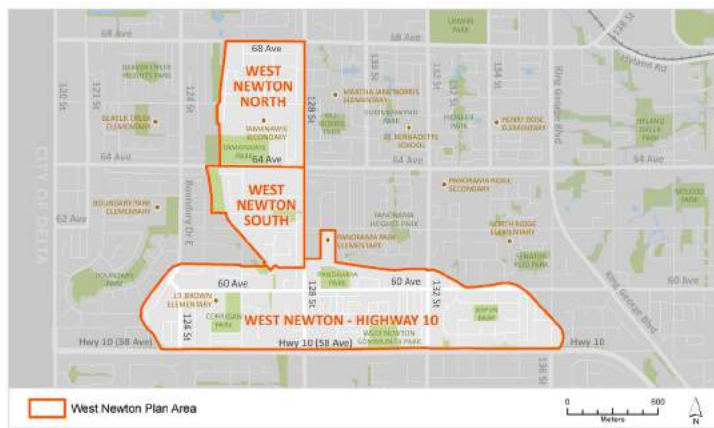
10 Year Projected New Housing Numbers
Panorama Sullivan (2,317)



Source: City of Surrey, Planning Department

- One and Two Family Dwelling
- Townhouse and Rowhouse
- Apartment

Figure D3.0.14



West Newton NCP

Figure D3.0.15



South Newton NCP

Figure D3.0.16

5. PANORAMA / SULLIVAN

This region combines the maturing neighbourhoods of Panorama located on the west side of King George Boulevard with a rapidly developing community of Sullivan. The Panorama area is made up of matured neighbourhoods. Little land remains to be developed except for the area which is located below Highway 10 known as the Panorama Ridge area. This area can be identified by its single family homes that sit on heavily treed large land holdings. It is this area where there are some areas along the edge of ALR that still remain undeveloped. Currently, there is little interest by the local land owners to develop this edge. The area north of the Highway has gone under a transformation with the adoption of the West Newton plan which transformed older single family neighbourhoods into condensed townhome developments and/or small lot/cluster home developments.

Sullivan, or as it is referred to as South Newton, is still in transition. South Newton is a desirable place to live because of its affordability and family focused housing stock.

5.1. SOUTH NEWTON

There is a land use plan for a 485 hectare portion of South Newton, the area east of King George Boulevard and north of Highway 10. The NCP was adopted June 1999.

The plan is predominantly single family use. Along King George Boulevard and along 64th Avenue are corridors of high density townhomes. Around the old City hall location will be a concentration of mixed use, apartments and townhomes because of the office use around the remaining Law Courts and remand centre (which was left after the new city hall building opened in Whalley in 2014). The plan in 1999 was envisioned approximately 6,200 new housing units with an estimated total population of 17,500 at build-out.

In 2004 Council adopted recommendations to amend the original plan to allow for more small-lot residential development. This amendment would allow developers to increase single family housing density to as much as six units per hectare. This increased the original plan to 6,500 units with a total population of 18,700.

There are currently over 55 development permit applications with the City awaiting decisions to increase density.

West Newton/Highway 10: In 2002, landowners petitioned the City to look at the land use in the area. The West Newton/Highway 10 NCP focused on areas not subject to urban development due to the lack of municipal services. In 2004, an NCP was adopted that would extend single family residential development in the area. When fully built out, the plan would generate 950 new residential units with a total population of up to 4,500. As of 2018, the plan is about 70% built out. This NCP is one of the ten NCPs that continues to have an impact on the enrolment at schools in the area.

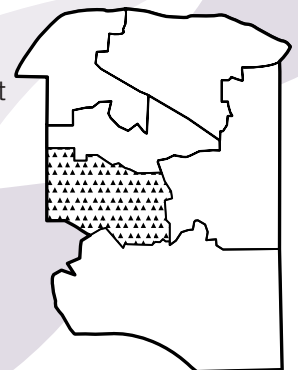
West Newton South: Approved in 1995, this local area plan is for West Newton which identifies three neighbourhoods over a 30 hectare site. These three neighbourhoods were requesting an increased density from the original South Newton NCP and designated area for church and commercial use. It is completely built out ???

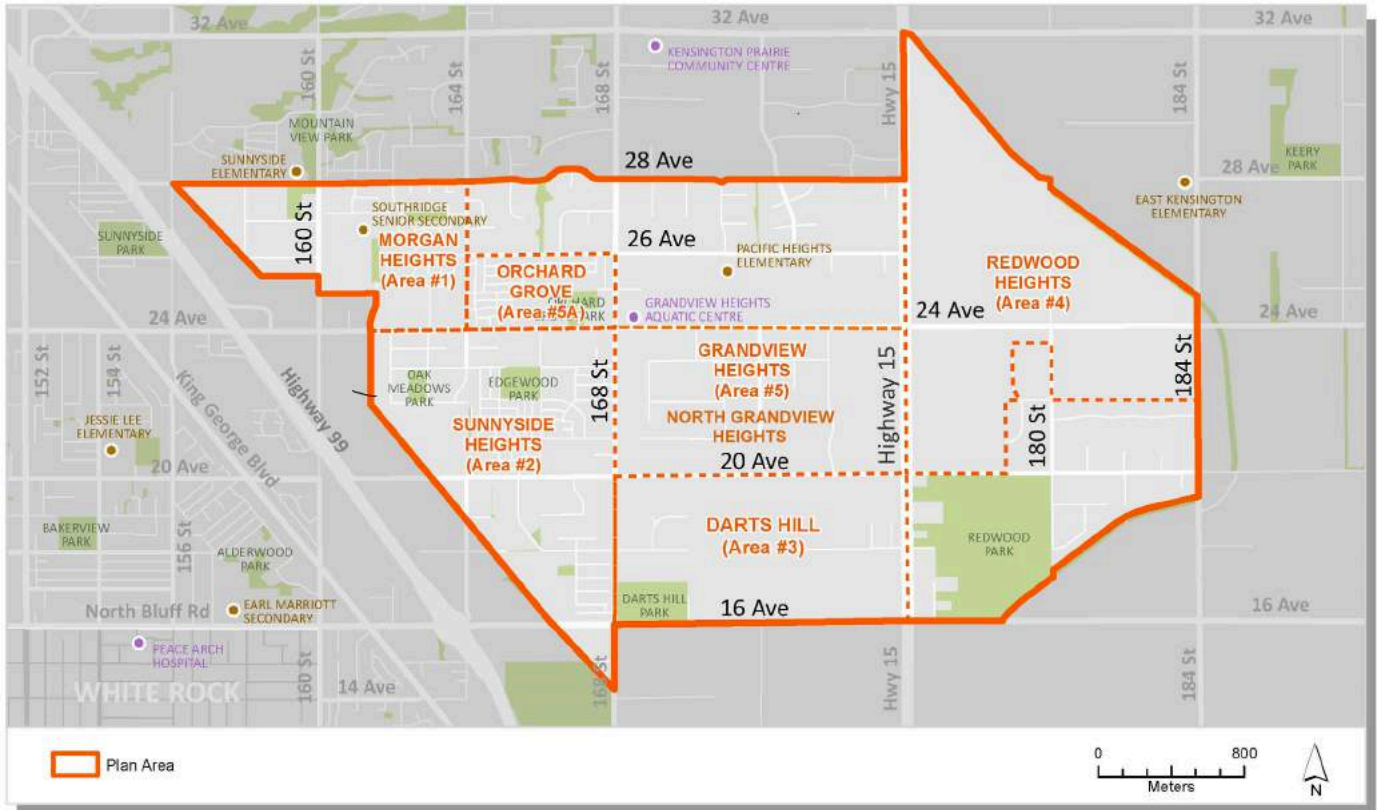
5.2. RESIDENTIAL GROWTH IN PANORAMA / SULLIVAN

South Newton

South Newton is experiencing a second major construction phase. To further capitalize on the desirability of the neighbourhoods, developers are pushing hard to get their townhome developments out to market over the next several years. Though there are still pockets of single family housing stock particularly below Highway 10, these neighbourhoods as still reluctant to develop and their residential associations are active in fighting development.

A recent large commercial, business and industrial node has been developed at the intersection of 152nd Avenue and Highway 10. This zone represents a key City visions which is to locate residential, employment and commercial activity within walkable distances for the local community.





Grandview Heights General Land Use Plan

Figure D3.0.17

6. SOUTH SURREY/WHITE ROCK

This region combines the established communities of Semiahmoo, Crescent Beach and the City of White Rock to the west and the new communities of Grandview Heights and Douglas to the east of highway 99. Currently there are 18 Neighbourhood Concept Plans (NCP) that serve this educational region.

6.1. EAST SIDE OF HIGHWAY 99

The Grandview Heights General Land Use Plan (GLUP) was adopted in June 2005; it is the overall planning framework that guides the servicing, development and build-out for the Grandview Heights area. At the time of the plan's adoption, development was anticipated to move in a west to east direction to reflect the incremental extensions to the engineering services and respond to the concerns of residents at the western edge of Grandview Heights who were most impacted by major commercial and industrial development adjacent to Highway 99.

There are six NCPs that are at varying degrees in the planning process for the area East of highway 99:

- a) NCP 1 (Morgan Heights)¹ was approved by council in 2005. The plan approved approximately 2350 residential units at the time of build out. As of 2018, Morgan Heights has reached 95% of its build out.
- b) NCP 2 (Sunnyside Heights)² was adopted in 2008. At the time the plan envisioned upwards of 4200 units being built. In 2017, the NCP was reviewed and an increase in density was approved. Though this community is only 46% built out as of 2018, the City move to allow increased density means a second elementary school site is required to serve the community (see #206 above).
- c) NCP 3 (Dart's Hill)³ is currently awaiting council adoption of Phase 1 planning which lays out land use and density of the future community. The plan has single family cluster housing at the south ALR edge transforming into low- to mid-rise density as the

community expands north towards 24th Ave. The plan is intended to bring 8,100 people into the area during the course of build out. After Phase 1 adoption, the City will move into Phase 2 (servicing).

- d) NCP 4 (Redwood Heights excluding Redwood Park Estates)⁴ is also awaiting City approval, expected in early 2019. This plan focuses much of its density to the west along Highway 15. It anticipates a build-out population of over 13,000 to the area. The Redwood Park Estates to the south of the plan is not scheduled for development, but it is anticipated by the beginning of 2030 there will be petitions from the local landowners in the area to look at revising current land use policy.
- e) NCP 5 (Grandview Heights/North Grandview Heights) was scheduled to have work started on Phase 1 planning in early 2019. The new City Mayor and Council have directed City planning to pause on this plan to focus on other priorities. Because this community has 24th Avenue running through the heart of it, it is the intention of City planning to maximize density in this area. As this area is made up of homes on large land holdings, the new higher urban density will dramatically change the landscape of the area.
- f) NCP 5A (Orchard Grove)⁵ is a small area plan adjacent to Morgan Heights. It currently has reached 60% build-out, made up of small lot single family homes and high density townhomes it was resubmitted to Council earlier this year to endorse additional expenditures in buying more land to serve Orchard Grove Park.

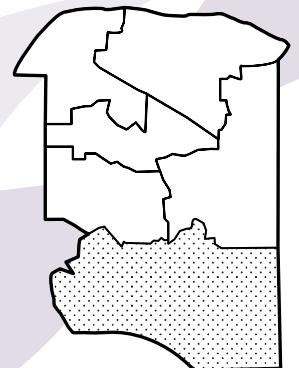
1 <https://www.surrey.ca/city-services/1328.aspx>

2 <https://www.surrey.ca/city-services/1348.aspx>

3 <https://www.surrey.ca/city-services/20607.aspx>

4 <https://www.surrey.ca/city-services/1345.aspx>

5 <https://www.surrey.ca/city-services/1346.aspx>



Campbell Heights Location Map

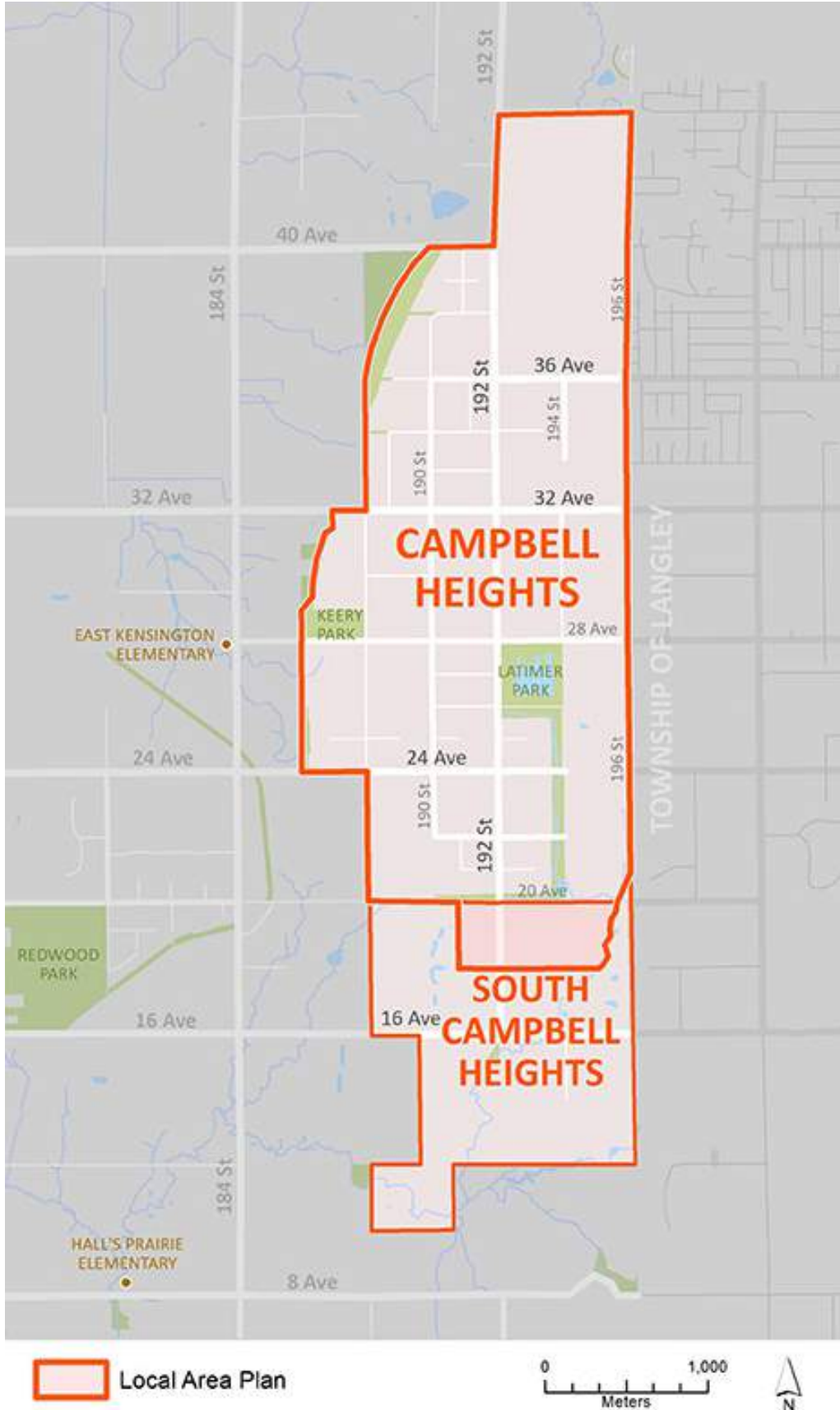


Photo courtesy of City of Surrey

Figure D3.0.18

Rosemary Heights

Back in 1992, council identified the area was suitable for development and a local area plan was adopted in 1994. The area is made up of three NCPs. As of today, they have all reached build-out.

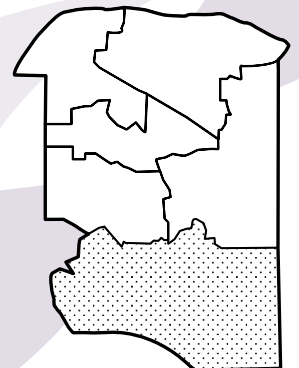
- a) Rosemary Heights Central NCP: Approved in 1996, which was the first phase for community development
- b) Rosemary Heights West NCP: Approved in 1997, which connected the community with Highway 99 and completed the residential portion of the area
- c) Rosemary Heights Business Park: approved in 2000 and completed the local area plan
- d) In June 2017, residents asked the Council to re-evaluate their area due to concerns about traffic congestion, and several proposed developments in the area. In 2018, Council adopted recommendations of the staff which allowed developers to create larger size quarter-acre lots in areas where zoning once did not allow for it. This could bring upwards of another 50+ single family homes into the area.

Douglas

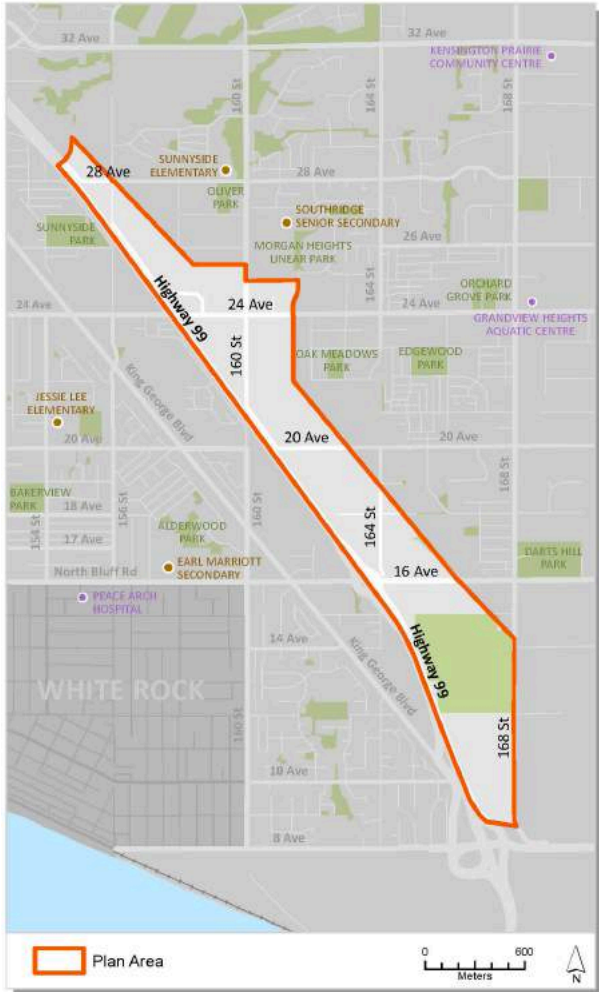
This NCP¹ designated land use for a 60 hectare neighbourhood that sits to the south of ALR and on the Canada/USA border. The NCP, adopted in 1999, featured residential neighbourhoods. The plan anticipated a co-located school and park site supporting a build-out of 954 new housing units and 2900 people. The build-out proposed townhomes and small single family lots around the Peace Portal Golf Course on 4th Avenue. As of 2018, the NCP is 70% built out. It is anticipated that over the next five years the area could see another 500 residential units come online.

South Campbell

The area is considered rural and is not intended to be serviced by the regional sewage system. The area is made up of pasture fields and second growth forest. The Little Campbell River flows through the area along with several major tributaries that support fish habitat. Again in 2017, the Council was petitioned to look at long term land use in the area which established a Phase 1 plan for the area. Through much public consultation, the community and key stakeholders' feedback focused on maintaining and protecting the ecosystems in the area, to bring employment land use to the area and limit residential development to low density "eco-community". City of Surrey presented a potential land use plan to Metro Vancouver for adoption which showed "eco-community" development with green incentives but the plan was rejected.

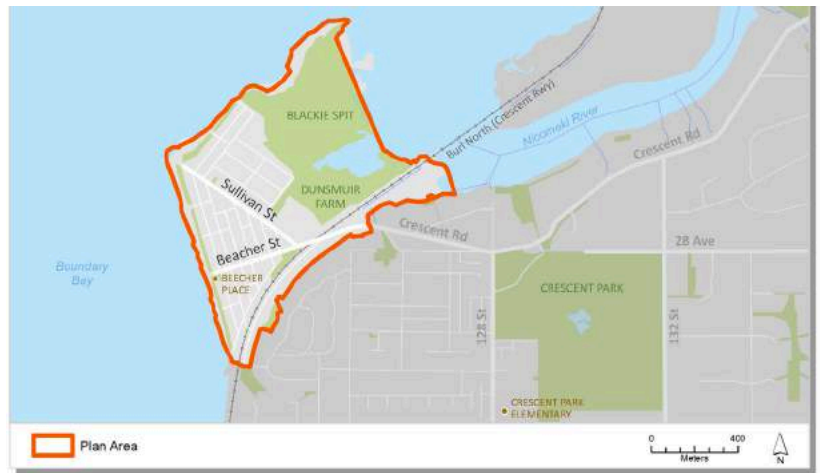


¹ <https://www.surrey.ca/files/DouglasNCP.pdf>



Highway 99 Corridor
Local Area Plan

Figure D3.0.19



Crescent Beach Land Use Plan

Figure D3.0.20



Semiahmoo Town Centre Plan

Figure D3.0.21

6.2. WEST SIDE OF HIGHWAY 99

South Surrey and White Rock are established maturing neighbourhoods; however, this area has always been as desirable to live as West Vancouver and the west side of Vancouver without the same price tag.

Central Semiahmoo Peninsula

The original plan for the town centre was adopted in 2006. In 2014, Council decided that all the City's town centre plans be reviewed and updated and renewed planning for this area is to begin in 2019. The intent of this renewed plan is to encourage higher density in the form of mixed use and apartment buildings. This plan will improve the transportation systems in the area including looking at a public transit link to connect this area of the city to northern part.

King George Corridor South Plan

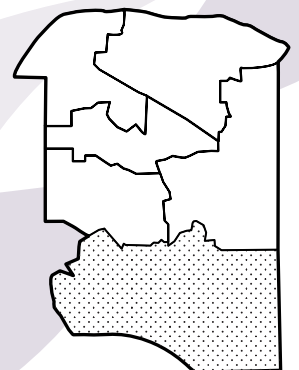
The original plan was adopted in December 2005. The plan is scheduled to be updated by 2021. The new plan will review guidelines for development and densification along King George Boulevard down to the Nicomekl River. Densification will be in anticipation of a future transit corridor in this area. Future development will be mixed use along with low-rise development moving east of the corridor

Crescent Beach

Adopted originally in 1999, the revised plan is now looking at the existing land use policy. One of the plan's objectives is to explore diversity of housing types to meet a variety of household needs in the area. Other objectives for the area will look at widening the vehicular access to the area and developing protection against rising tides. The current housing in this area is primarily on large land holdings.

The City of White Rock

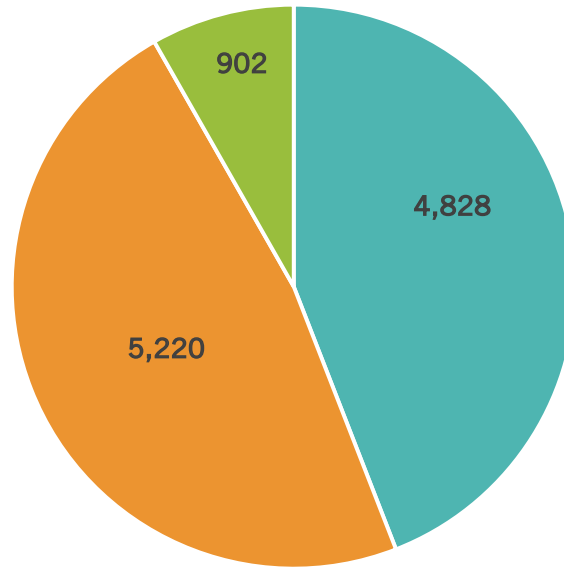
In the fall of 2017, the City of White Rock adopted a revised new OCP for the City. As in Surrey, the plan focused on increasing the densification at the City's town centre. Though there have been developers petitioning for denser urban development in the area, the OCP has elected to continue with "gentle" infill development ensuring secondary suites, duplexes and triplexes are spread throughout the community. Residential development will focus on apartments that will also help serve future employees that will come to work at the expanded Peace Arch Hospital and other health sector businesses in the area.



6. South Surrey/White Rock APPENDIX

Projected Additional Housing Units: South Surrey / White Rock Region

10 Year Projected New Housing Numbers
South Surrey White Rock (10,950)



Source: City of Surrey, Planning Department

Figure D3.0.22

■ One and Two Family Dwelling ■ Townhouse and Rowhouse ■ Apartment

Land Uses - Examples of Future Building Forms

Land Use Plan Designation	Detached Residential	Semi-Detached or Detached Residential	Multiple Residential	Row House/ Townhouse	Townhouse	Apartment	Mixed Use Apartment	Neighbourhood Commercial
Density range	10-12 UPA	12-15 UPA	15-20 UPA	20-23 UPA	23-28 UPA	Up to 1.5 FAR	Up to 1.5 FAR	Up to 0.5 FAR
Type of Ownership	Fee Simple	Fee Simple	Strata	Fee Simple or Strata	Strata	Strata or Rental	Strata or Rental	N/A
Building Forms Types	Front Access Detached Lot or Lane Access Detached Lot	Smaller Detached lots with lane access; or Semi-Detached lots with lane access.	Attached Residential Townhomes, Duplex, Triplex, or Quadplex	2 - 2 ½ Storey Townhouse (Wide)	3 Storey Townhomes (Narrow)	4 Storey Apartments	4 Storey 1 st Floor Commercial/ Retail	1 to 2 Storey Commercial / Retail and/or Office
Typical Zones	RF-13, RF-10, CD	RF-10, RF-SD	RM-15, RM-23, CD	RM-23, RM-30, CD	RM-30, CD	RM-45, RM-70, CD	RM-70, C-15	C-5, CD
Illustrative Example(s)								
Concept Design Illustration								
Photo Example's								

Photo courtesy of City of Surrey

6.3. RESIDENTIAL GROWTH IN THE SOUTH SURREY/ WHITE ROCK AREA

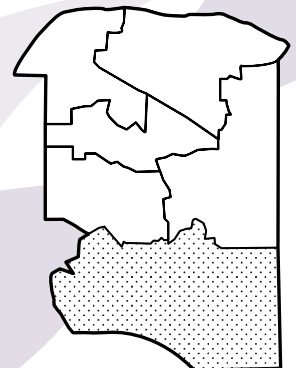
There are 10,950 new residential homes planned for the South Surrey/White Rock area. This area will represent over the next 10 years a population shift from 119,650 (2017) to 153,006 (2027). This area will replace the Fleetwood/Guildford area as being the area with the highest concentration of Surrey's population

The housing stock, though relatively balanced, does begin to show the move away from single family to townhomes and apartments. Apartments and low rise housing also are on the increase as major roads such as King George Boulevard and 24th Avenue will transform overtime to a higher density housing forms including mixed residential, as they become major transportation and future transit corridors. These types of housing forms are analogous with transit oriented housing.

Townhome and small lot single family housing will still continue to be the main forms for the newer Dart Hill and Redwood neighbourhoods. There will lower density single family homes transitioning from the ALR edges. The housing form will become increasingly denser as the community grows towards 24th Avenue which will become a major arterial road connecting Langley to Highway 99. Currently there has been a dramatic shift in the Sunnyside Heights area of Grandview where developers are now petitioning for even higher densities along east of Highway 99 and the inclusion of mixed residential in the commercial and business areas. The movement is being generated by higher land values in the area. These petitions are still under consideration by City Planning.

Highrise towers are predominantly focused at two town centers on the east side of Highway 99 and will become the areas where the highest densities will occur in south surrey and white rock. In addition, the area surrounding Peace Arch hospital will also have a denser housing form made up of mostly low rise (4-6) storeys, in order, to provide future staff housing to support the expanded Peace Arch hospital and medical service area.

Growth on the west side of Highway 99 is not as intense as in the Grandview area. Residential development can be characterized as sub-dividing larger single family lots into ½ acre lots which is a form of infill. The City is actively looking at introducing higher density development into the area but have been met with much resistance.



6. South Surrey/White Rock APPENDIX

D4.0 SCHOOL CAPACITIES & % UTILIZATION

ELEMENTARY SCHOOL CAPACITIES and % UTILIZATION

School Information		Nominal Capacity			Operating Capacity			Fixed Classrooms			Portable Use			September 2019			Comments
School Name	Grade	K	Gr 1-7	Total	K	Gr 1-7	Total	Regular	FDK Modular	Strong Start	Classroom	Washcart	Other Non-Instructional	Portables	Actual Domestic Enrolment	% Utilization	
A H P Matthew Elementary	K-7	60	350	410	57	326	383	16	1				1	1	387	101%	
A. J. McLellan Elementary	K-7	60	425	485	57	396	453	20			2		1	3	512	113%	
Adams Road Elementary	K-7	80	450	530	76	419	495	22			7			7	634	128%	
Bayridge Elementary	K-7	20	300	320	19	279	298	13			1			1	362	121%	
Bear Creek Elementary	K-7	40	550	590	38	512	550	24		1				0	528	96%	
Beaver Creek Elementary	K-7	40	475	515	38	443	481	21			1			1	544	113%	
Berkshire Park Elementary	K-7	40	500	540	38	466	504	22						0	416	83%	
Betty Huff Elementary	K-7	40	500	540	38	466	504	22		1				0	392	78%	
Bonaccord Elementary	K-7	40	550	590	38	512	550	24						0	504	92%	
Bothwell Elementary	K-7	40	275	315	38	256	294	13						0	218	74%	
Boundary Park Elementary	K-7	40	300	340	38	279	317	14						0	250	79%	
Bridgeview Elementary	K-7	20	200	220	19	186	205	9		1				0	154	75%	
Brookside Elementary	K-7	40	450	490	38	419	457	20						0	412	90%	
Cambridge Elementary	K-7	80	450	530	76	419	495	22			11	1	1	13	765	155%	
Cedar Hills Elementary	K-7	40	400	440	38	373	411	18		1				0	349	85%	
Chantrell Creek Elementary	K-7	20	350	370	19	326	345	15					1	1	326	94%	
Chimney Hill Elementary	K-7	80	575	655	76	536	612	27			3			3	680	111%	
Cindrich Elementary	K-7	40	475	515	38	443	481	21		1				0	449	93%	
Clayton Elementary	K-7	60	100	160	57	93	150	5	2		7		1	8	279	186%	
Cloverdale Traditional School	K-7	40	250	290	38	233	271	12						0	296	109%	
Coast Meridian Elementary	K-7	80	250	330	76	233	309	12	2		2		1	3	287	93%	
Colebrook Elementary	K-7	20	300	320	19	279	298	13						0	224	75%	
Cougar Creek Elementary	K-7	40	525	565	38	489	527	23		1				0	419	80%	
Coyote Creek Elementary	K-7	40	600	640	38	559	597	26			2			2	658	110%	4 classroom modular complex included in school capacity; 4-classroom addition in construction
Creekside Elementary	K-7	40	450	490	38	419	457	20						0	323	71%	
Crescent Park Elementary	K-7	40	450	490	38	419	457	20						0	374	82%	1 classroom annex included in school capacity
David Brankin Elementary	K-7	40	475	515	38	443	481	21						0	438	91%	
Dogwood Elementary	K-7	40	450	490	38	419	457	20						0	378	83%	
Don Christian Elementary	K-7	40	325	365	38	303	341	15			1			1	355	104%	
Dr F D Sinclair Elementary	K-7	60	525	585	57	489	546	24						0	499	91%	
East Kensington Elementary	K-7	20	100	120	19	93	112	5						0	80	71%	
Ellendale Elementary	K-7	20	150	170	19	140	159	7					1	1	154	97%	
Erna Stephenson Elementary	K-7	40	325	365	38	303	341	15			1		1	2	424	124%	
Forsyth Road Elementary	K-7	20	275	295	19	256	275	12		1				0	310	113%	
Fraser Wood Elementary	K-7	40	450	490	38	419	457	20			1			1	531	116%	
Frost Road Elementary	K-7	80	450	530	76	419	495	20	2		6			6	606	122%	6 classroom addition in construction

**ELEMENTARY SCHOOL
CAPACITIES and % UTILIZATION**

School Information		Nominal Capacity			Operating Capacity			Fixed Classrooms			Portable Use			September 2019		Comments	
School Name	Grade	K	Gr 1-7	Total	K	Gr 1-7	Total	Regular	FDK Modular	Strong Start	Classroom	Washcart	Other Non-Instructional	Portables	Actual Domestic Enrollment		% Utilization
George Greenaway Elementary	K-7	60	400	460	57	373	430	18	1	1	6			6	528	123%	4 portables are for the Seismic upgrade
Georges Vanier Elementary	K-7	40	550	590	38	512	550	24		1				0	573	104%	
Goldstone Park Elementary	K-7	80	475	555	76	443	519	23			9			9	732	141%	
Green Timbers Elementary	K-7	40	575	615	38	536	574	25						0	582	101%	
H T Thrift Elementary	K-7	20	225	245	19	210	229	10			3			3	303	132%	
Halls Prairie Elementary	K-7	20	100	120	19	93	112	5			6			6	218	195%	
Harold Bishop Elementary	K-7	40	525	565	38	489	527	23						0	428	81%	
Hazelgrove Elementary	K-7	80	450	530	76	419	495	22			15		1	16	851	172%	
Henry Bose Elementary	K-7	40	350	390	38	326	364	16						0	329	90%	
Hillcrest Elementary	K-7	80	400	480	76	373	449	20			2		1	3	536	119%	
Hjorth Road Elementary	K-7	20	200	220	19	186	205	9		1	4			4	298	145%	
Holly Elementary	K-7	40	525	565	38	489	527	23		1	3		1	4	492	93%	
Hyland Elementary	K-7	40	400	440	38	373	411	18						0	468	114%	
J T Brown Elementary	K-7	20	275	295	19	256	275	12						0	302	110%	
James Ardiel Elementary	K-7	40	475	515	38	443	481	21		1				0	431	90%	
Janice Churchill Elementary	K-7	40	375	415	38	349	387	17						0	288	74%	
Jessie Lee Elementary	K-7	40	400	440	38	373	411	18		1				0	401	98%	
K. B. Woodward Elementary	K-7	40	425	465	38	396	434	19			9		1	10	645	149%	2 kindergarten and 8 classroom addition in-design stage
Katzie Elementary	K-7	80	525	605	76	489	565	25			14	1	2	17	952	168%	
Kennedy Trail Elementary	K-7	40	275	315	38	256	294	13						0	290	99%	
Kirkbride Elementary	K-7	40	450	490	38	419	457	20						0	389	85%	
Laronde Elementary	K-7	40	350	390	38	326	364	16			1			1	454	125%	
Latimer Road Elementary	K-7	40	475	515	38	443	481	21			7		1	8	523	109%	4 portables are for Building Envelop Program
Lena Shaw Elementary	K-7	60	550	610	57	512	569	25		1				0	561	99%	
M B Sanford Elementary	K-7	40	525	565	38	489	527	23		1				0	501	95%	
Maple Green Elementary	K-7	40	450	490	38	419	457	20						0	412	90%	
Martha Currie Elementary	K-7	80	575	655	76	536	612	26	1	1	3			3	631	103%	
Martha Jane Norris Elementary	K-7	40	425	465	38	396	434	19						0	395	91%	
Mary Jane Shannon Elementary	K-7	40	400	440	38	373	411	18		1	10	1	0	11	375	91%	10 portables (and 1 washcar) are for the Seismic upgrade
McLeod Road Elementary	K-7	20	175	195	19	163	182	8						0	209	115%	
Morgan Elementary	K-7	60	375	435	57	349	406	17	1		6			6	516	127%	2 kindergarten and 6 classroom addition in-design stage
Mountainview Montessori	K-7	40	325	365	38	303	341	15						0	317	93%	
Newton Elementary	K-7	40	550	590	38	512	550	24		1				0	475	86%	
North Ridge Elementary	K-7	40	400	440	38	373	411	18			3			3	451	110%	
Ocean Cliff Elementary	K-7	40	250	290	38	233	271	12			2			2	349	129%	
Old Yale Road Elementary	K-7	40	375	415	38	349	387	17		1	2		0	2	429	111%	

ELEMENTARY SCHOOL CAPACITIES and % UTILIZATION

School Information		Nominal Capacity			Operating Capacity			Fixed Classrooms			Portable Use			Portables	September 2019		Comments
School Name	Grade	K	Gr 1-7	Total	K	Gr 1-7	Total	Regular	FDK Modular	Strong Start	Classroom	Washcart	Other Non-Instructional		Actual Domestic Enrolment	% Utilization	
Pacific Heights Elementary	K-7	80	250	330	76	233	588	12	2		12			12	517	88%	capacity includes recently completed 12 classroom addition
Panorama Park Elementary	K-7	40	275	315	38	256	480	13		1	0			0	463	96%	capacity includes recently completed 8 classroom addition
Peace Arch Elementary	K-7	40	300	340	38	279	317	14			7			8	525	166%	
Port Kells Elementary	K-7	20	150	170	19	140	159	7						0	112	70%	
Prince Charles Elementary	K-7	40	400	440	38	373	411	18						0	343	83%	
Ray Shepherd Elementary	K-7	20	375	395	19	349	368	16						0	344	93%	
Riverdale Elementary	K-7	80	375	455	76	349	425	17	2		1		1	2	485	114%	
Rosemary Heights Elementary	K-7	160	350	510	152	326	478	18	4		5		1	6	529	111%	
Royal Heights Elementary	K-7	40	350	390	38	326	364	16						0	202	55%	
Semiahmoo Trail Elementary	K-7	20	275	295	19	256	275	12			4			4	376	137%	
Senator Reid Elementary	K-7	40	500	540	38	466	504	22		1				0	361	72%	
Serpentine Heights Elementary	K-7	40	425	465	38	396	434	19						0	353	81%	
Simon Cunningham Elementary	K-7	60	575	635	57	536	593	26			1			1	550	93%	
South Meridian Elementary	K-7	40	225	265	38	210	248	11			4			4	345	139%	
Strawberry Hill Elementary	K-7	60	550	610	57	512	569	25		1				0	456	80%	
Sullivan Elementary	K-7	40	175	215	38	163	201	8	1		3		0	3	293	146%	8-classroom addition in construction
Sunnyside Elementary	K-7	100	350	450	95	326	421	19			11	1	1	13	718	171%	10-classroom addition in-design stage
Sunrise Ridge Elementary	K-7	80	225	305	76	210	286	11	2		4			4	349	122%	
Surrey Centre Elementary	K-7	80	325	405	76	303	379	15	2		2		1	3	406	107%	
Surrey Traditional School	K-7	20	400	420	19	373	392	17						0	302	77%	
T E Scott Elementary	K-7	100	375	475	95	349	444	20			2			2	527	119%	4 classroom modular complex included in school capacity
W E Kinvig Elementary	K-7	40	450	490	38	419	457	20		1				0	385	84%	
Walnut Road Elementary	K-7	80	500	580	76	466	542	22	2		6			6	674	124%	
Westerman Elementary	K-7	40	475	515	38	443	481	21		1				0	416	86%	
White Rock Elementary	K-7	60	400	460	57	373	430	18	1		3		1	4	454	106%	1 kindergarten and 7- classroom addition in-design stage
William F. Davidson Elementary	K-7	40	525	565	38	489	527	23						0	398	76%	
William Watson Elementary	K-7	20	325	345	19	303	322	14			2			2	388	120%	
Woodland Park Elementary	K-7	40	450	490	38	419	457	20						0	455	100%	
Woodward Hill Elementary	K-7	40	650	690	38	606	644	28			3	1	1	5	710	110%	

**SECONDARY SCHOOL CAPACITIES
CAPACITIES and % UTILIZATION**

School Information		Secondary Capacity	Fixed Teaching Spaces	Portable Classrooms on School Site			September 2019		Comments
School Name	Grade			School Portables & Modulares	Non-Instructional Modulares	Total Portables & Modulares	Actual Domestic Enrolment	% Utilization	
Clayton Heights Secondary	8-12	1000	40	1	0	1	1037	104%	
Earl Marriott Secondary	8-12	1500	60	11	0	11	1852	123%	On extended day
Elgin Park Secondary School	8-12	1200	48	3	0	3	1163	97%	
Enver Creek Secondary	8-12	1400	56	0	0	0	1421	102%	
Fleetwood Park Secondary	8-12	1200	48	4	0	4	1476	123%	
Frank Hurt Secondary	8-12	1250	50	0	1	1	1399	112%	6 classroom modular complex included in capacity
Fraser Heights Secondary	8-12	1200	48	6	0	6	1271	106%	
Guildford Park Secondary	8-12	1050	42	9	2	11	1294	123%	
Johnston Heights Secondary	8-12	1450	58	0	1	1	1260	87%	
Kwantlen Park Secondary	8-12	1200	48	10	1	11	1430	119%	
L A Matheson Secondary	8-12	1400	56	0	1	1	1111	79%	
Lord Tweedsmuir Secondary	8-12	1400	56	8	0	8	1628	116%	
North Surrey Secondary	8-12	1175	47	8	0	8	1352	115%	
Panorama Ridge Secondary	8-12	1400	56	0	0	0	1621	116%	
Princess Margaret Secondary	8-12	1500	60	0	5	5	1390	93%	
Queen Elizabeth Secondary	8-12	1600	64	0	0	0	1435	90%	8 classroom modular complex included in capacity
Salish Secondary	8-12	1500	60	0	0	0	1029	69%	
Semiahmoo Secondary	8-12	1300	52	10	1	11	1586	122%	
Sullivan Heights Secondary	8-12	1000	40	15	1	16	1539	154%	a 700-operating capacity addition in construction
Tamanawis Secondary	8-12	1125	45	5	0	5	1427	127%	

D5.0 DISTRICT PROJECTIONS

ELEMENTARY SCHOOLS 10-Year Enrolment Projections

School Information		Operating Capacity	Actual Domestic	Projected Domestic Enrolment									
Site #	School Name	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
51	A H P Matthew Elementary	383	387	409	408	420	429	436	441	455	465	468	473
178	A. J. Mclellan Elementary	453	512	515	502	504	514	510	492	480	482	474	476
153	Adams Road Elementary	495	634	635	636	629	635	628	622	630	622	623	631
162	Bayridge Elementary	298	362	370	379	372	371	378	374	358	354	351	347
69	Bear Creek Elementary	550	528	536	546	562	558	569	584	591	596	606	622
158	Beaver Creek Elementary	481	544	555	559	545	537	520	513	509	500	496	493
136	Berkshire Park Elementary	504	416	410	406	413	420	417	432	442	449	463	473
107	Betty Huff Elementary	504	392	394	387	408	413	428	433	445	457	464	471
128	Bonaccord Elementary	550	504	497	499	485	488	496	494	515	512	536	543
173	Bothwell Elementary School	294	218	238	260	271	294	318	364	373	431	492	552
144	Boundary Park Elementary	317	250	255	249	238	232	220	222	221	217	218	218
33	Bridgeview Elementary	205	154	167	171	180	184	187	190	196	202	204	204
146	Brookside Elementary	457	412	416	417	407	396	385	387	383	391	394	392
151	Cambridge Elementary	495	765	761	777	780	784	765	761	765	760	770	768
73	Cedar Hills Elementary	411	349	364	376	391	404	404	417	434	445	452	462
148	Chantrell Creek Elementary	345	326	318	317	309	301	300	300	288	295	295	294
165	Chimney Hill Elementary	612	680	672	657	628	610	587	591	591	588	590	586
111	Cindrich Elementary	481	449	452	454	447	455	459	465	484	492	515	525
13	Clayton Elementary	150	279	248	266	302	330	354	437	518	603	688	774
4	Cloverdale Traditional School	271	296	305	308	317	331	334	331	329	330	330	330
155	Coast Meridian Elementary	309	287	281	291	287	291	291	294	289	289	292	292
12	Colebrook Elementary	298	224	231	227	250	250	265	268	276	288	302	321
139	Cougar Creek Elementary	527	419	444	457	480	486	499	489	492	483	482	488
157	Coyote Creek Elementary - Including Modular	597	658	644	642	655	663	659	684	714	750	796	825
112	Creekside Elementary	457	323	339	335	323	317	327	341	345	362	374	389
31	Crescent Park Elementary	457	374	373	367	360	365	364	370	376	379	391	400
58	David Brankin Elementary	481	438	461	449	442	447	453	441	441	452	462	475
159	Dogwood Elementary	457	378	376	393	389	394	403	397	395	398	397	388
122	Don Christian Elementary	341	355	342	349	352	344	347	342	342	346	348	346
180	Douglas Elementary (opening in 2021)	565			413	437	447	453	464	477	479	487	502
37	Dr F D Sinclair Elementary	546	499	492	463	428	416	409	401	400	406	402	405
18	East Kensington Elementary	112	80	99	118	136	150	177	202	267	381	485	577
206	Edgewood Elementary (opening in 2021)	612			654	750	835	976	1117	1254	1375	1514	1640
84	Ellendale Elementary	159	154	163	171	183	195	194	196	203	199	206	210
67	Erma Stephenson Elementary	341	424	420	409	386	369	367	349	357	350	354	351
183	Forsyth Road Elementary	275	310	317	320	323	331	346	350	366	366	372	375
142	Fraser Wood Elementary	457	531	489	503	499	492	498	497	507	502	510	509
160	Frost Road Elementary	495	606	602	579	590	589	588	588	594	603	605	615

ELEMENTARY SCHOOLS 10-Year Enrolment Projections

School Information		Operating Capacity	Actual Domestic	Projected Domestic Enrolment									
Site #	School Name	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
90	George Greenaway Elementary	430	528	557	562	591	599	602	625	641	659	672	706
82	Georges Vanier Elementary	550	573	590	612	603	614	631	632	635	640	658	677
211	Goldstone Park Elementary	519	732	754	747	746	740	761	751	743	760	752	766
43	Green Timbers Elementary	574	582	602	614	615	609	607	602	609	614	618	624
56	H T Thrift Elementary	229	303	301	307	311	302	300	290	296	291	285	280
19	Halls Prairie Elementary	112	218	389									
29	Harold Bishop Elementary	527	428	428	453	469	483	500	507	508	512	526	526
203	Hazelgrove Elementary	495	851	721	723	747	757	770	771	770	768	763	768
71	Henry Bose Elementary	364	329	339	333	345	346	345	349	353	355	362	369
176	Hillcrest Elementary	449	536	512	510	489	464	450	447	431	433	419	411
1	Hjorth Road Elementary	205	298	310	321	344	351	362	372	384	403	422	442
81	Holly Elementary	527	492	475	467	484	481	491	527	559	589	621	662
131	Hyland Elementary	411	468	490	504	508	525	520	536	528	537	535	557
34	J T Brown Elementary	275	302	287	290	277	274	283	290	290	293	304	310
62	James Ardiel Elementary	481	431	460	484	500	524	563	587	612	655	677	708
186	Janice Churchill Elementary	387	288	284	289	281	273	263	264	265	271	272	283
89	Jessie Lee Elementary	411	401	423	460	488	502	522	525	526	526	529	537
40	K. B. Woodward Elementary	434	645	695	739	738	735	750	780	791	812	820	833
201	Katzie Elementary	565	952	824	793	785	775	774	774	754	753	770	776
132	Kennedy Trail Elementary	294	290	288	282	281	292	299	300	306	311	322	327
174	Kirkbride Elementary	457	389	358	362	370	372	387	408	415	426	456	469
117	Laronde Elementary	364	454	451	452	452	446	447	445	446	447	447	447
35	Latimer Road Elementary	481	523	540	558	593	616	615	617	613	618	626	625
55	Lena Shaw Elementary	569	561	580	598	622	652	683	696	720	727	734	751
129	M B Sanford Elementary	527	501	493	491	484	459	444	427	423	438	436	442
184	Maddaugh Elementary (opens in 2021)	565		352	399	399	391	463	527	586	656	726	797
130	Maple Green Elementary	457	412	424	406	411	404	396	383	384	387	380	381
61	Martha Currie Elementary	612	631	660	667	686	710	733	748	761	766	768	788
140	Martha Jane Norris Elementary	434	395	399	405	393	397	411	430	441	451	462	475
54	Mary Jane Shannon Elementary	411	375	355	361	367	380	390	391	415	403	414	411
63	McLeod Road Elementary	182	209	204	206	201	201	201	193	193	193	193	193
188	Morgan Elementary	406	516	547	583	618	646	682	707	722	738	738	744
50	Mountainview Montessori Elementary	341	317	313	309	304	304	302	305	306	306	306	306
72	Newton Elementary	550	475	504	521	522	536	557	564	576	600	618	630
138	North Ridge Elementary	411	451	480	527	541	578	610	621	634	628	632	614
170	Ocean Cliff Elementary	271	349	339	332	311	297	283	283	281	286	292	296
64	Old Yale Road Elementary	387	429	428	443	465	491	525	579	616	662	706	753
134	Pacific Heights Elementary	588	517	597	401	477	544	614	651	717	800	857	922

ELEMENTARY SCHOOLS 10-Year Enrolment Projections

School Information		Operating Capacity	Actual Domestic	Projected Domestic Enrolment									
Site #	School Name	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
137	Panorama Park Elementary	480	463	467	463	474	481	493	505	505	510	521	530
70	Peace Arch Elementary	317	525	517	504	514	502	502	500	492	491	492	495
2	Port Kells Elementary	159	112	123	122	130	162	219	278	335	398	456	519
44	Prince Charles Elementary	411	343	369	389	424	464	498	519	563	588	617	657
36	Ray Shepherd Elementary	368	344	360	377	396	412	421	428	444	427	428	433
59	Riverdale Elementary	425	485	485	481	480	481	479	477	484	492	507	506
189	Rosemary Heights Elementary	478	529	529	529	515	502	506	492	485	489	478	485
77	Royal Heights Elementary	364	202	217	229	235	264	278	304	325	347	365	379
161	Semiahmoo Trail Elementary	275	376	408	425	429	432	457	464	461	470	466	471
60	Senator Reid Elementary	504	361	357	353	369	382	386	379	387	396	407	423
143	Serpentine Heights Elementary	434	353	359	377	406	446	512	567	606	652	683	709
87	Simon Cunningham Elementary	593	550	567	579	595	607	633	667	702	740	783	816
118	South Meridian Elementary	248	345	345	353	368	367	363	357	374	378	390	400
109	Strawberry Hill Elementary	569	456	441	434	413	399	392	386	379	388	387	383
21	Sullivan Elementary	201	293	277	276	264	251	261	259	261	255	260	258
38	Sunnyside Elementary	421	718	696	508	534	547	589	630	645	670	694	725
149	Sunrise Ridge Elementary	286	349	354	360	367	359	371	369	377	377	373	378
39	Surrey Centre Elementary	379	406	402	395	396	388	383	391	387	377	375	374
80	Surrey Traditional School	392	302	300	297	291	295	301	298	300	299	299	299
53	T E Scott Elementary (including modular)	444	527	523	495	495	494	493	501	496	490	500	504
116	W E Kinvig Elementary	457	385	389	380	386	388	390	387	388	391	393	398
152	Walnut Road Elementary	542	674	661	661	646	625	626	639	642	643	666	679
147	Westerman Elementary	481	416	417	415	407	400	399	408	394	396	395	406
9	White Rock Elementary	430	454	462	450	458	459	458	460	453	450	444	440
172	William F. Davidson Elementary	527	398	382	370	361	370	347	344	343	342	344	339
57	William Watson Elementary	322	388	397	394	410	403	411	433	465	491	519	541
145	Woodland Park Elementary	457	455	448	455	452	453	463	460	450	467	477	480
212	Woodward Hill Elementary	644	710	729	755	779	798	813	856	884	919	959	979

SECONDARY SCHOOLS 10-Year Enrolment Projections

School Information		Operating Capacity	Actual Domestic	Projected Domestic Enrolment									
Site #	School Name	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
175	Clayton Heights Secondary	1000	1037	1173	1350	1508	1627	1775	1961	2112	2269	2427	2552
105	Earl Marriott Secondary	1500	1852	1809	1858	1867	1855	1875	1915	1937	1990	2027	2052
156	Elgin Park Secondary School	1200	1163	1219	1312	1328	1366	1392	1425	1457	1500	1531	1562
114	Enver Creek Secondary	1400	1421	1445	1440	1463	1491	1544	1606	1617	1620	1609	1578
167	Fleetwood Park Secondary	1200	1476	1577	1605	1629	1666	1690	1695	1702	1741	1735	1777
106	Frank Hurt Secondary - Including modular	1250	1399	1450	1494	1562	1580	1633	1664	1728	1733	1724	1718
141	Fraser Heights Secondary	1200	1271	1320	1324	1355	1392	1369	1356	1375	1376	1367	1395
47	Guildford Park Secondary	1050	1294	1358	1421	1395	1411	1434	1436	1427	1508	1539	1592
45	Johnston Heights Secondary	1450	1260	1291	1308	1325	1316	1303	1291	1278	1279	1275	1278
48	Kwantlen Park Secondary	1200	1430	1463	1486	1544	1593	1626	1633	1685	1686	1750	1798
79	L A Matheson Secondary	1400	1111	1161	1188	1196	1201	1238	1257	1279	1334	1386	1411
41	Lord Tweedsmuir Secondary	1400	1628	1647	1706	1726	1748	1773	1812	1844	1888	1941	1942
28	North Surrey Secondary	1175	1352	1389	1465	1497	1493	1502	1505	1513	1502	1529	1551
32	Panorama Ridge Secondary	1400	1621	1619	1628	1615	1616	1602	1627	1625	1648	1666	1695
46	Princess Margaret Secondary	1500	1390	1423	1532	1622	1662	1712	1766	1798	1789	1818	1832
22	Queen Elizabeth Secondary - including modular	1600	1435	1481	1558	1611	1650	1700	1803	1811	1836	1894	1950
215	Salish Secondary	1500	1029	1022	1126	1220	1284	1361	1448	1574	1678	1781	1906
49	Semiahmoo Secondary	1300	1586	1576	1635	1680	1702	1690	1693	1694	1679	1655	1622
164	Sullivan Heights Secondary	1000	1539	1611	1743	1851	1987	2079	2137	2223	2260	2302	2337
150	Tamanawis Secondary	1125	1427	1424	1446	1504	1547	1613	1645	1681	1732	1724	1713

D6.0 DISTRICT PROGRAMS

Alternate Programs

Program	Grades	Location
Grade 10 Challenge	10	North Surrey Learning Centre 9260 140 Street Surrey, BC
Growing Together	10-12	Guildford Park Secondary 10707 146 Street
Learning Centres	10-12	City Central Learning Centre 13104 109 Avenue
		North Surrey Learning Centre 9260 140 Street
		South Surrey/White Rock Learning Centre 13-2320 King George Blvd
		Cloverdale Learning Centre 5656 176 Street
		Guildford Learning Centre 10183 152A Street

Specialty and Choice Programs

Program	Grades	Location(s)
East Kensington Outdoor Learning (EKOLogy)	K - Grade 5	East Kensington Elementary 2795 184 Street
French Immersion		
Early French Immersion	K - Grade 7	Riverdale Elementary 14835 – 108A Avenue
		Simon Cunningham Elementary 9380 – 140 Street
		Martha Currie Elementary 5811 – 184 Street
Late French Immersion	Grades 6-7	K.B. Woodward Elementary 13130 – 106 Avenue
		Sunrise Ridge Elementary 18690 – 60 Avenue
		Crescent Park Elementary 2440 – 128 Street
Secondary French Immersion	Grade 8 - 12	Kwantlen Park Secondary 10441 – 132 Street
		Salish Secondary 7278 – 184 Street
		Panorama Ridge Secondary 13220 – 64 Avenue
		Earl Marriott Secondary 15751 – 16 Avenue

Gifted Education	Grades 3 - 7	Referrals are submitted by each school
<i>The Challenge Program</i>		
<i>Multi-Age Cluster Class (MACC)</i>		
Integrated Math and Science Academy	Gades 11 -12	Fraser Heights Secondary 16060 - 108 Avenue
Intensive Fine Arts	K - Grade 7	David Brankin 9160 St.
		White Rock 1273 Fir St.

Intensive French

<i>Intensive French</i>	Grade 6-7	Coast Meridian Elementary 8222 – 168A Street Frost Road Elementary 8606 – 162 Street Erma Stephenson Elementary 10929 – 160 Street	Ocean Cliff Elementary 12550 – 20 Avenue Fraser Wood Elementary 10650 – 164 Street
<i>Enhanced French</i>	Grades 8-12	Elgin Park Secondary 13484 – 24 Avenue Fraser Heights Secondary 16060 – 108 Avenue	North Surrey Secondary 15945 – 96 Avenue
Inter-A	Grades 8-12	Queen Elizabeth Secondary 9457 King George Blvd.	
INTERNATIONAL BACCALAUREATE JUNIOR	Grades 8-10	Johnston Heights Secondary 15350 99 Avenue	
INTERNATIONAL BACCALAUREATE SENIOR	Grade 11-12	Semiahmoo Secondary 1785 - 148th Street	
MONTESSORI	K - Grade 7	Mountainview Montessori 15225 98 Avenue Sunnyside Elementary 2828 159 Street	Latimer Road 19233 60 Avenue
PUNJABI LANGUAGE PROGRAM	Grade 5 - 7	Beaver Creek Elementary 6505 123A Street Chimney Hill Elementary 14755 74 Avenue Green Timbers Elementary 8824 144 Street, Surrey	Newton Elementary 13359 81 Avenue Strawberry Hill Elementary 7633 124 Street T.E. Scott Elementary 7079 148 Street
	Grade 8	Enver Creek Secondary 14505 84 Avenue	Tamanawis Secondary 12600 66 Avenue
TRADITIONAL	K - Grade 7	Cloverdale Traditional 17857 56 Avenue McLeod Road Traditional 6325 142 Street	Surrey Traditional 13875 113 Avenue

Distributed Learning

Program	Grades	Location(s)
COMPASS	Grades 8 -12	Surrey Academy of Innovative Learning (SAIL) 14033 - 92 Avenue
STEAM (Science/Technology/Engineering/Art/Math)	Grades 8 -9	Surrey Academy of Innovative Learning (SAIL) 14033 - 92 Avenue
STEAM X (Science/Technology/Engineering/Art/Math)	Grades 8 -12	Surrey Academy of Innovative Learning (SAIL) 14033 - 92 Avenue
STEAM (Science/Technology/Engineering/Art/Math)	K - Grade 7	Surrey Academy of Innovative Learning (SAIL) @ Brookside Elementary 8555 - 142A Street

D7.0 MAP OF STRONGSTART

2019-2020 StrongStart Centres at Elementary Schools

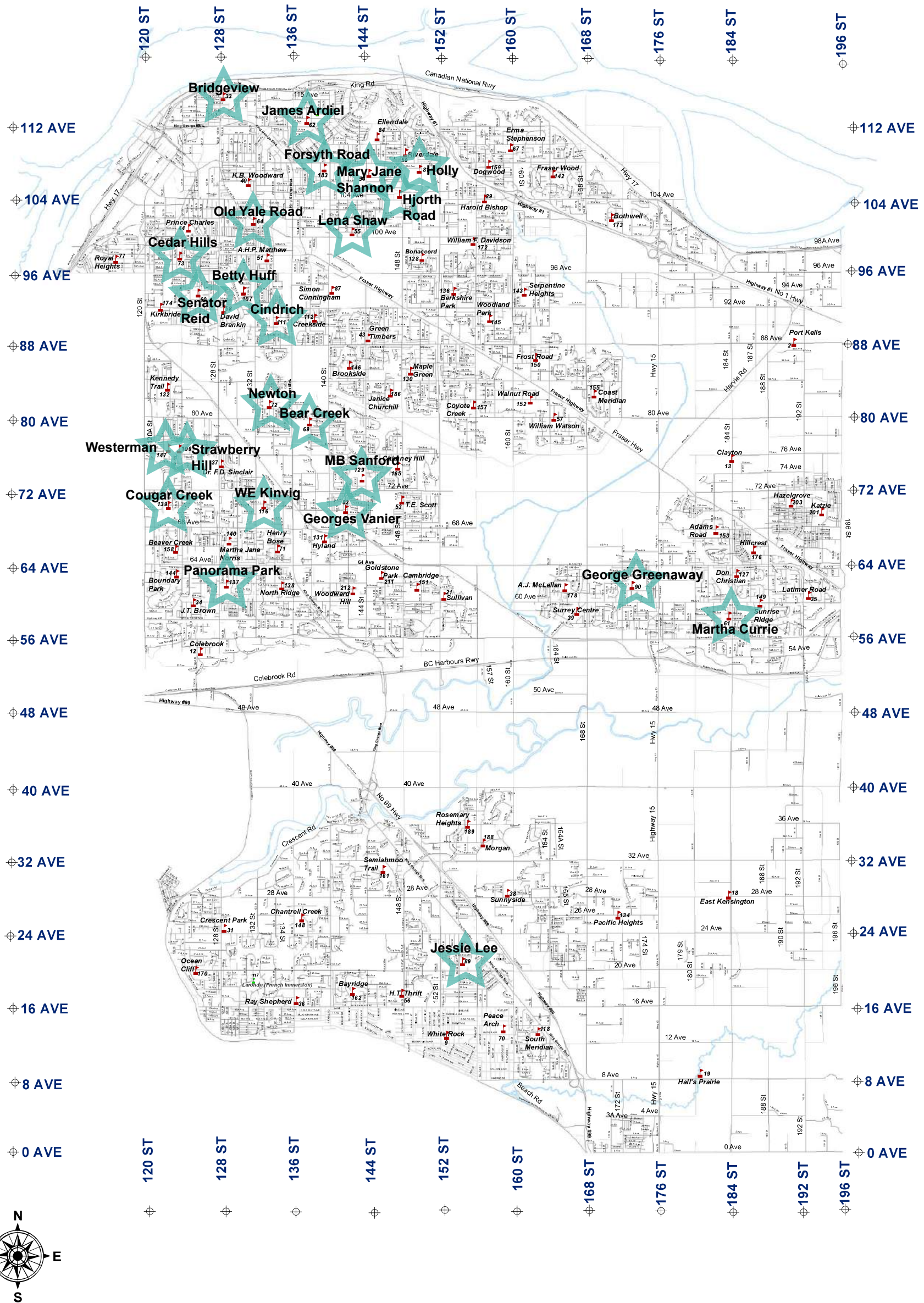


Figure D7.0.1

D8.0 SCHOOL SITE ACQUISITION



File No: 0480-20 (d)

September 13, 2019

Mr. Vincent Lalonde
City Manager
City of Surrey
13450 – 104 Avenue
Surrey, BC V3T 1V8

Dear Mr. Lalonde,

Re: Eligible School Site Proposal

Please be advised that at the public meeting of the Board of Education of School District No. 36 (Surrey), the 2020/21 Eligible School Site Proposal was approved. As you are aware, the Eligible School Site Proposal is a required component of the annual capital plan submission and is referred to local governments in the district for acceptance pursuant to the *Local Government Act*. Please find attached the certified resolution of the Board of Education of School District No.36 (Surrey) for acceptance by city council. A copy of the administrative memorandum considered by the board is also attached for your reference.

The 2020/2021 Eligible School Site Proposal indicates the following:

- Based on consultation with City of Surrey and the City of White Rock on the Eligible School Sites Proposal (ESSP), the Board of Education of School District No. 36 (Surrey) estimates that there will be 36,791 (44,227 including suites) development units constructed in the school district over the next 10 years (Schedule 'A' – Table 2); and
- These 44,227 new development units will be home to an estimated 11,232 school age children (Schedule 'A' – Table 3); and
- The School Board expects 9 new school sites and 2 site expansions, over the ten-year period, will be required as the result of this growth in the school district and the site acquisitions will be located as presented in Schedule 'B'; and
- According to Ministry of Education site standards presented in Schedule 'B' these sites will require in total 33.7 hectares (approx. 83.27 acres). These sites should be purchased within ten years and serviced land cost is estimated at \$206,500,000.

LEADERSHIP IN LEARNING

Surrey Schools – Secretary-Treasurer's 14033 92nd Avenue, Surrey, B.C. V3V 0B7
Tel: (604) 595-6300 Fax: (604) 595-6307 www.surreyschools.ca



The School Site Acquisition Charge (SSAC) bylaw rate is currently set at the maximum allowed by the Local Government Act and Provincial Regulations. Therefore, no change is required to the SSAC bylaw rate applied to new development units, based on calculations consistent with Provincial SSAC Regulations.

Pursuant to the *Education Statutes Act*, local governments have 60 days to either:

1. *Pass a resolution accepting the proposed eligible school site requirements for the school district;*
2. *Respond in writing to the school board indicating that it does not accept the school board's proposed site requirements for the school district and indicating*
 - *Each proposed school site to which it objects; and*
 - *The reason for the objection.*

If no response is received within 60 days the legislation states that the local government will have been deemed to accept the proposal. Please place the resolution on your Council's agenda to meet this timeline.

Please feel free to contact this office through Ms. Kelly Isford-Saxon, Manager of Demographics and Facilities Planning, by telephone at 604-595-5193 or by email at k@surveyschools.ca should you require any further information.

Yours truly,

A handwritten signature in black ink, appearing to read "D. Frank".

Mr. D. Greg Frank, CPA, CA
Secretary-Treasurer

Enclosures: 2

Cc: Kelly Isford-Saxon, Manager, Demographics and Facilities Planning, Surrey School District
Stuart Jones, Senior Planner, Planning and Development Department, City of Surrey
Heather McNell, Director, Regional Planning and Electoral Area Services, Metro Vancouver

DGF/ea

LEADERSHIP IN LEARNING

Surrey Schools – Secretary-Treasurer's 14033 92nd Avenue, Surrey, B.C. V3V 0B7
Tel: (604) 595-6300 Fax: (604) 595-6307 www.surreyschools.ca



Excerpt from the 2019-09-11 Regular Board Meeting Minutes

4.(c) Eligible School Sites Proposal – 2020/2021 Capital Plan

It was moved by Trustee Gary Tymoschuk, seconded by Trustee Bob Holmes:

THAT based on consultation with City of Surrey and the City of White Rock on the Eligible School Sites Proposal (ESSP), the Board of Education of School District No. 36 (Surrey) estimates that there will be 36,791 (44,227 including secondary suites) development units constructed in the school district over the next 10 years (Schedule 'A' – Table 2); and

THAT these 44,227 new development units will be home to an estimated 11,232 school age children (Schedule 'A' – Table 3); and

THAT the School Board expects 9 new school sites and 2 site expansions, over the ten-year period, will be required as the result of this growth in the school district and the site acquisitions will be located as presented in Schedule 'B'; and

THAT according to Ministry of Education site standards presented in Schedule 'B' these sites will require in total 33.7 hectares (approx. 83.27 acres). These sites should be purchased within ten years and serviced land cost is estimated at \$206.5 Million; and

THAT the Eligible School Sites Proposal be forwarded to Local Governments for acceptance; and

THAT pending Local Government acceptance, the Eligible School Sites Proposal, be included in the 2020/21 Five Year Capital Plan submission to the Ministry of Education.

Certified as a True Copy:

A handwritten signature in black ink, appearing to read "D. Frank".

Mr. D. Greg Frank, CPA, CA
Secretary-Treasurer

LEADERSHIP IN LEARNING

Surrey Schools – Secretary-Treasurer's 14033 92nd Avenue, Surrey, B.C. V3V 0E7
Tel: (604) 595-6300 Fax: (604) 595-6307 www.surreyschools.ca

Eligible School Site Proposal - 2020/21 Capital Plan

SCHEDULE 'A'

2019-2028 Projections - Eligible Development and School Age Children (new housing only)

Table 1 - Growth Forecasts by Local Government - Housing Units Completions By Type (10 year forecast based on school year - July 1st to June 30th.)

School Year	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-25	2025-26	2026-27	2027-28	2028-29	
CITY OF SURREY											
Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	10 yr Tot.
Single Detached	412	443	435	421	414	473	547	630	698	801	5,274
Suites	749	655	661	665	672	703	742	785	824	879	7,336
Row House	1252	1376	1465	1530	1543	1463	1435	1332	1211	1082	13,690
Low Rise Apartment	326	630	710	820	879	1071	1315	1470	1528	1686	10,435
High Rise Apartment	556	354	383	422	450	514	595	658	698	768	5,398
Total Units City of Surrey	3,296	3,457	3,654	3,859	3,958	4,225	4,635	4,875	4,960	5,216	42,134
<i>Source: City of Surrey, Planning and Development Department, July 2019</i>											
CITY OF WHITE ROCK											
Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	10 yr Tot.
Single Detached	3	3	3	3	3	3	3	3	3	3	30
Suites	10	10	10	10	10	10	10	10	10	10	100
Row House	0	4	4	4	4	4	4	4	4	4	36
Low Rise Apartment	79	0	0	40	0	30	0	30	0	30	209
High Rise Apartment	0	338	256	350	206	168	125	125	75	75	1,718
Total Units City of White Rock	92	355	273	407	223	215	142	172	92	122	2,093
<i>City of White Rock, Planning Department, May 2018.</i>											

TOTAL SD #36 (SURREY)

Table 2 - SCHOOL DISTRICT 36 - ELIGIBLE DEVELOPMENT UNITS (Annual total new units by housing type, 2019-2028)

Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	10 yr Tot.
Single Detached	415	446	438	424	417	476	550	633	701	804	5,304
Suites	759	665	671	675	682	713	752	795	834	889	7,436
Row House	1,252	1,380	1,469	1,534	1,547	1,467	1,439	1,336	1,215	1,086	13,726
Low Rise Apartment	405	630	710	860	879	1,101	1,315	1,500	1,528	1,716	10,644
High Rise Apartment	556	692	639	772	656	682	720	783	773	843	7,116
Total Units	3,388	3,812	3,927	4,266	4,181	4,440	4,777	5,047	5,052	5,338	44,227



Table 3 - PROJECTED SCHOOL AGE YIELD (Age 5-17 from Eligible development unit projections 2019-2028)

Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Eligible Students
Single Detached	291	312	307	297	292	333	385	443	491	563	3,713
Suites	91	80	81	81	82	86	90	95	100	107	892
Row House	501	552	588	614	619	587	576	535	486	435	5,491
Low Rise Apartment	36	57	64	77	79	99	118	135	138	154	958
High Rise Apartment	14	17	16	19	16	17	18	20	19	21	178
Total EDU Students	933	1,018	1,055	1,088	1,088	1,122	1,188	1,227	1,234	1,279	11,232

Source: Student Yield Estimates for projected new housing by form of development, updated July 2019 by Surrey School District #36, Planning Department

Table 4 - ESTIMATED AVERAGE NEW STUDENT YIELD RATE FROM NEW HOUSING

Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Yield (2028)
Single Detached	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Suites	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
Row House	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Low Rise Apartment	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
High Rise Apartment	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025

Eligible School Site Proposal - 2020/21 Capital Plan



SCHEDULE 'B' *Capital Projects Requiring New Sites*
 ELIGIBLE SCHOOL SITES (General Location, Size and Estimated Serviced Land Cost)

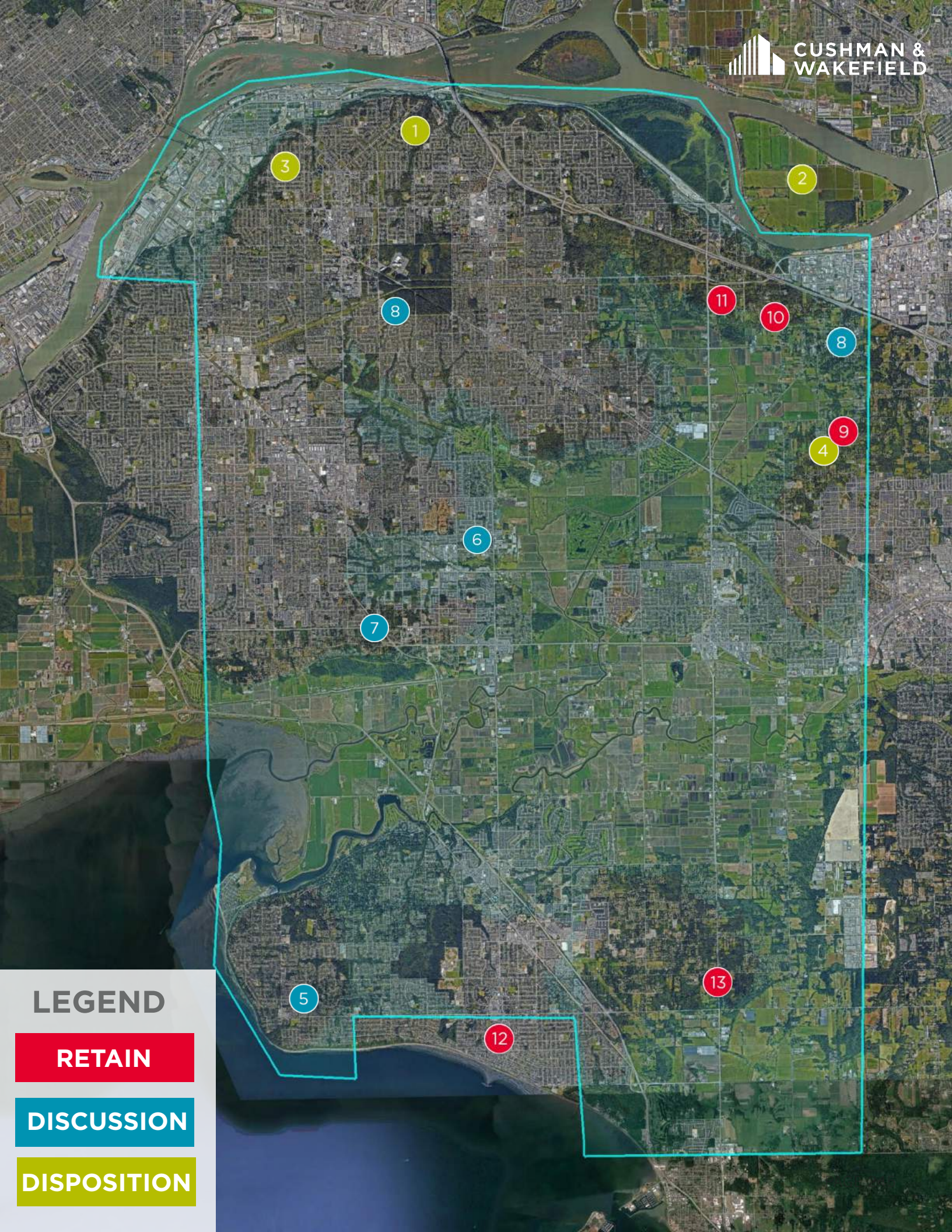
School Site #	#115	#208	#214	#013	#220	#222	#016	#207	TOTALS			
Basis of Costs	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate				
Type of Project	New	New	New	Expansion	New	New	Expansion	New				
Grade Level	Elementary	Elementary	Elementary	Elementary	Elementary	Secondary	Elementary	Elementary				
General Location	South Newton Elementary	Redwood Heights (NE Grandview)	Dart's Hill Area (Grandview Heights Central)	Anniedale/Tynehead	Clayton Elementary	South East Newton Area	Fleehood Enclave Area	Grandview Heights	South Port Kells	Abbey Ridge	Pacific/Sunnyside	Total Estimates
Existing Capacity	0	0	0	0	160	0	0	215	0	0	0	375
Long Term Capacity	655	655	655	380	605	1200	605	655	1000	380	655	6790
Increase in Capacity	655	655	655	380	445	1200	605	440	1000	380	655	6415
Standard Site Size (ha)	3.3	3.3	3.3	3.3	3.0	6.3	3.3	3.0	6.3	3.3	3.3	38.4
Existing Site Area (ha)	0	0	0	0	1.6	0	0	2.44	0	0	0	4.0
Size of New Site (ha)	3.0	4.3	3.0	3.3	1.2	6.0	2.7	1.2	6.0	3.0	3.0	33.7
Land Cost/ha	\$5,833,333	\$6,046,512	\$6,000,000	\$5,151,515	\$5,833,333	\$3,833,333	\$7,407,407	\$4,166,667	\$5,666,667	\$7,000,000	\$6,000,000	\$6,127,596
Estimated Cost of Land	\$17,500,000	\$26,000,000	\$18,000,000	\$17,000,000	\$7,000,000	\$23,000,000	\$20,000,000	\$5,000,000	\$34,000,000	\$21,000,000	\$18,000,000	\$206,500,000

Total proposed acquisition sites (Eligible School Sites) = 11 (proposed acquisitions, including 2 site expansion, 7 new elementary school sites and 2 secondary school sites).
 Updated: July 30, 2019

CAPITAL PLAN
2020 / 2021

FEBRUARY 2020

SURREY, BC



LEGEND

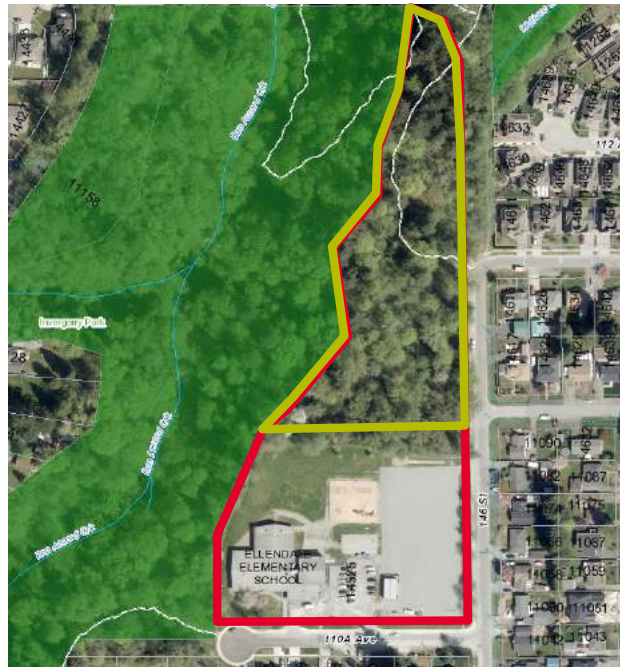
RETAIN

DISCUSSION

DISPOSITION

SITE #084

Ellendale Elementary



1	Recommendation:	DISPOSITION
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SALIENT PROPERTY DETAILS	
PID	011-134-402
CIVIC ADDRESS	14525 110A AVE Surrey V3R 2B4
ZONE CODE / DESCRIPTION	RA / One Acre Residential
POTENTIAL SURPLUS AREA (SF / ACRES)	179,757 SF / 4.13 acres
OCP	Urban
NCP	-

NOTES

- There is a park trail impacting most of the northern portion of the site
- The City of Surrey Parks Dept. may considers this site, however, an appraisal of the site may reveal that more value is possible.
- Potential for development exists but is likely limited to +1 acres. Surrounding lots are 7,500 sq. ft. so lot yield would be limited to 4-6 lots.
- Further site analysis required to determine if development is feasible.

BARNSTON ISLAND

Rural Acreage



2	Recommendation:	DISPOSITION
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SALIENT PROPERTY DETAILS

PID	011-048-875
CIVIC ADDRESS	430 Centre Road, Barnston Island, V4N 4K1
ZONE CODE / DESCRIPTION	Agriculture
POTENTIAL SURPLUS AREA (SF / ACRES)	43,560 SF / 1 acre
OCP	Lower Mainland Rural
NCP	Barnston Island

- NOTES**
- Barnston Island is a mostly rural island located in between Surrey and Maple Ridge, on the Fraser River
 - Access is provided by ferry only
 - The island's land is primarily dedicated as residential and agricultural
 - The 1 acre parcel of land appears to be unimproved and is located inland

SITE #074

City Central Learning Centre



3	Recommendation:	DISPOSITION
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SALIENT PROPERTY DETAILS

PID	005-559-545	000-584-053
CIVIC ADDRESS	13083 108 AVE Surrey V3T 2J2	13095 108 AVE Surrey V3T 2J2
ZONE CODE / DESCRIPTION	RF / Single Family Residential	RF / Single Family Residential
POTENTIAL SURPLUS AREA (SF / ACRES)	10,548 SF / 0.24 acres	9,597 SF / 0.22 acres
OCP	Urban	Urban
NCP	-	-

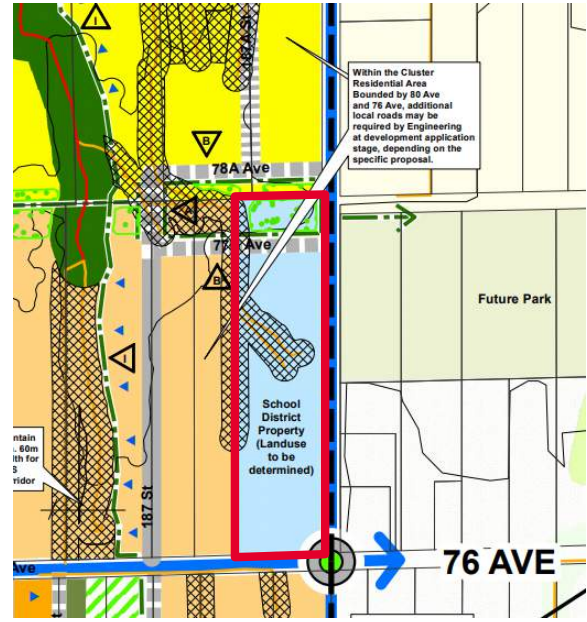
- NOTES**
- Two residential lots adjacent (south west corner) to the City Central Learning Centre.
 - Comparable sized lots in the range of 10,500 sq.ft., in the North Surrey Market are improved with two homes developed circa 1965 that are currently leased out.
 - These two lots are surrounded by smaller RF9 zoned lots.
 - There's a potential to subdivide the 2 lots into 4 lots to increase value.

CLAYTON OVERVIEW



SITE #217

New Elementary School Site in North Clayton Area



4	Recommendation:	DISPOSITION
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SALIENT PROPERTY DETAILS

PID	010-992-596
CIVIC ADDRESS	18789 76 AVE Surrey V4N 6C4
ZONE CODE / DESCRIPTION	General Agricultural Zone
POTENTIAL SURPLUS AREA (SF / ACRES)	410,634 SF / 9.43 acres
OCP	Urban
NCP	West Clayton

NOTES

- The northern portion of this lot appears to be inhibited by a proposed roadway, setbacks from the stream as well as from a Forest Preservation area will impact the site use.
- It is noted that some of this density may be transferable in the event the Parks Department acquires this portion of the site.
- Assuming 2.2 acres of unencumbered land to the South of the Property and deducting 20% for roadway allowance, we arrive at 1.8 usable acres.
- Assuming 4,500 sq.ft. lots we arrive at a yield of 17 lots
- **Servicing to the area may cause development delays of up to 6 years.**

NOTE: Sourcing may delay development timeline and therefore effect site value.

SITE #117

Laronde Elementary



5	Recommendation:	DISCUSSION
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SALIENT PROPERTY DETAILS

	PID 002-683-091
	CIVIC ADDRESS 1880 LARONDE DR Surrey V4A 9S4
	ZONE CODE / DESCRIPTION RA / One Acre Residential
	POTENTIAL SURPLUS AREA (SF / ACRES) 105,013 SF / 2.41 acres
	OCP Suburban
	NCP -

- NOTES**
- Assuming 7,500 sq.ft. lots, 2.41 acres of excess land (less 20% for road dedication) therefore lot yield would be approximately 11.
 - Development is possible but may be inhibited due to natural features and existing recreational use of forest.
 - An adjoining parcel to the north with same type of natural features has recently been subdivided.

SITE #151

Cambridge Elementary



6 Recommendation: DISCUSSION

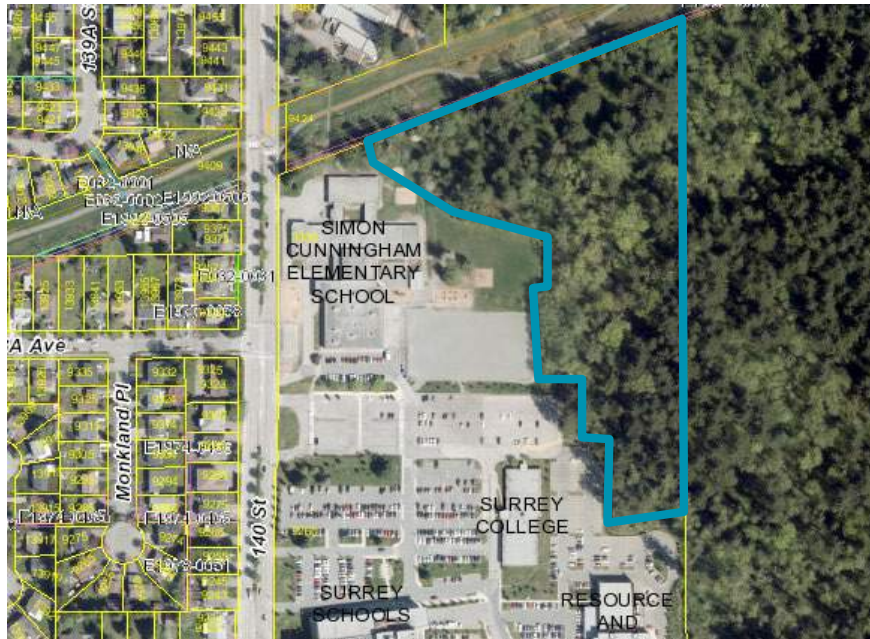
SALIENT PROPERTY DETAILS

PID	025-816-454
CIVIC ADDRESS	6115 150 ST Surrey V3S 3H7
ZONE CODE / DESCRIPTION	RA / One Acre Residential
POTENTIAL SURPLUS AREA (SF / ACRES)	87,123 SF / 2 acres
OCP	Urban
NCP	South Newton

- NOTES**
- Assuming 4,000 sq.ft. lots, 2 acres of excess land (less 20% for road dedication) lot yield would be approximately 13.
 - An additional 25% has been removed from these totals to allow for the inefficient layout of the site.
 - The forested area has some ecological value.
 - A residential subdivision is possible but may be difficult due to natural features and existing community recreational use of forest.
 - Further analysis of this site is required to determine development potential.

SITE #087 / #187

Surrey School Board Site



7	Recommendation:	DISCUSSION
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SALIENT PROPERTY DETAILS

PID 000-662-283

CIVIC ADDRESS 14033 92 AVE Surrey V3V 0B7

ZONE CODE / DESCRIPTION RA / One Acre Residential

POTENTIAL SURPLUS AREA (SF / ACRES) 387,500 SF / 8.9 acres

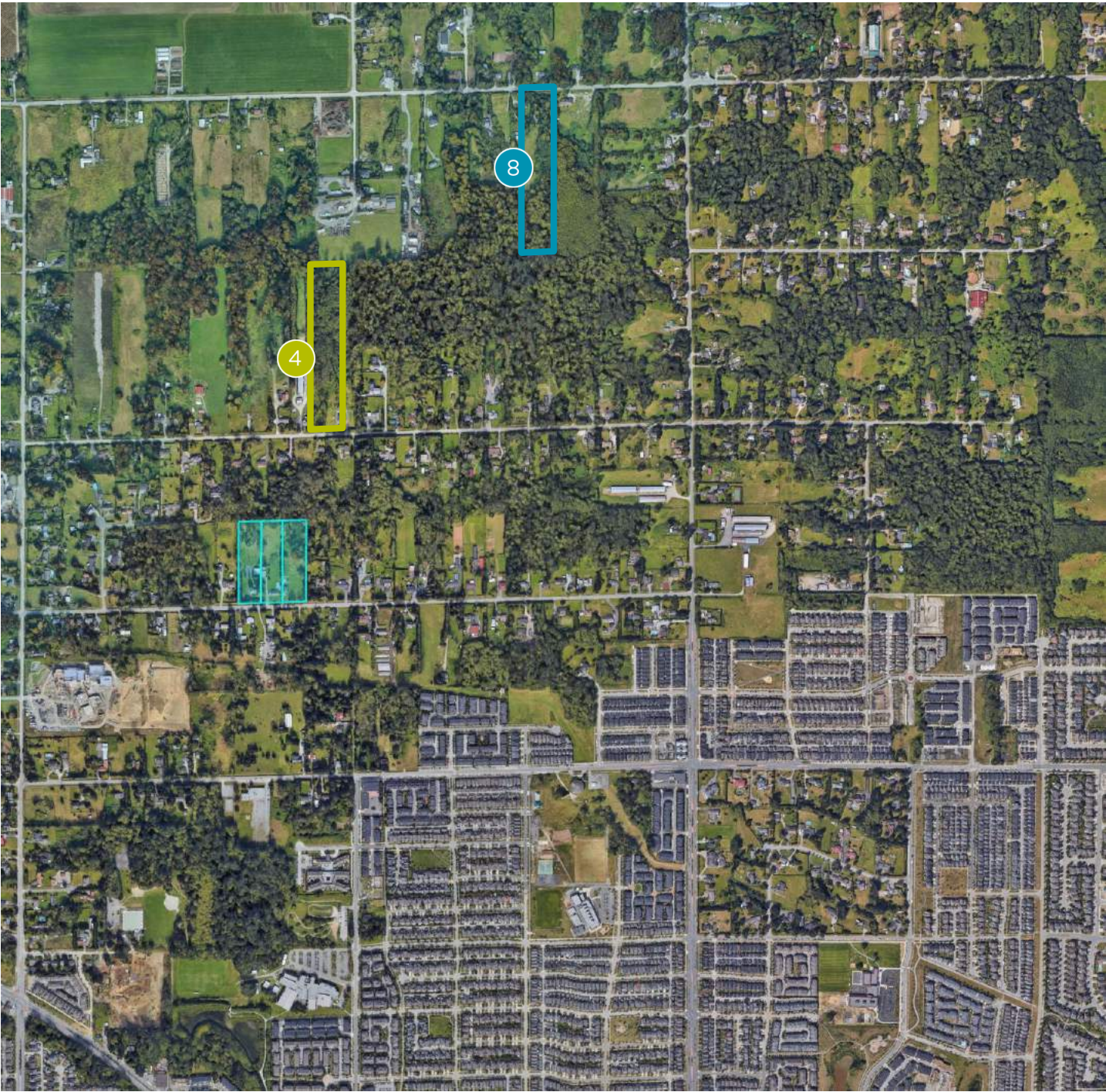
OC Mixed Employment (allows for a 1 - 1.5 FAR density)

NCP -

NOTES

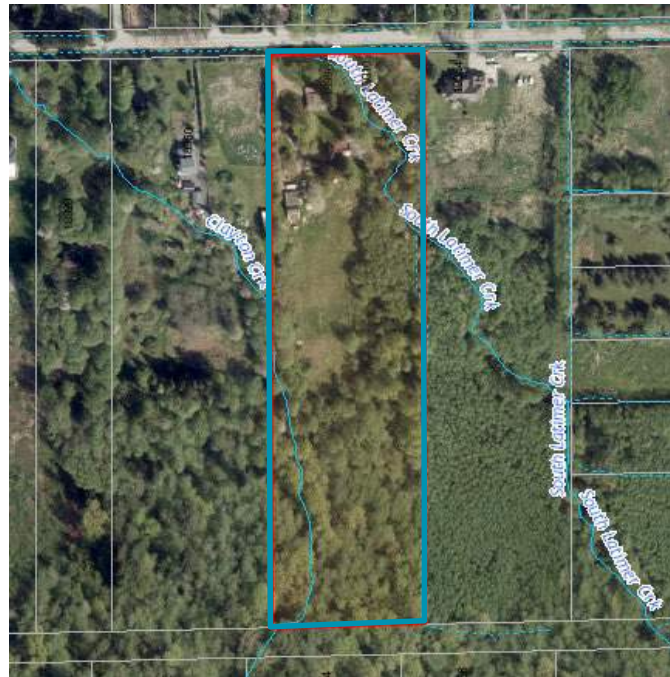
- Approximately 9 acres of forested area adjacent to Green Timbers Urban Forest Park.
- Assuming 7.1 usable acres
- Property is suitable for industrial use, however the value could increase dramatically if a higher density Business Park is considered.
- Possibility of Parks acquiring this parcel
- This site forms a portion of the existing School Board site – as such, any future development of the forested area would require access through the existing School Board lands.

CLAYTON OVERVIEW



SITE #215

New Elementary School Site in North Clayton Area



8	Recommendation:	DISCUSSION
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SALIENT PROPERTY DETAILS

PID	011-167-246
CIVIC ADDRESS	18996 & 19010 80 AVE Surrey V4N 4J1
ZONE CODE / DESCRIPTION	General Agricultural Zone
POTENTIAL SURPLUS AREA (SF / ACRES)	440,792 SF / 10.11 acres
OCP	Suburban - Urban Reserve
NCP	-

*Assuming 4 to 5 usable acres

- NOTES**
- Encumbered site
 - Planning Dept. recommended waiting to dispose of this site until the area NCP was approved, this is next door to the West Clayton NCP so several years away in terms of value maturation
 - Subdivision not required as the north property line is fronting a roadway.
 - The site is 10.11 acres in size and is impeded by both South Latimer Creek and Clayton Creek which, after setbacks, will have a significant impact on usable land and could increase should more land be deemed unusable following an environmental review.

SITE #002

South Port Kells Elementary



9	Recommendation:	RETAIN
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SALIENT PROPERTY DETAILS

PID	005-873-045
CIVIC ADDRESS	18995 87A AVE Surrey V4N 6E4
ZONE CODE / DESCRIPTION	RA / One Acre Residential
POTENTIAL SURPLUS AREA (SF / ACRES)	43,841 SF / 1 acre
OCP	Suburban - Urban Reserve
NCP	-

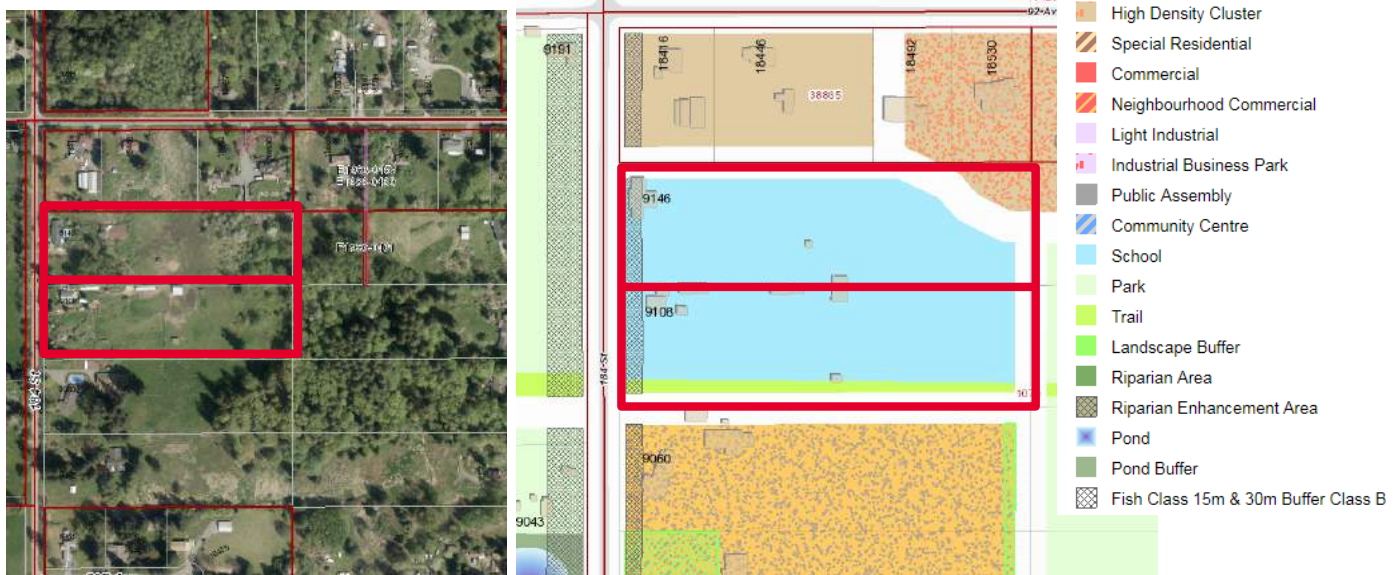
- NOTES**
- The NCP allows for 1 acre + lots, therefore the highest and best use would be the current RA zone.
 - This is a separate lot which is used as a playing field.
 - There is also a large playing field on the adjacent school property and this area may be surplus to the school's current needs. However, if the school is replaced or expanded in the future this area may be needed.
 - The future land use plan for Port Kells Village Area may result in densification and growth in the long run, requiring school expansion.
 - There are 3 new school sites in the Anniedale-Tynehead NCP General Land Use Plan area to accommodate planned growth. The City has indicated the Port Kells village area may require a land use plan in the future but is currently outside of the NCPs that have been adopted.

ANNIEDALE- TYNEHEAD OVERVIEW



SITE #204

New School Site



10

Recommendation:

RETAIN

SALIENT PROPERTY DETAILS

	PID 011-989-891	008-481-245
CIVIC ADDRESS	9146 184 ST Surrey V4N 3T4	9108 184 ST Surrey V4N 3T4
ZONE CODE / DESCRIPTION	RA / One Acre Residential	RA / One Acre Residential
POTENTIAL SURPLUS AREA (SF / ACRES)	218,125 SF / 5.01 acres	217,920 SF / 5.0 acres
OCP	Urban	Urban
NCP	Anniedale-Tynehead	Anniedale-Tynehead

NOTES

- Future potential school site.
- Sales in the surrounding area are becoming more frequent with the advancement of the Phase I Service Agreement through the City of Surrey
- Value ranges are based on recent 3-10 acre land sales in the past 6 months.
- This site will also be affected by streamside setback rules which could increase the amount of land lost to dedications.
- Of importance, is that fact that the site is flanked by medium and high density proposed development so, again, there should be more support for an increased price range as the time range to development is better understood.

SITE #209

Anniedale (West) - Vacant New Elementary School Site



11 Recommendation: RETAIN

SALIENT PROPERTY DETAILS

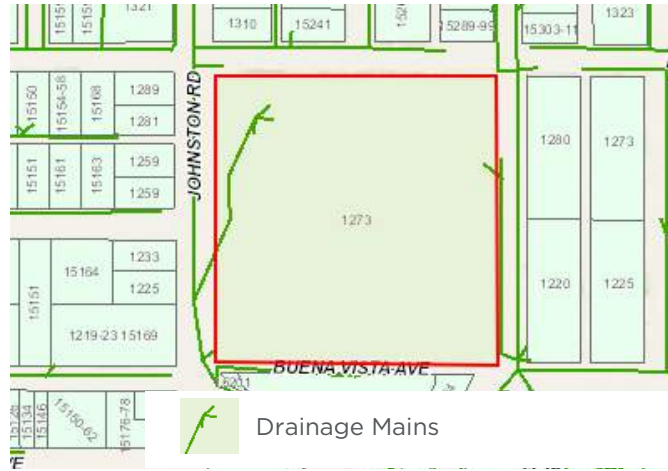
PID	002-273-292	001-663-216
CIVIC ADDRESS	17859 92 AVE Surrey V3V 0B7	17909 92 AVE Surrey V4N 3Y3
ZONE CODE / DESCRIPTION	RA / One Acre Residential	RA / One Acre Residential
POTENTIAL SURPLUS AREA (SF / ACRES)	217,686 SF / 4.98 acres	217,698 SF / 4.98 acres
OCP	Urban	Urban
NCP	Anniedale-Tynehead	Anniedale-Tynehead

NOTES

- A vacant new elementary school site, a portion of site may be surplus to school needs.
- Total site is 9.96 acres, approximately 2.5 acres is surplus.
- NCP designates this site as Community Centre - similar to park or school designations in the NCP, this particular designation has no intrinsic value from a development perspective.
- The lots to the immediate west of the saleable portion of the site have been designated as Special Residential (15-25 UPA density or up to a 0.99 FAR).
- This is town / rowhome density and this particular designation allows for work / live units.
- Additional land could possibly be acquired and the city could build a community centre with the school.

SITE #009

White Rock Elementary



12	Recommendation:	RETAIN
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SALIENT PROPERTY DETAILS

PID	026-188-899
CIVIC ADDRESS	1273 FIR ST White Rock V4B 1P8
ZONE CODE / DESCRIPTION	P-1 / Civic Institutional
POTENTIAL SURPLUS AREA (SF / ACRES)	82,301 SF / 1.89 acres (140 ft. x 595 ft.)
OCP	Institutional and Utility
NCP	-

- NOTES**
- Assuming approximately a 1.25 FAR we reach 102,876 buildable square feet (50% of this is usable density)
 - FDK modulars to be moved off the area highlighted above.
 - The site is approx. 140 ft. wide - at least 110 ft. would have to be maintained after setbacks to allow for development.
 - The City of White Rock has expressed interest in purchasing this land parcel.

SITE #016

Closed Grandview Heights Elementary



13	Recommendation:	RETAIN
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SALIENT PROPERTY DETAILS

PID	006-222-854
CIVIC ADDRESS	17561 20 AVE Surrey V3S 9N5
ZONE CODE / DESCRIPTION	RA / One Acre Residential
POTENTIAL SURPLUS AREA (SF / ACRES)	262,693 SF / 6.03 acres
OCP	Suburban - Urban Reserve
NCP	-

- NOTES**
- City Planning has indicated that this site would be considered for an up-zone to allow for 25 UPA Townhouse Density (the area NCP currently calls for 15 UPA).
 - Assuming a 10M setback from No.10 Highway and a 5M setback from 20th Avenue, the net usable area becomes 238,693 sq. ft.

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D10.0 FACILITY CONDITION INDEX

Facility Name	Gross Area	VFA Replacement Value	FCI
A. H. P. Matthew Elementary	3498.4	\$7,948,396	0.33
A. J. McLellan Elementary	2674	\$7,856,032	0.19
Adams Road Elementary	2513	\$9,120,194	0.05
Bayridge Elementary	2940	\$8,365,452	0.32
Bear Creek Elementary	4823	\$10,308,292	0.65
Beaver Creek Elementary	3945	\$8,267,111	0.46
Berkshire Park Elementary	3921	\$7,917,160	0.62
Betty Huff Elementary	4256	\$9,248,297	0.36
Bonaccord Elementary	4266	\$8,946,877	0.45
Bothwell Elementary School	2675	\$6,202,591	0.26
Boundary Park Elementary	2785	\$6,326,184	0.47
Bridgeview Elementary	2941	\$5,935,861	0.12
Brookside Elementary	3908	\$7,888,756	0.51
Cambridge Elementary	3665	\$9,738,338	0.03
Cedar Hills Elementary	3651	\$9,652,810	0.42
Chantrell Creek Elementary	3073	\$7,122,583	0.61
Chimney Hill Elementary	3870	\$10,387,999	0.09
Cindrich Elementary	4258	\$10,912,964	0.30
City Central Learning Centre	1837.3	\$4,526,340	0.42
Clayton Elementary	1599.9	\$4,528,654	0.48
Clayton Heights Secondary	10393	\$27,702,577	0.41
Cloverdale Learning Centre	747	\$1,269,377	0.20
Cloverdale Traditional School	2846.9	\$6,037,598	0.45
Coast Meridian Elementary	2440	\$6,611,728	0.09
Colebrook Elementary	2842	\$6,180,843	0.52
Cougar Creek Elementary	4433	\$9,229,360	0.52
Coyote Creek Elementary	4518.9	\$10,058,828	0.36
Creekside Elementary School	3450	\$7,495,162	0.42
Crescent Park Annex (36031)	256.1	\$793,496	0.62
Crescent Park Elementary	3482.5	\$7,337,047	0.66
David Brankin Elementary	6613.9	\$16,531,056	0.37
District Education and Conference Centre	11611	\$32,011,244	0.02
Dogwood Elementary	3642	\$8,464,597	0.48
Don Christian Elementary	3337	\$7,595,162	0.56
Dr. F. D. Sinclair Elementary	4210	\$8,163,557	0.44
Earl Marriott Secondary	15565	\$37,137,276	0.45
East Kensington Elementary	1254.2	\$3,146,384	0.54

Facility Name	Gross Area	VFA Replacement Value	FCI
Elgin Park Secondary	12591	\$35,212,741	0.42
Ellendale Elementary	1600.7	\$4,011,630	0.49
Enver Creek Secondary	13977	\$29,572,558	0.56
Erma Stephenson Elementary	3370	\$7,754,201	0.43
Fleetwood Park Secondary	12419	\$28,274,247	0.53
Forsyth Road Elementary	2850	\$5,998,074	0.31
Frank Hurt Secondary	14680	\$36,864,982	0.43
Fraser Heights Secondary	10393	\$30,828,287	0.32
Fraser Wood Elementary	3691	\$8,765,738	0.41
Frost Road Elementary	3780	\$9,217,551	0.48
George Greenaway Elementary	4083	\$9,225,353	0.43
Georges Vanier Elementary	4536	\$10,534,426	0.40
Goldstone Park Elementary	4238	\$11,042,191	0.03
Grandview Heights Elementary	2083	\$3,779,046	0.85
Green Timbers Elementary	4520	\$8,872,221	0.44
Guildford Park Secondary	15574	\$38,628,622	0.36
H. T. Thrift Elementary	2416	\$5,621,695	0.67
Halls Prairie Elementary	1433.9	\$3,490,191	0.67
Harold Bishop Elementary	3962	\$9,502,767	0.41
Hazelgrove Elementary	3321	\$8,111,245	0.04
Henry Bose Elementary	4175	\$10,158,400	0.51
Hillcrest Elementary	3215	\$8,840,739	0.35
Hjorth Road Elementary	2846.3	\$6,523,076	0.28
Holly Elementary	4083.7	\$8,380,143	0.38
Hyland Elementary	3712	\$8,185,347	0.35
Invergarry Adult Education Centre	2882	\$6,260,914	0.31
J. T. Brown Elementary	3083.3	\$6,149,464	0.46
James Ardiel Elementary	4256	\$10,192,711	0.48
Janice Churchill Elementary	3462	\$7,984,489	0.54
Jessie Lee Elementary	3660.7	\$8,340,465	0.61
Johnston Heights Secondary	15600	\$35,414,778	0.51
K. B. Woodward Elementary	4815.5	\$9,212,890	0.42
Katzie Elementary	4680	\$9,492,388	0.02
Kennedy Trail Elementary	3064	\$6,848,980	0.54
Kirkbride Elementary	3712	\$8,755,558	0.37
Kwantlen Park Secondary	11770	\$28,715,761	0.29
L. A. Matheson Secondary	14463.9	\$33,698,351	0.31

Facility Name	Gross Area	VFA Replacement Value	FCI
Laronde Elementary	3513	\$7,493,228	0.49
Latimer Road Elementary	3844	\$7,947,616	0.37
Lena Shaw Elementary	4751	\$11,008,623	0.52
Lord Tweedsmuir Secondary	14349	\$35,504,173	0.41
M. B. Sanford Elementary	4298	\$9,030,308	0.34
Maple Green Elementary	3912	\$9,244,475	0.36
Martha Currie Elementary	6874.9	\$14,435,722	0.49
Martha Jane Norris Elementary	3553	\$7,986,230	0.48
Mary Jane Shannon Elementary	3896.3	\$8,455,130	0.52
McLeod Road Elementary	1795.5	\$5,445,526	0.24
Morgan Elementary	2674	\$12,486,882	0.16
Mountainview Montessori	3058	\$5,328,871	0.60
Newton Elementary	4353	\$9,365,910	0.45
North Ridge Elementary School	3483	\$7,944,804	0.43
North Surrey Learning Centre	1591	\$3,212,926	0.24
North Surrey Secondary	13582	\$32,881,756	0.46
Ocean Cliff Elementary School	2794	\$6,895,167	0.59
Old Yale Road Elementary	3734.9	\$8,910,544	0.41
Pacific Heights Elementary	2669	\$8,288,908	0.19
Panorama Park Elementary	2873	\$9,360,650	0.46
Panorama Ridge Secondary	15187	\$32,449,465	0.17
Peace Arch Elementary	3188	\$8,506,805	0.42
Port Kells Elementary	1781.6	\$3,971,378	0.46
Prince Charles Elementary	4261.2	\$8,295,188	0.57
Princess Margaret Secondary	14208	\$30,968,468	0.33
Queen Elizabeth Secondary	16476	\$39,557,063	0.38
Ray Shepherd Elementary	3671	\$7,002,133	0.66
Riverdale Elementary	3925.3	\$8,107,143	0.53
Rosemary Heights Elementary	3457	\$8,354,601	0.03
Royal Heights Elementary	2,996	\$8,429,418	0.51
École Salish Secondary	17661	\$40,546,644	0.00
Semiahmoo Secondary	15187	\$42,932,581	0.47
Semiahmoo Trail Elementary	2778	\$7,234,809	0.30
Senator Reid Elementary	4095	\$8,665,008	0.43
Serpentine Heights Elementary	3607	\$14,129,501	0.54
Simon Cunningham Elementary	5345	\$11,709,583	0.50
South Meridian Elementary	2540	\$6,443,771	0.57

Facility Name	Gross Area	VFA Replacement Value	FCI
Strawberry Hill Elementary	4681	\$10,689,723	0.37
Sullivan Elementary	1943.5	\$5,112,224	0.32
Sullivan Heights Secondary	10395	\$39,173,103	0.33
Sunnyside Elementary	3939	\$10,286,840	0.03
Sunrise Ridge Elementary	2540	\$7,388,489	0.39
Surrey Centre Elementary	3104	\$8,023,209	0.23
Surrey Traditional School	6288.5	\$13,111,256	0.43
T. E. Scott Elementary	2815.1	\$9,661,334	0.19
Tamanawis Secondary	11720	\$27,250,041	0.51
Thomas G. Ellis District Facilities Maintenance Centre	6369	\$13,619,583	0.54
W. E. Kinvig Elementary	3878	\$8,306,808	0.64
Walnut Road Elementary	3914	\$10,023,588	0.36
Westerman Elementary	3923	\$9,286,724	0.40
White Rock Elementary	3440	\$9,006,857	0.06
William F. Davidson Elementary	4230	\$9,758,822	0.41
William Watson Elementary	3010	\$7,092,274	0.42
Woodland Park Elementary	3668	\$8,135,135	0.55
Woodward Hill Elementary	3450	\$9,390,143	0.03

SURREY SCHOOLS

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PLANNING FOR GROWTH

The Surrey School District is the largest and fastest growing district in the province.

CURRENT STATE 2020/21



FUTURE STATE 2029



There is an overwhelming need for additional space to accommodate new and current elementary and secondary students in their neighbourhood schools

The City of Surrey's population is projected to increase by over 262,000 people in the next three decades. Based on these projections one in four residents of Metro Vancouver will live in Surrey by 2046.

RESPONDING TO GROWTH

The district is taking an aggressive three-pronged approach to respond to this rapid growth:

1. Meet the space demands of our K-12 programs by creating new permanent enrolling space for students in their neighborhoods through:

- Phasing out portables by creating new schools and adding additions to existing schools.
- Acquiring appropriate sites for schools to meet long-term enrolment demand.

Our work will continue to build on our policies to locate schools within the neighbourhoods they serve, ensuring that diverse programming is accessible to all students, and support school capacities to provide inclusive education and safe, welcoming and sustainable student cultures.

2. Provide appropriate, dedicated space to support student learning through partnerships with public and institutional partners.

Education begins before kindergarten and extends beyond graduation. Providing dedicated spaces that support pre-school and post-secondary programs is fundamental to our educational plan. It is critical that, when working with these partners, our commitment to providing the much-needed physical space is also sustainable.

3. Coordinate efforts to address growth.

We have established a Capital Project Office which brings together the City of Surrey, The Ministry of Education, and the Surrey School District to plan, design and recommend approval of projects. This alignment means that the three key players are all at the table at the same time. This office streamlines our efforts and leverages resources.

LEGEND

- UNDER CONSTRUCTION**
Projects that are currently in design and construction stage.
- PLANNED**
Projects that are currently in concept plan and PDR stage.
- PROPOSED**
Projects that are included in the 2021/22 Five-Year Capital Plan.

ELEMENTARY		SECONDARY	
	Under Construction (Addition)		Under Construction (Addition)
	Under Construction (New)		Under Construction (New)
	Planned (Addition)		Planned (Addition)
	Planned (New)		Planned (New)
	Proposed (Addition)		Proposed (Addition)
	Proposed (New)		Proposed (New)

