

that report.

On March 1, 2004 Council considered Corporate Report No. L005 entitled "Neighbourhood Concept Plans in South Port Kells" and approved the recommendations of that report which directed staff as follows:

1. *As early as is practical in the current planning process for South Port Kells, to establish rational boundaries for neighbourhoods that will form the basis for the preparation of Neighbourhood Concept Plans ("NCPs") in the area; and*
2. *To bring forward for Council's consideration, a Terms of Reference for the preparation of an NCP for the Anniedale area once appropriate boundaries for such an NCP have been established and the General Land Use Plan for the South Port Kells area has been sufficiently defined.*

Since December 2003, City staff has been working with a Citizen Advisory Committee ("CAC") and other community and agency stakeholders toward creating a General Land Use Plan for South Port Kells, based on the Terms of Reference approved by Council. Following several community meetings, and substantial work and deliberation among the CAC members and others, two land use options were developed and presented to the community at Open Houses, held on June 22 and 23, 2004. Since that time, staff has compiled all of the public input received and have worked with the CAC in the development of a "preferred" land use concept and land use and development policies which, once refined, will be presented to the public at a final Open House to be held in the spring of 2005. The "preferred" draft land use concept plan is contained in Appendix I and the draft policies are documented in Appendix II.

DISCUSSION

Summary of Public Consultation Activities

The formal public consultation process for South Port Kells commenced in November 2003 with a "kick-off" public meeting, the establishment of a CAC, data gathering, an environmental overview of the entire area and a community exercise designed to identify land use opportunities and constraints. Heritage and agricultural inventories and opportunities were identified through separate consultant studies and City staff undertook a detailed analysis of existing land uses in the area. Engineering staff provided background information related to engineering servicing opportunities and constraints. All of this information was presented to the community at Open Houses on March 22 and 25, 2004. At those Open Houses, the public was asked to confirm that the background information was accurate. Comments were also solicited from the public regarding opportunities and issues in South Port Kells. Three separate newsletters about the General Land Use Plan and planning process were also distributed throughout the community to attempt to reach all residents/owners and make them aware of the General Land Use Plan process and advise them of means by which to communicate their views and opinions to City staff and the CAC.

Based on the thorough research and visioning process, land use options were generated and reviewed by the CAC. As indicated above, two land use options were presented to the public at Open Houses in June 2004. In addition, staff met with an array of community stakeholders, area residents, interest groups, technical stakeholders, School District staff, first Nations and others. A chronological list of the main stakeholder meetings held to date is included in Appendix III.

Plan and Policy Development

A CAC was established at the outset of the planning process in November 2003. The purpose of the CAC is to bring local knowledge to the planning process, to work cooperatively in the interests of the South Port Kells Community, and to act as a liaison between South Port Kells residents and property owners and City staff. The CAC consists of about 49 property owners and alternates that were selected by area residents and landowners from 10 geographic precincts in the Plan area. The CAC also includes representatives from the neighbouring areas in the Agricultural Land Reserve ("ALR") and two community associations. It has met 10 times, to date. The commitment and diligence demonstrated by the CAC members has been very commendable. Many of the members have spent significant effort and time in soliciting the views of their constituencies and bringing those views forward to meetings with City staff.

Planning principles and objectives for South Port Kells were identified through discussions with the CAC, through consultation with City and external stakeholders and through public consultation. These planning objectives provided direction for preparing the draft General Land Use Concept.

The Preferred Land Use Concept

The preferred land use concept that is illustrated in Appendix I, envisages South Port Kells as a complete community with

commercial nodes, a business area, a mix of residential densities, community facilities, schools, parks, pathways and protected areas. It is proposed that South Port Kells have its own identity and community focus by having neighbourhood school/park sites, community halls, commercial and institutional uses integrated within three "village centres" located in the Tynehead area, the Anniedale area and the historic Port Kells Village area.

To provide local employment opportunities, a comprehensively designed workplace/employment centre is proposed to be focused on the "triangle" bordered by Highway No. 1, Highway No. 15 and the new Golden Ears Road, running parallel to 96 Avenue. This "business centre" is proposed to extend easterly along Highway No. 1 toward 192 Street.

It is proposed that the pastoral ambiance of South Port Kells be maintained through the retention, wherever possible, of watercourses, trees and vegetation of environmental significance, through respect for the adjacent ALR, through protection of key view corridors of mountains and the lowlands and through the retention of lower densities in the vicinity of the Latimer and Serpentine Rivers. A modified grid road system combined with greenways will enable residents to walk or cycle to all of the main schools, parks, services and facilities. The projected population at full build out, subject to detailed planning and the preparation of NCPs under the proposed General Land Use Plan, is expected to be 11,700 to 15,500.

Although there are several outstanding issues that remain to be resolved as identified below, the preferred land use concept (Appendix I) is generally supported by staff and by the CAC and there is agreement that it is ready to be presented to the public for comments. Consequently, staff is planning to host a public open house to present the preferred land use concept and related policies to the public in May 2005.

Proposed NCP Boundaries

In accordance with Council's direction to establish rational boundaries for neighbourhoods that will form the basis for the preparation of NCPs in South Port Kells, proposed boundaries have been delineated and are illustrated in Appendix IV. It is recommended that these boundaries be reviewed by the community-at-large at the Open House to be held this spring. These boundaries are based on the following:

- Three distinct neighbourhoods and a business centre are identified for the establishment of more detailed NCPs;
- Each NCP area, Anniedale (A and B), South Port Kells and Tynehead, is proposed to have a neighbourhood commercial centre;
- A majority of the owners in the Anniedale area have submitted a petition to the City to proceed with an NCP for their area;
- The boundaries are based on logical barriers, such as a major highways;
- The boundaries provide for the location of future school/park sites centrally within each of the proposed NCP areas; and
- In part, the boundaries are based on the potential for and sequencing of engineering services and infrastructure, particularly sanitary sewer services.

Terms of Reference for the First NCP (Area A - Anniedale)

Council has directed City staff to bring forward a Terms of Reference for the preparation of an NCP for the Anniedale area once appropriate boundaries for such an NCP have been established and the General Land Use Plan for the South Port Kells area has been sufficiently defined.

The owners of properties in the Anniedale neighbourhood, particularly in and adjacent to the "triangle", have expressed a strong desire to move forward quickly on an Anniedale NCP. The rationale is that their properties will be heavily impacted by a new arterial road that is to be constructed through their community in conjunction with the new bridge across the Fraser River (the Golden Ears Connector). The owners have a general desire for a change in land use, more in keeping with their unique location that will be surrounded by three busy highways (Highway No. 1, Highway No. 15 and the proposed highway/arterial connector to the Fraser River crossing).

A preferred land use concept has been developed that, subject to resolution of a few outstanding items, is supported by the CAC. Similarly, boundaries for NCP preparation have been established and are supported by the CAC. On this basis, staff has commenced the drafting of a Terms of Reference for use in preparing an NCP for Anniedale Area A. These Terms of Reference will be forwarded to Council by way of a separate Corporate Report, complete with recommendations, within the next month.

Outstanding Issues Related to the Completion of the South Port Kells General Land Use Plan

A number of issues have not been fully resolved and will be further addressed through the remainder of the General Land Use

Plan preparation process. They are described below:

1. **Traffic circulation and access:**

A significant outstanding issue is that of traffic circulation and transportation access. As noted earlier in this report, the study area is impacted by new transportation initiatives such as the Golden Ears Crossing and related connector roadways, the Federal Border Infrastructure Improvement program and the Highway No. 1 widening project. Projects such as the Golden Ears Connector and the widening of Highway 15, in association with the Border Infrastructure program, threaten to limit access to properties in the study area. This includes the Anniedale "triangle", particularly, and throughout the study area in general. City staff has convened several meetings with the three senior transportation agencies and, to date, there is no clear direction on the specifics pertaining to access points to the area and intersection details. Designs for Highway No. 1 and Highway No. 15 or for the new Golden Ears Connector, have not yet been confirmed. To expedite these decisions and to develop a local transportation circulation system within the South Port Kells community, the City is in the process of engaging the services of a transportation consultant to work with these agencies, City staff and the CAC to resolve these issues. The study will recommend a general transportation system for South Port Kells, including pedestrian and cycling networks, designed to meet the objectives of all stakeholders.

2. **The limits of the proposed Urban and Business Centre designations:**

The limits of the Urban and Business Centre designations that are contained within the preferred land use concept have not been fully resolved, particularly, in the area west of Harvie Road and south of 92 Avenue. A more in-depth analysis of the slopes, potential building requirements and the delineation of the future "Anniedale B" neighbourhood and the future "Port Kells" neighbourhood (see map in Appendix IV) needs to be undertaken to assist in finalizing such designation boundaries.

3. **The size of the proposed neighbourhood commercial "village" centres:**

The size of the proposed neighbourhood commercial centres in each of the Port Kells, Anniedale and Tynehead areas need to be defined. This will primarily occur in conjunction with an NCP process for each area. Some refinement may also occur as a result of a commercial/industrial needs analysis for South Port Kells, which is proposed to be undertaken in association with the preparation of the first NCP in South Port Kells (Anniedale Area A).

4. **The width and configuration of the Business Centre designation along Highway No. 1 from about 184 Street to Harvie Road:**

The area and dimensions of the subject Business corridor along the south side of Highway No. 1 need to be confirmed. City staff is in the process of conducting an analysis that will act to rationalize the boundary of this area and will include consideration in relation to future road access.

5. **The mix of business land uses within the "triangle" needs to be refined:**

Land use designations within the triangle will be impacted by the availability of access from the surrounding roads and will be based on a commercial/industrial needs analysis that will be undertaken.

6. **Residents along Bothwell Drive (in the west section of the plan area) continue to express their view that the area west of Bothwell Drive should be designated for Urban land uses:**

City staff, in consultation with the environmental consultant and through discussions with the CAC, maintain that the subject area west of Bothwell Drive is best suited for lower density residential uses (i.e., Suburban densities), due to the presence of the Serpentine River and its tributaries on these lands, the potential for flooding on the lands and the location of the lands relative to the ALR.

Servicing and Transportation

The engineering work associated with the General Land Use Plan, to date, has only addressed overall servicing constraints and opportunities and how they relate to phasing of the various potential neighbourhoods within the Plan area. Servicing strategies will be developed after the proposed land uses within the General Land Use Plan area have been endorsed. The servicing strategies being developed as part of the General Land Use Plan will form the basis for detailed servicing plans that will be prepared as part of the NCP process for each NCP area. Servicing concept maps presented at open houses and meetings are attached to this report in Appendix V. General policies respecting servicing are documented in Appendix II.

As mentioned above, a transportation consultant will be retained by the City to provide a conceptual transportation road network for the future build-out of South Port Kells. The development of a conceptual transportation network will allow staff to address outstanding access and intersection issues, particularly as they relate to the adjacent provincial and regional road network. Once

the conceptual network has been developed, staff will be in a position to verify and refine the appropriateness of the land use concept, particularly in those areas discussed in the previous section of this report. Only general information on the roadway system has been presented to the CAC and discussed with the public at the Open Houses. A modified grid road system and general greenway/pathway systems have been proposed to facilitate walking and cycling through the community and to all the main schools, parks, amenities and facilities.

A more refined definition of the major roads will be presented to the public in conjunction with the preferred land use concept plan. The local road network and standards will be developed as part of the NCP planning work.

Next Steps

Subject to Council approving the recommendations of this report, City staff will host an Open House in the next couple of months at which the preferred Land Use Concept Plan, related policies and general engineering servicing strategies will be presented to the public for final comments. Staff will use the input from the Open House to further refine the Land Use Concept Plan, the related policies and the engineering servicing strategies and at the same time will continue to work toward resolution of a few other outstanding issues, as described previously in this report. Once these refinements are completed a Corporate Report will be prepared that will be forwarded to Council, along with the Final South Port Kells General Land Use Plan, for consideration of adoption.

CONCLUSION

Based on the above discussion, it is recommended that Council authorize staff to present to the public at an Open House, the "preferred" General Land Use Concept Plan for South Port Kells, as illustrated in Appendix I, the policies related to this General Land Use Concept Plan, as documented in Appendix II and generalized engineering servicing strategies in support of the development of the South Port Kells area.

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General Manager
Planning and Development

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Attachments

Appendix I	Preferred Draft Land Use Plan
Appendix II	Draft Land Use and Development Policies
Appendix III	Chronology of Major Consultation Activities Undertaken to Date
Appendix IV	Proposed NCPs for South Port Kells
Appendix V	Servicing and Infrastructure Conceptual Maps



Appendix I

Appendix I

Appendix II

**South Port Kells General Land Use Plan
Draft Land Use and Development Policies
(reviewed by the South Port Kells CAC on December 15, 2004)**

Community Structure and Character Policies

- 1) The South Port Kells area has been planned as a complete community with three village centres, a business area, a mix of residential densities, community facilities, schools, parks, pathways, and protected areas as outlined below:
 - a) South Port Kells will have its own identity and community focus by having school/park sites, community halls and commercial and institutional uses integrated within three "village centres" located in the Tynehead area, the Anniedale area and the historic Port Kells Village area.
 - b) The area is intended to provide local employment opportunities with a comprehensively designed workplace/employment centre located within the "triangle" bordered by Highway #1, Highway #15 and the new Golden Ears Road running parallel to 96 Avenue. This "business centre" will also extend easterly along Highway #1 toward 192 Street.
 - c) The South Port Kells community will be self-contained in that the residents will be able to obtain everyday shopping items, and attend to their recreational and social needs within the boundaries of their neighbourhoods.
 - d) The pastoral ambiance of South Port Kells will be maintained through the retention, wherever possible, of watercourses, trees and vegetation of environmental significance, respect for the adjacent Agricultural Land Reserve, protection of key view

corridors of mountains and the lowlands and the retention of lower densities in the vicinity of the Latimer and Serpentine Rivers.

- e) A modified grid road system combined with greenways will enable residents to walk or cycle across the community to all of the main schools, parks, services and facilities.
- f) The projected population at full build out, subject to detailed planning and the preparation of Neighbourhood Concept Plans ("NCPS), of the proposed General Land Use Plan is expected to be between 11,700 and 15,500.

- 2) Three distinct neighbourhoods are identified for the establishment of more detailed Neighbourhood Concept Plans. Urban development will not proceed until such plans have been completed through a further public consultation process and have been approved by Council. At that time, issues such as the type and form of development and the details of transition areas along the Agricultural Land Reserve, urban areas and low-density/rural areas will be addressed in detail.
- 3) Buffering and a transition in density adjacent to the Agricultural Land Reserve and the existing one-acre subdivisions will be defined through the NCP processes. Transitions in density will be defined at the NCP stage, through means including:
 - a) Gradual changes in the size of lots from large to small;
 - b) Compatible frontage widths for lots facing each other along a street;
 - c) Building designs that are compatible in height and massing for buildings facing each other along the street;
 - d) Landscaped buffers designed to provide for a compatible transition in density; and
 - e) Other means determined through the NCP process.
- 4) A variety of housing types are proposed for South Port Kells, including suburban lots, regular single-family lots, small lots, and multiple residential forms of development. It is anticipated that there will be in the range of 2,600 to 5,100 dwelling units of varying types that will ultimately be developed over time.
- 5) The highest residential densities will generally be located adjacent to Tynehead Regional Park along the south side of 96 Avenue and south of the proposed "business centre" along the future Golden Ears Connector road. Due to the nature of existing development and the presence of a significant creek system, the southeast area of South Port Kells will remain generally suburban in nature, with the exception that urban development will be considered in the area north west of the South Port Kells Village west of Harvie Road. Similarly, the most westerly area of South Port Kells near 168 Street and the ALR boundary will remain suburban in nature, again due to the presence of the Serpentine River system and proximity to the ALR.
- 6) Consideration will be given to the transfer of densities and/or the clustering of development to protect significant stands of trees, protect areas of environmental sensitivity, to work with site topography, and to provide for adequate buffer areas. Tree surveys will be undertaken by qualified professionals in advance of the design of development proposals.

Schools, Parks and Community Amenities

- 1) In addition to the existing South Port Kells Elementary School and Park, up to 3 additional elementary schools and a secondary school are planned for the general South Port Kells area. Elementary schools will be associated with neighbourhood parks. The precise location of the schools/parks, of approximately 5.3 ha (13 acres) in size, will be determined at the NCP stage.
- 2) The provision of park space will be based on the following areas per 1000 new residents:
 - 5 acres for City parks
 - 2 acres for community parks
 - 1.5 acres for neighbourhood parks
 - 4 acres for nature preserves and linkages
- 3) Port Kells Park will be retained and enhanced and be connected with the community through linkages and open space corridors.
- 4) Development on and adjacent to the GVRD lands on the north side of 96 Avenue, particularly development at the intersection of 96 Avenue and Highway #15 will be coordinated with the GVRD through the NCP process.
- 5) Storm water detention ponds will be constructed as community amenities and features or as natural park areas.
- 6) Pedestrian/bicycle greenways will be located along the Terasen Gas right-of-way south of 96 Avenue and along the toe of the slope on the south side of the plan area. Pedestrian links to parks, neighbourhood village centres, and other special features in the area will

be defined at the NCP stage.

- 7) The capital costs of constructing neighbourhood amenities and new police, fire, and library facilities will be borne by new development in accordance with the City's NCP amenity contribution practices.

Environment and Agriculture Policies

- 1) A broad environmental study of the South Port Kells area has revealed that there are several significant forest blocks and watercourses, which should be protected as development occurs in the area. The most significant forest block is located mostly in the ALR at the southern edge of the Plan area between 176 Street and 180 Street. Another significant treed area is located west of 176 Street north of 92 Avenue.
- 2) There are a number of fish bearing watercourses, which will be protected through the application of development setbacks. City staff will be examining alternative methods (e.g. gross density zoning, density bonusing, cluster zoning, alternative design standards, etc.) during the detailed Neighbourhood Concept Plan process, toward achieving the protection of the identified environmentally sensitive areas while at the same time, permitting some form of adjacent development.
- 3) Based on the findings and recommendations contained in the environmental study, through the NCP processes, Surrey will:
 - a) Develop a habitat management plan to identify environmentally sensitive areas or features that should be protected, restored, replaced or enhanced, as appropriate to retain habitat diversity and compliment other planning objectives.
 - b) Encourage development strategies that are environmentally sensitive, such as housing which clusters development on the least environmentally sensitive portion of a site.
 - c) Encourage the identification of linear park opportunities that also preserve natural vegetation, provide secondary wildlife preservation areas, link other habitat features, and/or provide buffers to residential neighbourhoods.
 - d) Consider the creation of development permit areas to set conditions and vary or supplement the City's bylaws for the protection of specific environmental features.
 - e) Incorporate the principles of sustainable development, including innovative servicing, storm water management, and road standards as proven effective.
- 4) Development will be designed to ensure that the potential impacts of water runoff from upland areas on agricultural lands will be mitigated.
- 5) The policies in Surrey's Official Community Plan, which promote compatibility between the Agricultural Land Reserve (ALR) and non-agricultural land uses, will be applied. This includes the use of buffers and land uses that are compatible with farm operations; considering significant grade changes, major roads, and natural features such as watercourses to ensure an appropriate transition between non-agricultural and ALR uses; and having suburban lots/densities adjacent to ALR land.

Phasing Policies

- 1) The first NCP to be prepared in South Port Kells will be the area south of Highway #1 and east of 176 Street known as the "triangle" area. The process may also encompass the larger Anniedale neighbourhood. Subsequent NCPs will be prepared over time in accordance with the feasibility of servicing these NCPs, transportation management considerations and the ability of owners/developers in these areas to "front-end" the costs of development.
- 2) In general, no development can occur until a large sewer main is constructed by the GVRD north of the Plan area near the Fraser River that will provide sanitary sewer service to the area.

Transportation

NOTE: This section is incomplete pending the results of a traffic impact analysis and further discussion with transportation agencies.

- 1) City staff will continue to work with and bring together the three transportation agencies undertaking improvements and additions to the road network affecting South Port Kells. Ensuring good access to lands within South Port Kells will continue to be a priority.
- 2) A modified grid road system in new development areas will be combined with a system of pathways and greenways which will enable residents to walk or cycle to and between all of the main schools, parks, services and facilities.

- 3) Transportation systems within NCP areas will be designed to encourage walking, to slow down traffic, and to discourage through-traffic from using local residential roads.

Servicing and Infrastructure

- 1) The water system will be designed to provide for:
 - a) Water main looping to ensure a reliable water supply and fire flow protection for all properties.
 - b) Utilization of some interim servicing options available with existing infrastructure will be considered so long as water supply can be ensured including fire flows. Interim strategies will only be considered if they do not delay the ultimate plan.
 - c) Supply to higher pressure water zones will be supported by pump stations, and supply to lower pressure zones will occur through gravity lines from GVRD connections at 164 Street and 96 Avenue and through a system of Pressure Reducing Valves.
- 2) Sanitary Sewer Servicing will be designed to ensure the lowest life cycle costs, (i.e., maximizing areas to be serviced by gravity sewer and minimizing the use of pump stations and related pumping costs. Lot layouts should be planned to have no rear or side yard services. Road layouts should be such that services can be provided by gravity flow. Staging should be planned so that no properties would be "land locked" from connecting to the City's services. Interim servicing strategies may be considered at owners/developers expense as long as ultimate servicing is not encumbered or delayed as a result.
- 3) Drainage plans will be developed to minimize impacts related to land use changes (i.e., runoff quality and quantity), and:
 - a) Impact mitigation strategies will be developed to reflect the environmental sensitivity of the plan area and downstream watercourses.
 - b) Existing soil conditions will be considered in developing impact mitigation strategies.
 - c) Specific drainage criteria will be developed to ensure an appropriate level of service while meeting environmental preservation objectives.
 - d) Site planning criteria will be developed at the NCP stage to encourage the maintenance of the pre-development hydrology.

Pedestrian and Bicycle Circulation (Linkages)

- 1) In keeping with the concept of a complete community and to ensure that the future residents of South Port Kells can easily access all of the main facilities in South Port Kells, an extensive pedestrian/bicycle circulation system is proposed. In addition to major linkages between neighbourhood school/park sites and civic amenities/facilities, the existing gas transmission right-of-way will be utilized as a major east-west greenway connecting South Port Kells with Fleetwood to the west and Langley Township to the east.

Incorporation of Sustainable Development Principles, Standards and Practices

- 1) The City has a priority to ensure that Surrey's new urban communities incorporate the principles of sustainable development. South Port Kells presents an ideal opportunity to implement the principles of sustainability by introducing standards and development practices consistent with global and regional sustainability objectives. It is proposed that the detailed Neighbourhood Concept Plan process for the three NCP areas in South Port Kells be expanded to explore, among other things, innovative servicing, storm water management, road standard and neighbourhood planning ideas.

**South Port Kells General Land Use Plan
Chronology of Major Consultation Activities Undertaken to Date**

Date	Type of Meeting	Purpose
November 5, 2003	Public Meeting	<ul style="list-style-type: none"> • Introduction to planning process • Selection of CAC members
November 24, 2003, 5-6 pm	Meeting with Sub-Area A Residents	<ul style="list-style-type: none"> • To address resident concerns and issues regarding the CAC
November 24, 2003, 7-8 pm	Meeting with Sub-Areas C and D Residents	<ul style="list-style-type: none"> • To address resident concerns and issues regarding the CAC
November 25, 2003	Meeting with Sub-Area F Residents	<ul style="list-style-type: none"> • To address resident concerns and issues regarding the CAC
December 1, 2003	Meeting with Sub-Areas I & J Residents	<ul style="list-style-type: none"> • To address resident concerns and issues regarding the CAC.
December 17, 2003	CAC Meeting	<ul style="list-style-type: none"> • Introductory meeting providing information on CAC roles and responsibilities, meeting logistics, and communications with residents • Overview of planning process
February 12, 2004	Agricultural Workshop	<ul style="list-style-type: none"> • To seek input and comments on agricultural issues in South Port Kells (SPK) from Surrey's Agricultural Advisory Committee, the CAC's ALR representatives, and other interested parties
February 25, 2004	CAC Meeting	<ul style="list-style-type: none"> • Presentation and discussion of environmental review • Presentation and discussion of servicing overview
March 11, 2004	Meeting with Commercial/Industry Professionals	<ul style="list-style-type: none"> • Discussion with commercial/industry experts regarding commercial and industrial opportunities and constraints within SPK
March 18, 2004	CAC Meeting	<ul style="list-style-type: none"> • Update and review of transportation issues in SPK

		<ul style="list-style-type: none"> • Presentation of agricultural review results
March 22, 2004	Open House #1 (at Port Kells Hall)	<ul style="list-style-type: none"> • To present to the public planning principles, issues, land use analyses, opportunities, challenges, and data collected to date for SPK • To gather input from the public on the information presented
March 25, 2004	Open House #2 (at Tynehead Community Hall)	<ul style="list-style-type: none"> • To present to the public planning principles, issues, land use analyses, opportunities, challenges, and data collected to date for SPK • To gather input from the public on the information presented
April 1, 2004	Heritage Workshop #1	<ul style="list-style-type: none"> • Workshop with Surrey's Heritage Advisory Committee, residents, and other interested parties to review the heritage aspects of SPK
April 20, 2004	CAC Meeting	<ul style="list-style-type: none"> • Update on the open house results and on heritage issues • Committee protocol for next planning phase (facilitator selected to assist in the visioning process) • Brainstorming session: opportunities, constraints, and ideas for SPK
April 22, 2004	Heritage Workshop #2	<ul style="list-style-type: none"> • A follow-up to the first Heritage Workshop • To present and gather comments on preliminary heritage recommendations for SPK
May 11, 2004	CAC Meeting	<ul style="list-style-type: none"> • Introduction to CAC revised terms of reference (CAC roles and protocol) • General overview and discussion of preliminary land use options
May 28, 2004	Meeting with Sub-Area A Residents	<ul style="list-style-type: none"> • Initiated by a request from property owners in Sub-Area A to discuss with Planning and Engineering Staff the future of their area and development potential
June 16, 2004	CAC Meeting	<ul style="list-style-type: none"> • Review of givens, issues, and areas of agreement. Overview of revised land use options for discussion in "break-out" groups. • To gather CAC comments on the revised

		land use options
June 22, 2004	Open House #1	<ul style="list-style-type: none"> To allow the public to review, discuss, and comment on the two land use proposals for SPK
June 23, 2004	Open House #2	<ul style="list-style-type: none"> To allow the public to review, discuss, and comment on the two land use proposals for SPK
July 14, 2004	CAC Meeting	<ul style="list-style-type: none"> Presentation of CAC comments on the revised land use options from previous CAC meeting Preliminary report on the June Open House results (comment sheets)
July 15, 2004	Inter-Agency Transportation Meeting	<ul style="list-style-type: none"> Meeting with the various transportation agencies (Gateway, Fraser River Crossing, Hwy 15/Border Improvement Project) To provide an update of the SPK planning process and preliminary land use plan options To receive an update on the status of transportation agencies' projects
September 2, 2004	Environmental Issues and Watercourses Meeting	<ul style="list-style-type: none"> Meeting with Ken Lambertsen and property owners in SPK to discuss environmental issues and watercourses in SPK.
September 9, 2004	Meeting with the Triangle Residents of South Port Kells	<ul style="list-style-type: none"> To hear property owner and resident views on future land uses and issues in the triangle area To provide an update on the status of major transportation projects that may have an impact on the triangle area
September 16, 2004	Meeting with Port Kells Village Petitioners	<ul style="list-style-type: none"> To hear views on the proposed land use options in the Port Kells village/Latimer area To provide a brief overview of the environmental constraints brought about by the various streams found in Port Kells
September 20, 2004	Inter-Agency Transportation Meeting	<ul style="list-style-type: none"> To provide an update of the SPK planning process To receive a report on the modeling and analysis results of the 96 Ave, Hwy 15, and Hwy 1, as well updates on the Fraser River Crossing, Gateway Project, and Highway 15/Border Improvement Project
September 23, 2004	Meeting with Sub-Area's A & B Petitioners	<ul style="list-style-type: none"> To hear property owner and resident views on future land uses and issues in the area To provide an overview of existing conditions in sub-areas A and B and the area's environmentally sensitive due to the presence of various streams To provide an explanation of servicing constraints for the area

October 13, 2004	CAC Meeting	<ul style="list-style-type: none"> • Update on the planning process and transportation issues • Final report on the open house results • Overview and discussion of the revised land use option
October 14, 2004	Meeting with the Township of Langley	<ul style="list-style-type: none"> • To discuss potential border issues between Surrey and Langley regarding the SPK general land use planning process
November 29, 2004	Inter-Agency Meeting	<ul style="list-style-type: none"> • To provide an update of the SPK planning process • To receive a demonstration of the modelling and analysis forecasts for Hwy 15, 96 Ave, the South Fraser Perimeter Road, and Hwy 1 • To receive an update on the status of the Fraser River Crossing (192 St/Harvey Road design), Gateway Project, and Hwy 15/Border Improvement Project • To receive an update on the status of Tynehead Park (GVRD)
December 15, 2004	CAC Meeting	<ul style="list-style-type: none"> • Stakeholder meetings update • Transportation issues update • CAC comments on the draft land use option • Overview and discussion of proposed neighbourhood (NCP) boundaries • Introduction to land use and development policies for South Port Kells
February 2, 2005	CAC Meeting	<ul style="list-style-type: none"> • Presentation on cluster housing concept • Overview of CAC likes and dislikes of the draft land use concept from the previous CAC • Comments from CAC members on proposed neighbourhood boundaries

Appendix IV

**South Port Kells General Land Use Plan
Proposed Neighbourhood Concept Plan ("NCP") Boundaries**



Appendix V

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