

authorized staff to present to the public the "preferred" General Land Use Concept Plan for South Port Kells, the policies related to this General Land Use Concept Plan and generalized engineering servicing strategies for the South Port Kells area.

An Open House was held on April 11, 2005, at which time the public was invited to view and make comments and suggestions about the preferred General Land Use Plan and related information. Since the Open House, staff has compiled all of the public input received and has made minor modifications to the preferred land use concept and policies, based on the public input.

DISCUSSION

Overview

The General Land Use Plan for South Port Kells, attached as Appendix I, is a culmination of a one and one-half year planning and community consultation process. The Plan reflects the ideas, suggestions and input received from the South Port Kells community and the South Port Kells CAC. The Plan also reflects technical input by government agencies, the Surrey School District, environmental, heritage and engineering consultants, and others. The General Land Use Plan consists of a land use concept, policies related to the land use concept and generalized engineering servicing strategies for the South Port Kells area.

The Plan is focussed on ensuring that South Port Kells develops as a comprehensively planned community, providing existing and new residents the opportunity to live, work and play in a high quality, healthy and livable community. This community will consist of a business area and a series of residential neighbourhoods designed to preserve the natural environment, take advantage of South Port Kells' historical and natural attributes and to be economically sustainable.

The Plan will also be used to guide the preparation of NCPs for each neighbourhood within South Port Kells. Detailed policies and plans contained in the subsequent NCPs will be based upon the land use concept and policies contained in the General Land Use Plan.

The Recommended Land Use Concept

The land use concept (Figure 1 in Appendix I – the General Land Use Plan), envisages South Port Kells as a complete community with local commercial nodes, a business area, a mix of residential densities, community facilities, schools, parks, pathways and protected areas.

South Port Kells will have its own identity and community focus through well-designed and located neighbourhood school/park sites, community halls, commercial and institutional uses integrated within three "village centres" located in the Tynehead, Anniedale and the historic Port Kells Village areas.

To provide local employment opportunities, a comprehensively designed workplace/employment centre is proposed to be focused on the "triangle" bordered by Highway 1, Highway 15 and the new Golden Ears Connector, which runs on the south side of, and parallel to, 96 Avenue. This "business centre" may also extend easterly along Highway 1, toward 192 Street, depending on a detailed review at the NCP stage of planning.

The pastoral ambiance of South Port Kells will be maintained through the retention, wherever possible, of watercourses, trees and vegetation of environmental significance, through respect for the adjacent Agricultural Land Reserve ("ALR"), through protection of key view corridors of the mountains and lowlands, and through the retention of lower densities in the vicinity of the headwaters of Latimer Creek and the Serpentine River. 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 approximately 17,000.

The land use concept is generally supported by the CAC and a majority of the community.

The Plan's Supporting Policies

Policies to support the land use concept have been developed through work with the CAC and other stakeholders. These policies, coupled with the land use concept, reflect the broad policy considerations contained in Surrey's Official Community Plan ("OCP"), and provide detail about how the land use concept will be realized as NCPs are undertaken and as South Port Kells develops over the next 10 to 20 years. The policies are organized around the following policy areas:

1. **Community Structure and Character:** These policies set the overall community framework, establish three connected, but self-contained neighbourhoods, each having a "village" centre, a school, parks and commercial and community amenities;
2. **Residential:** These policies describe the various types of residential development envisaged for South Port Kells, including suburban residential, single family, cluster housing, multiple family and mixed-use residential/commercial uses. Clustered forms of housing are to be located on the slopes, within treed areas and beside the ALR. Suburban densities will remain in the vicinity of the Latimer and Serpentine River systems and also along the ALR. 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;
3. **Buffering and Land Use/Density Transitions:** These policies pertain to how buffers and cluster development will be used to protect the ALR and how transitions from higher to lower densities may occur, subject to details being confirmed at the NCP planning stage;
4. **Village Areas:** These policies describe the three new neighbourhoods in South Port Kells and note that the size and mix of land uses in the village centres will be determined and design guidelines will be prepared at the NCP stage;
5. **Business Centre:** These policies relate to the establishment of a business centre adjacent to Highway 1 and explain that the business centre may extend east of 184 Street, depending on site conditions and access. The size and precise land uses will be determined at the NCP stage, along with the resolution of transportation issues respecting access for the business centre areas;
6. **Schools, Parks and Community Amenities:** These policies indicate that two new elementary school/park sites are required to support the new population in South Port Kells. They outline the amount of park space required and refer to establishing the size and locations of parks in connection with the NCP planning process. Further, a general pedestrian/bicycle circulation plan is illustrated, including a major greenway along the Terasen Gas right-of-way which runs in an east/west orientation through South Port Kells and connects to Fleetwood and Guildford;
7. **Environment and ALR Protection:** These policies refer to ALR and water course protection and environmentally significant areas in South Port Kells and indicate how they might be protected through measures set by the NCP processes;
8. **Community Heritage:** These policies indicate that heritage features and community history will be protected and incorporated into the design and character of the new neighbourhoods;
9. **General Transportation:** These policies establish the main transportation network and explain the outstanding regional and local road issues that need to be addressed through further transportation planning at the NCP planning stage; and
10. **General Servicing and Infrastructure:** These policies establish conceptual engineering servicing strategies for sanitary sewer, water and drainage.

Planning and Public Consultation

The formal public consultation process for South Port Kells commenced in November, 2003 and has since been extensive and transparent. A CAC was established at the outset of the planning process. The CAC brought local knowledge to the planning process, worked co-operatively in the interest of the South Port Kells community, and acted as a liaison between South Port Kells residents and property owners and City staff. The CAC (full members

and alternates) consisted of about 49 property owners, selected by area residents and landowners from 10 geographic precincts in the Plan area. The CAC also includes representatives from the neighbouring properties in the ALR, the Tynehead and Port Kells Community Associations and the Anniedale Residents' Group. City staff was impressed with the hard work of the CAC members, who attended more than 10 CAC meetings throughout the course of the planning process and served as a liaison to their respective areas. City staff also met, over the course of the planning process, with an array of community stakeholders, area residents, interest groups, technical stakeholders, School District staff, first Nations and others.

Four public meetings/open houses were held throughout the process to allow the public to have input and make suggestions on the background information and the various land use options and policies prepared by City staff. A final Open House was held on April 11, 2005, at which a "preferred" land use concept and related policies were presented. Appendix II contains a detailed description of the planning and consultation process.

Public Open House on April 11, 2005

A final Public Open House on the preferred Land Use Plan was held at the Port Kells Community Hall on April 11, 2005. This Open House was attended by approximately 391 residents and other interested parties. A questionnaire was distributed and, to date, 99 responses have been received. Of the responses, 57% expressed support for the Land Use Plan, 30% did not support the plan, and 13% neither supported nor opposed the plan. Respondents indicated support for various aspects of the plan, most frequently mentioning the overall plan concept of a compact/complete community, maintaining lower densities in environmentally sensitive areas, the concept of heritage village centres, the idea of development, the protection of environmentally sensitive areas, and the presence of parks and greenbelts.

Respondents also noted aspects of the land use plan that they propose need improvement or change. In some areas, there was a desire for higher residential densities. Some expressed the desire for the removal of perceived excess "business centre" designation (particularly in the area east of the triangle), concerns about the proposed "truck route", the status of the intersection/interchange at 92 Avenue and Harvie Road, environmental concerns (particularly, concern for the removal of mature trees), access into the triangular-shaped business centre area, and the desire to maintain the status quo.

As a result, a number of modifications have been made to the final version of the Plan, which include a more generalized proposed alignment of the "truck route/service road" adjacent to Highway 1, additional policies regarding aspects which must be taken into account in providing for business uses between 184 Street and Harvie Road and the removal of 187A Street as a through street.

Items related to transportation and access that were raised at the open house will be addressed further through a transportation study that is currently taking place in relation to access for the business centre area and through detailed planning that will occur as part of the preparation of NCPs in South Port Kells.

Implementation

Urban development will not proceed in South Port Kells until NCPs have been completed and approved by Council. The NCP preparation process will include further extensive public consultation processes. At that time, issues such as the type and form of development and details regarding transition areas will be addressed in significant detail.

The first NCP being prepared in South Port Kells is in the area of Anniedale, adjacent to Highway 1. The timing and development of subsequent NCPs will be dependent on the City's resources, the motivation and interest expressed by property owners and on the need for the City to accommodate growth within its urban boundaries. One significant constraint on development in South Port Kells is the need for the construction of a large sewer main by the GVRD in the Port Kells area, north of Highway 1, along the Fraser River. This sewer main is expected to be under construction by 2007.

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 detailed planning for the South Port Kells area that will occur at the NCP preparation stage, incorporate the principles of sustainable development.

Some Specific Issues to be Resolved Through the Preparation of NCPs

In addition to the determination of precise land uses, densities, local road locations, funding and design considerations, there are a number of issues that will need specific attention during the NCP processes. These issues are described below.

1. **Traffic Circulation and Access:** A significant outstanding issue is that of traffic circulation and transportation access. The South Port Kells area is impacted by new transportation initiatives such as the Golden Ears Crossing, the Federal Border Infrastructure Improvement program (Highway 15 widening) and the Gateway Program (Highway 1 widening and interchange redesign). Some of these projects limit access to properties in South Port Kells, particularly in the Anniedale area. The main issue of concern is access along the Golden Ears Connector and Highway 15, where it is important that access be provided to allow reasonable development to occur in South Port Kells;

To ensure that there will be an adequate local transportation circulation system within the South Port Kells community, the City has engaged the services of a transportation consultant to work with the senior transportation agencies, City staff and the community to resolve these issues. The transportation study will assist in the design of a local transportation network to serve this community, as well as the resolution of adequate access from regional roads and provincial highways for properties in South Port Kells.;

2. The mix of business land uses within the "triangle" (bounded by Highway 1, Highway 15 and the Golden Ears Connector) needs to be refined. Land use designations in this area will be impacted by accessibility to the area and by a commercial/industrial needs analysis;
3. The extent of the proposed business centre designation in the area west of Harvie Road needs to be confirmed, based upon 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 (Figure 2 in Appendix I). The width and configuration of the business centre designation, south of Highway 1 from about 184 Street to Harvie Road, needs to be confirmed through the NCP process for the Anniedale area. This will also include a more detailed analysis of the proposed east-west service road along the south side of Highway 1, which would provide access to these lands;
4. The area of the neighbourhood commercial "village" centres in Port Kells, Anniedale and Tynehead need to be defined. The area of these commercial or mixed-use areas will be determined in conjunction with an NCP process for each area. Some refinement may occur as a result of a commercial/industrial needs analysis for South Port Kells, which is being undertaken in connection with the preparation of the first NCP (Anniedale Area A); and
5. The symbols indicating the need for schools and parks on the land use concept are general in nature. The exact location, size and nature of the schools and parks in South Port Kells will be determined at the NCP stage.

Some Outstanding Community Concerns

For the most part, owners have supported the land use designations and the fact that detailed density allocations will be determined at the NCP planning stage. There were two issues debated throughout the general land use planning process where a complete agreement of the CAC and landowners could not be reached.

Several residents along Bothwell Drive (at the westerly end of the plan area) continue to express the view that the area west of Bothwell Drive should be designated for Urban land uses. City staff, in consultation with an environmental consultant, DFO and significant representation from the CAC, maintain that the area is best suited for lower densities (i.e., Suburban) due to the presence of the Serpentine River and its tributaries on these lands, the potential for flooding and its location adjacent to the ALR. The Land Use Concept shows this area as a location for development of half acre gross density residential uses, consistent with overall City policy and to protect the environmental sensitivity of the area.

While there is general support for the business centre area in the triangle adjacent to Highway 1, some area residents continue to prefer that all industrial and business activity remain north of Highway 1 in Port Kells.

Next Steps

Upon approval of the General Land Use Plan, a community newsletter will be prepared and forwarded to all property owners and Associations in South Port Kells to advise of the approval and contents of the General Land Use Plan.

Ongoing studies and deliberations, regarding access and the regional road system will continue and work will continue on the first NCP in South Port Kells, the Anniedale Business Centre area.

CONCLUSION

The extensive planning and public consultation process related to the development of a General Land Use Plan for South Port Kells is now complete. The South Port Kells CAC, the community at large and government and other stakeholders have had input and reviewed the various land use concepts. A "preferred" land use concept was presented to the public at a final Open House on April 11, 2005 and has been modified to reflect comments received from the public. As evidenced by the comments received at the final Open House, the General Land Use Plan is supported by a majority of the community and the CAC, as well as by City staff and other stakeholders.

The South Port Kells General Land Use Plan will implement the goals and objectives established for the City in its OCP and address the desire to create complete communities and safe and sustainable neighbourhoods.

Based on the above, it is recommended that Council approve the General Land Use Plan for South Port Kells, as contained in Appendix I to this report.

Murray Dinwoodie
General Manager
Planning and Development

FW/kms/saw

Attachments:

Appendix I South Port Kells General Land Use Plan (Land Use Concept and Policies)
Appendix II Compendium of the Planning Process and Public Consultation

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South Port Kells

General Land Use Plan

ACKNOWLEDGEMENTS

The City of Surrey would like to thank and gratefully acknowledge the contributions of the following individuals and organizations that participated in to the preparation of the General Land Use Plan for South Port Kells.

The City extends a special thanks to Mabel Bishop (Tynehead Community Association) for her hard work and dedication in hosting the Citizen Advisory Committee and other meetings throughout the planning process, and for providing information about the history of the area. Mabel is a great asset to her Community.

The South Port Kells Citizen Advisory Committee

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Richard Buhler	Betty Hausermann	Fred Noordam
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PURPOSE OF THIS DOCUMENT

This General Land Use Plan for the South Port Kells area of Surrey is a culmination of a one and one-half year planning and community consultation process, coordinated by staff of the City of Surrey. This document reflects the ideas, suggestions and input received from the South Port Kells community, with review and input from the South Port Kells Citizen Advisory Committee (the "CAC"). It also reflects requirements and technical input by government agencies, the School District, environmental, heritage and engineering consultants, and other stakeholders.

The purpose of the land use plan and policies in this document is to provide an overall planning framework that will act as a guide for the preparation of Neighbourhood Concept Plans ("NCP"s) that will allow for the servicing, development and build-out of South Port Kells as a comprehensively planned community. South Port Kells will be a community that will provide existing and new residents with the opportunity to live, work and play in a high quality, healthy and livable community. This new community will consist of several cohesive, vital and sustainable neighbourhoods, designed with respect for the natural environment and for the historical and natural attributes of the South Port Kells area.

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1.0 South Port Kells General Land Use Plan and Policies

1.1 Overview of the Land Use Concept

The land use concept illustrated in *Figure 1*, envisages South Port Kells as a complete community with local commercial nodes, a business area, a mix of residential uses and densities, community facilities, schools, parks, pathways and protected areas.

South Port Kells will have its own identity and community focus through well-designed and well-located neighbourhood school/park sites, community halls and commercial and institutional uses integrated within three "village centres" located in the Tynehead, Anniedale and the historic Port Kells village areas.

To provide local employment opportunities, a comprehensively designed workplace/employment centre is proposed to be focused on the "triangle" bordered by Highway 1, Highway 15 and the new Golden Ears Connector Road which runs parallel to and on the south side of 96 Avenue. This "business centre" may also extend easterly along Highway 1 toward 192 Street, depending on a detailed review at the next stage of planning.

The pastoral ambiance of South Port Kells will be maintained through the retention, where reasonable, of watercourses, trees and vegetation of environmental significance, through respect for the adjacent Agricultural Land Reserve ("ALR"), through protection of key view corridors of the mountains and 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 community 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 approximately 17,000.

Figure 1: South Port Kells Land Use Concept



1.2 Land Use Policies – Community Structure and Character

- a. South Port Kells will have its own community identity and focus by having school/park sites, community halls, commercial uses and institutional uses integrated within three "village centers" located in the Tynehead area, the Anniedale area, and the Port Kells Village area.
- b. South Port Kells will be comprised of three distinct neighbourhoods as well as a business/commercial area as identified in *Figure 2* for the purpose of more detailed NCPs. Urban development will not proceed until such plans have been completed, including further public consultation processes and approval by Council. At that time, issues such as the type and form of development and the details of adequate transition areas between the ALR, urban areas and low density/rural areas will be addressed in detail.
- c. The three new neighbourhoods in South Port Kells will be known as Anniedale [A (Business Centre) and B], Tynehead and Port Kells. Each will have a neighbourhood commercial focus and a centrally located school/park site.
- d. The South Port Kells community will be self-contained in that residents will be able to obtain everyday shopping items and participate in recreational and social activities within the boundaries of their neighbourhoods.
- e. The pastoral ambiance of South Port Kells will be maintained through the retention, where reasonable, of watercourses, trees and vegetation of environmental significance, respect for the adjacent ALR, protection of key view corridors of mountains and the lowlands, and the retention of lower densities in the vicinity of Latimer Creek and the Serpentine River.
- f. 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.
- g. The projected population at full build out of South Port Kells, subject to detailed planning and preparation of NCP, is expected to be approximately 17,000. There will be approximately 5,700 dwelling units of varying types at full-build-out, which will occur over the next 15 to 20 years.

Figure 2: NCP Areas in South Port Kells

1.3 Land Use Policies – Residential (Cluster housing, single family, multiple family and mixed-use residential/commercial)

- a. There will be a variety of housing types in South Port Kells, including suburban lots, single-family lots, small lots and multiple-family residential forms of development.
- b. 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.
- c. 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, except that urban development will be considered in the area northwest of the Port Kells Village, west of Harvie Road. The most westerly area of South Port Kells near 168 Street and the ALR boundary, will remain suburban in nature, due to the presence of the Serpentine headwaters and proximity to the ALR.
- d. Consideration will be given to cluster housing forms at urban densities in certain locations identified in the land use concept. This designation involves the clustering of development in order to protect significant stands of trees, to protect areas of environmental sensitivity, to work with site topography, to protect the ALR and to provide for adequate buffer areas. Tree surveys will be undertaken by qualified professionals in the preparation of NCPs to determine the portions of the sites, which are most suitable for development. Zoning and other mechanisms to accommodate clustered forms of development will also be determined at the NCP stage.
- e. To accommodate the gradual change in densities over the long-term, several existing one-acre subdivision enclaves are identified as "future multiple residential" on the land use concept. This means

that they may be developed in the future at multiple-family densities, depending on the motivation of the property owners and other circumstances that may change over time. Until the time of planned and coordinated redevelopment, these areas will remain as suburban enclaves.

- f. Within the village centre areas, residential units may be incorporated into mixed use developments, with local commercial uses, at locations and in a form/density determined at the NCP stage.

1.4 Buffering and Land Use/Density Transition Policies

- a. Suburban residential densities will generally be located adjacent to the ALR. The details of buffering and density transitions adjacent to the ALR and adjacent to existing one-acre subdivisions, will be defined through the NCP processes.
- b. Where cluster residential is located adjacent to the ALR, there will be substantial open space left undeveloped to ensure the protection of the ALR and any sensitive slopes and soils. The cluster housing areas adjacent to the ALR are a departure from Council's policies for one acre lots adjacent to the ALR. The policies are proposed to respect slope conditions, provide for a wider buffer and provide for an equal or better degree of separation between urban and ALR lands.
- c. Transitions in land use and density may be achieved through means identified at the NCP stage, which may include:
 - Gradual changes in the size of lots from large to small;
 - Compatible frontage widths for lots facing each other along a street;
 - Building designs that are compatible in height and massing for buildings facing each other along a street;
 - Landscaped buffers designed to provide for a compatible transition in land use or density; and/or
 - Other means determined through the NCP process.

1.5 Land Use Policies - Village Commercial Areas

- a. The three new neighbourhoods in South Port Kells will each have a "village centre" comprised of a mix of local commercial services, community amenities and residential development. The name identification of each of these village centres will be determined in consultation with the community at the NCP stage and may be based upon historical neighbourhood development. For the purposes of the General Land Use Plan, the neighbourhoods are known as Anniedale, Tynehead and Port Kells.
- b. The size of the village centres and the precise mix of land uses and densities will be determined at the NCP stage. This determination may involve a commercial needs and land requirement analysis.
- c. Urban design guidelines to define the character and design of the village centres, including the buildings, public spaces and roads will be prepared in conjunction with the NCPs.

1.6 Land Use Policies - Business Centre

- a. To provide local employment opportunities, a comprehensively designed workplace/employment centre will be located within the "triangle" bordered by Highway 1, Highway 15, and the new Golden Ears Connector Road.
- b. This "business centre" may also extend easterly along Highway 1, toward 192 Street, depending on site conditions, the existence of slopes and environmentally sensitive lands, and the availability of access/egress from the regional road system. A service road will service lands east of the "triangle"

and a bridge or overpass will cross the Golden Ears Connector on the south side of Highway 1. This also may require lengthening the proposed tunnel/bridge under Highway 1.

- c. The size, extent and range of uses in the "business center" will be confirmed through the NCP process. The precise mix of business uses (i.e., commercial, industrial, office) will be determined at the NCP stage and may require a commercial/industrial needs analysis to be undertaken at that time.
- d. The types and location of the business land uses will also, in part, be determined as access and egress conditions in the area are resolved through transportation studies, the NCP process and as the plans for regional road improvements are refined.

1.7 Land Use Policies - Schools, Parks and Community Amenities

- a. In addition to the existing Port Kells Elementary School and park, two additional elementary schools will be located in the general areas indicated on the land use concept map. Elementary schools will be associated with neighbourhood parks. The precise location of each of the schools/parks, of approximately 5.3 hectares (13 acres) in area, will be determined at the NCP stage. Each new NCP area will require a school/park site.
- b. A new secondary school is planned to serve the South Port Kells and North Clayton areas. Ultimately, a site will be selected to serve the area between 72 Avenue and Highway 1, east of 168 Street and west of 196 Street, as determined by Surrey School District #36.
- c. The provision of park space in South Port Kells will be based on the following areas of park per 1,000 estimated new residents:
 - 5 acres for City parks;
 - 2 acres for community parks;
 - 1.5 acres for neighbourhood parks; and
 - 4 acres for nature preserves and linkages.

For illustrative purposes, based on the projected population in South Port Kells, there may be the following approximate areas devoted to parks:

- 60 - 80 acres for City parks;
- 24 - 32 acres for community parks;
- 18 - 24 acres for neighbourhood parks; and
- 48 - 64 acres for nature preserves and linkages.
- d. Port Kells Park will be retained and enhanced, and will be connected with the community through linkages and open space corridors.
- e. Storm water detention ponds, if and where necessary, will be constructed as community amenities and features or as natural park areas.
- f. A plan showing the general pedestrian/bicycle circulation system and connections within South Port Kells is illustrated in *Figure 3*. A major east/west pedestrian/bicycle greenway 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, and will be integrated with the trail system around the GVRD's Tynehead Park. The location and design of additional pedestrian/bicycle links to parks, neighbourhood village centres and other special features in the area will be defined at the NCP stage.
- g. The capital costs of developing the public parks and pathways will be determined at the NCP stage and will be paid for through amenity contributions and Development Cost Charges ("DCC"s), as per established City policy.

Figure 3: Plan Showing General Pedestrian/Bicycle Circulation System



1.8 Land Use Policies - Environment and ALR Protection

- a. A broad environmental study of the South Port Kells area has revealed that there are several significant forest blocks and watercourses that 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. These potentially sensitive areas will be further evaluated at the NCP stage and appropriate measures will be incorporated in the NCP to preserve and enhance areas defined as environmentally significant.
- b. *Figures 4 and 5* respectively, depict the potential environmentally significant features and wildlife habitat areas and the main vegetation blocks in South Port Kells.
- c. There are a number of watercourses that will be protected through the application of development setbacks in accordance with Federal Fisheries, Provincial and City policies and regulations.
- d. To achieve protection of the identified environmentally sensitive areas, while permitting some form of adjacent development, alternative development methods (e.g. gross density zoning, density bonusing, cluster zoning, alternative design standards, etc.) will be explored during the NCP process.
- e. Based on the findings and recommendations contained in the environmental study, the following will be undertaken through the NCP processes:

- Development of habitat management plans 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;
 - Encouragement of development strategies that are environmentally sensitive, such as housing which clusters development on the least environmentally sensitive portion of a site;
 - 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;
 - Consideration of the creation of development permit areas to set conditions and vary or supplement the City's bylaws for the protection of specific environmental features;
 - Incorporation of the principles of sustainable development, including innovative servicing, storm water management, and road standards as proven effective in other areas of the City; and
 - Design of development to mitigate the potential impacts of water runoff from upland areas on agricultural lands.
- f. The policies in Surrey's OCP and other Council policies, which promote compatibility between the ALR and non-agricultural land uses, will be applied. This includes the use of buffers and land uses that are compatible with farm operations; consideration of significant grade changes, major roads, and natural features such as watercourses in determining measures to ensure an appropriate transition between non-agricultural and ALR uses.

Figure 4: Wildlife Habitat Map



Figure 5: Environmentally Sensitive Areas Map



1.9 Community Heritage Policies

- a. A study of the heritage features and characteristics of South Port Kells was undertaken as part of the process of preparing this General Land Use Plan. *Figure 6* identifies the significant heritage resources, which have been identified in South Port Kells.
- b. Priority will be given to incorporating the heritage features and community history into the design and character of the three new neighbourhoods. Design and character guidelines will be prepared during the NCP processes to accomplish the preservation and retention of heritage buildings and features in Tynehead, Anniedale and Port Kells historical centre.
- c. Local history and heritage groups will be consulted during the NCP process to ensure that the important heritage character and buildings in the area are adequately addressed and that the desired community character is achieved.
- d. The heritage study made five recommendations as follows:

(1) Conserve two Heritage Precincts

Concentrate heritage conservation activity in two areas -the old centre of Port Kells, where there is the greatest concentration of identified resources, and the area surrounding Tynehead Community Hall. Develop Heritage Conservation Area controls with special design guidelines.

(2) Retain Heritage Register Sites

The most crucial sites for conservation have been identified through the Heritage Register evaluation process. All sites on the Heritage Register should be targeted for retention.

(3) Preserve Other Sites of Heritage Value as Possible

For other identified sites, preservation would be achieved when possible. This could involve an array of conservation options, based on the level of meaningful conservation that can be achieved. Given the proposed level of redevelopment, it is expected that few of these resources will actually be

preserved, and if they are, likely the building will be preserved but the context will be altered.

(4) Documentation and Commemoration

As some of these modest resources will disappear within the context of new development, they should be documented as to the standards described in this study, and commemorated where possible through an interpretation plan.

(5) Heritage Interpretation

The history of the area can be celebrated in a number of ways, which may include:

- Interpretation of First Nations history, based on on-going consultation and further archaeology and research;
 - Re-enforcement of historic neighbourhood boundaries;
 - Re-introduction of historic street names; and
 - Use of pioneers' family names whenever possible.
- e. Priority will be given to incorporating the heritage features and community history into the design and character of the three new neighbourhoods. Design and character guidelines will be prepared during the NCP processes to accomplish the preservation and retention of heritage buildings and features in Tynehead, Anniedale and Port Kells historical centre.
- f. Local history and heritage groups will be consulted during the NCP process to ensure that the important heritage character and buildings are adequately addressed and that the desired community character is achieved.

Figure 6: Heritage Features and Characteristics of South Port Kells



1.10 General Transportation Policies

- a. A plan illustrating the general major transportation system for South Port Kells is shown in *Figure 7*.
- b. City staff will continue to work with and bring together the senior transportation agencies undertaking changes and additions to the regional and provincial road network affecting South Port Kells. Ensuring good access to lands within South Port Kells is a priority and is being studied as part of a transportation servicing plan for the area and will be further refined at the NCP stage for each neighbourhood.
- c. A modified grid road system in new development areas will be combined with greenways which will enable residents to walk or cycle to all of the main schools, parks, services, and facilities. The density of the road network will be determined by the density of the land use. The NCP process will address neighbourhood inter-connectivity and connectivity from neighbourhoods to the regional and provincial road networks. For example, neighbourhood connectivity may involve an overpass connecting the east and west neighbourhoods over Highway 15.
- d. New road infrastructure such as a bridge, overpasses and other major works necessitated by development and growth in South Port Kells will be paid by development. This may involve extra DCCs or other fees levied on new development to cover the costs of the new infrastructure and works. Senior levels of government will be expected to pay for bridges, intersections and other facilities necessitated by regional and provincial road improvements that are needed to provide access to the South Port Kells community.
- e. Transportation systems within NCP areas will be designed to encourage walking, to slow down traffic, to provide good access to the South Port Kells area yet minimize the short cutting opportunities for through-traffic. The road network will also be designed so as to encourage and provide for transit service to the new neighbourhoods in South Port Kells.
- f. In addition to the existing municipal and regional roads in South Port Kells, some additional key roads and intersections proposed in the South Port Kells area are:
 - 180 Street, which will be signalized at the Golden Ears Connector and be constructed southward to 88 Avenue;
 - Right-in/right-out access from the Anniedale A area to the Golden Ears Connector, possibly at 178 Street;
 - 188 Street is expected to be built on the west side of Port Kells Village where it will connect with 88 Avenue and Harvie Road. Through the Village it will be down graded and designed to integrate within a "village heritage" atmosphere; south of Harvie Road, 188 Street will be an arterial designation and will eventually connect to Fraser Highway through East Clayton; and
 - A redesigned interchange/road system in the vicinity of Highway 1, Harvie Road and 192 Street may occur in connection with the Golden Ears project and be delivered by the Ministry of Transportation. MoT is committed to consulting the immediate community before finalizing the design of the half interchange for this location.

Figure 7: General Transportation Plan for South Port Kells



1.11 General Servicing and Infrastructure Policies

- a. Conceptual plans showing the potential general servicing strategies for sanitary sewer, water and storm water management/drainage are shown in *Figures 8, 9 and 10* respectively. Much more detailed work will be required at the NCP stage to confirm infrastructure needs and determine the financial details.
- b. The water system will be designed to provide for:
 - Water main looping to ensure reliability and fire flow protection;
 - Utilization of interim servicing options available with the existing infrastructure, as long as supply, including fire flows, can be ensured. Interim strategies will only be considered if they do not delay the ultimate plan; and
 - Supply to higher pressure zones from pump stations, and supply to lower pressure zones through gravity lines from GVRD connections at 164 Street and 96 Avenue and through a system of PRVs.
- c. 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 pumping costs). There is no sewer capacity available for this entire area before the GVRD completes the North Surrey interceptor to 176 Street and 104 Avenue. It is not anticipated to be completed before 2007.
- d. Lot layouts will be planned to have no rear or side yard services and road layouts should be such that services can be provided by gravity flow. Staging will be planned so that no properties would be "land locked" from connecting to the City's services.
- e. Interim servicing strategies may be considered at owners/developers expense as long as ultimate servicing is not encumbered or delayed as a result.
- f. Drainage plans will be developed to minimize impacts related to land use changes (quality and quantity).

- g. Impact mitigation strategies will be developed to reflect the environmental sensitivity of the plan area and downstream watercourses. Existing soil conditions are to be considered in developing impact mitigation strategies.
- h. Specific drainage criteria will be developed to ensure appropriate level of service while meeting environmental preservation objectives.
- i. Site planning criteria will be developed at the NCP stage to encourage the maintenance of pre-development hydrology.

Figure 8: Conceptual Servicing – Sanitary Sewer



Figure 9: Conceptual Servicing – Water



Figure 10: Conceptual Servicing - Drainage

2.0 General Land Use Plan – Implementation

2.1 Neighbourhood Concept Plans

- a. South Port Kells will comprise three distinct neighbourhoods for the establishment of more detailed NCPs. The boundaries of these NCPs are identified in *Figure 2* (Section 1 of this report).
- b. The three new neighbourhoods in South Port Kells will be known for the purposes of NCP planning as Anniedale [A (Business Centre) and B], Tynehead and Port Kells. Each will have a neighbourhood commercial focus and a centrally located school/park site.
- c. The general content and process associated with the preparation of NCPs is contained in Section 5 of Surrey's OCP. Before an NCP will proceed for any neighbourhood in South Port Kells, a terms of reference for the preparation and public consultation process must be approved by City Council.
- d. Urban development will not proceed until NCPs have been completed through further public consultation processes and have been approved by Council. At that time, issues such as the type and form of development and the details of adequate transition areas between the ALR, urban areas, and low density/ rural areas will be addressed in detail.

2.2 Funding

- a. 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. This will also include park, pathway development and the construction of any civic plazas and other amenities.
- b. South Port Kells will be planned and developed in accordance with the City's "developer pay" principles requiring that new development pay the costs for the infrastructure and amenities required to serve the new populations.

2.3 Phasing

- a. The first NCP to be prepared will be in the area of Anniedale adjacent to Highway 1 (Area "A").
- b. NCP processes will not commence until a Terms of Reference for the planning and consultation process are approved by City Council. The timing and development of NCPs will also be dependent on the City's resources, the motivation and interest expressed by the community and property owners and on the need for the City to accommodate growth within its boundaries.
- c. NCPs will be prepared and development will be managed in accordance with the feasibility of servicing, transportation management, and the ability of owners/developers to "front-end" the costs of development.
- d. In general, development cannot occur in South Port Kells until a large sewer main is constructed by the GVRD north of the plan area near the Fraser River. This sewer main is expected to be under construction by 2007.

2.4 Sustainable Development Practices

- a. As South Port Kells presents an ideal opportunity to implement principles of sustainability by introducing standards and development practices consistent with global and regional sustainability objectives. Detailed planning for the South Port Kells area will incorporate principles of sustainable development, which are to be given attention in the development of the NCPs.
- b. The detailed NCP process for the three NCP areas in South Port Kells will be expanded to explore innovative servicing, storm water management, road standard and neighbourhood planning ideas.

3.0 General Land Use Plan - Objectives and Principles

Planning objectives for South Port Kells were identified through discussions with the South Port Kells CAC, through consultation with internal and external stakeholders, and through consultation with the public. The planning objectives for South Port Kells, which provided direction for preparing the General Land Use Plan and will be carried forward to the NCP planning stage, are contained in Appendix "A".

Appendix "A" to the General Land Use Plan

Planning Objectives for South Port Kells

General

1. To establish South Port Kells as a "complete community" whereby it is generally self-contained with a range of housing, services, and employment opportunities.
2. To establish a distinct community identity for South Port Kells.
3. To ensure that South Port Kells is planned, coordinated, and developed in efficient stages over the long term (10-20 years).
4. To establish individual neighbourhoods designed to have their own recognizable structure while also forming part of the larger identifiable South Port Kells community.
5. To ensure that South Port Kells will have an abundance of open space, green corridors and protected wildlife areas to allow the residents to enjoy passive and active outdoor activities and to keep some of the rural ambience, which currently exists in South Port Kells. The character of Port Kells Village should be retained, and the rural ambience should be incorporated through any increase in density.
6. To focus on the principles of sustainability.

Housing and Housing Densities

1. To provide a variety of housing types to accommodate a range of lifestyles.
2. To recognize and protect existing established residential subdivisions and to recognize that they have set a certain character that should be carried through the plan area where appropriate.
3. To locate higher density residential development adjacent to commercial and business areas, especially in the centres/villages, where there should be mixed use designations.
4. To incorporate urban densities along the south ridge of the plan area.
5. Generally, higher densities should be implemented throughout the area to promote walking and make servicing feasible.

Commercial/Industrial

1. To provide local shopping opportunities and to establish neighbourhood village centres to provide some local neighbourhood services.
2. To accommodate economic development and create local jobs by establishing a workplace area within South Port Kells near Highway 1.
3. To enable the future residents of South Port Kells to have the opportunity to work close to home.
4. To capitalize on "Gateways" into the community at 176 Street and 96 Avenue.
5. To locate non-residential land uses or urban densities along arterial roads.

Agricultural

1. To recognize and protect the ALR Boundary and its interface with suburban/urban development.
2. To take advantage of the view opportunities provided on the slopes adjacent to the ALR.
3. To establish buffers between development and the ALR as open space, pathways, habitat areas and other linear links.

Parks/Open Space/Natural Areas

1. To retain significant environmental features including creeks and important stands of vegetation.

2. To ensure that South Port Kells has a variety of sizes and types (e.g. active and passive) of parks to serve the residents.
3. To locate neighbourhood parks, open space and recreational facilities where they can be reached by South Port Kells residents on foot or by bicycle.
4. To ensure that there is equitable distribution of park areas throughout South Port Kells.

Cultural/Social Facilities, Schools, and Institutions

1. To retain significant cultural and heritage features, including historic buildings.
2. To provide the necessary schools and playing fields to serve the projected population of South Port Kells.

Roads/Transportation/Pedestrian and Bicycle Circulation

1. To incorporate bikeways, linear, natural areas and walkways into the plan.
2. Buffers should be incorporated along all highways
3. To use the road system and road standards to help define the character of South Port Kells.
4. To ensure that South Port Kells is well served by public transit.
5. To create walkable neighbourhoods by creating opportunities for pedestrian/bicycle routes to link the focal points in the community and the parks and agricultural lands.
6. To ensure that South Port Kells is well served but self-contained in terms of a transportation network and that regional vehicular traffic is not routed through neighbourhoods but routed around them.
7. To ensure that residential areas are not negatively affected by traffic on the Highways and other major traffic routes.

Infrastructure and Servicing

1. To ensure the cost-efficient provision of adequate City services including sewer, drainage, water, roads, and utilities, without placing a financial hardship upon the City's resources.
2. To improve and well-manage drainage and water quality through development.

Coordination

1. To recognize the interrelationship of South Port Kells with Langley and adjacent Town Centres in Surrey, especially with respect to commercial, institutional, and transportation needs.

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Appendix II

A Compendium of the Planning and Public Consultation Process South Port Kells General Land Use Plan

Overview

The following is a description and listing of all of the planning and consultation activities undertaken in connection with preparing the South Port Kells General Land Use Plan, including:

- A general summary of public consultation activities,
- The Citizen Advisory Committee ("CAC"),
- A chronology of meeting and other activities, and
- A flow chart highlighting the planning process.

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 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.

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 are outlined in Section 3 of the General Land Use Plan document. They provided direction for preparing the draft General Land Use Concept.

Based on the thorough research and visioning process, land use options were generated and reviewed by the CAC. Two land use options were presented to the public at Open Houses in June 2004, and a preferred land use concept was reviewed by the public at an Open House on April 11, 2005. In addition, throughout the process, staff met with an array of community stakeholders, area residents, interest groups, technical stakeholders, School District staff, first Nations representatives and others. The following chronology lists the main stakeholder meetings and other activities undertaken during the planning process for the South Port Kells General Land Use Plan.

The South Port Kells Citizen Advisory Committee ("CAC")

A CAC was established at the outset of the planning process in November 2003. The purpose of the CAC was 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/property owners and City staff. The CAC consisted 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 included representatives from the neighbouring areas in the Agricultural Land Reserve ("ALR"), the Tynehead and Port Kells Community Associations and the Anniedale Residents' Group. The CAC met 11 times throughout the process. The commitment and diligence demonstrated by the CAC members was 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.

Chronology of Consultation Activities

The following *Table 1* highlights the various meetings and consultation activities undertaken during the planning process for the South Port Kells General Land Use Plan.

Table 1: Chronology of Activities

South Port Kells General Land Use Plan Preparation – Chronology of Activities		
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 role 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/industrial 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 - 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

		<p>collected to date for SPK</p> <ul style="list-style-type: none"> - 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 Commission, 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 constraints, 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 two land use concept 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 two land use concept 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 located within 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 environmental sensitivity due to the presence of various streams

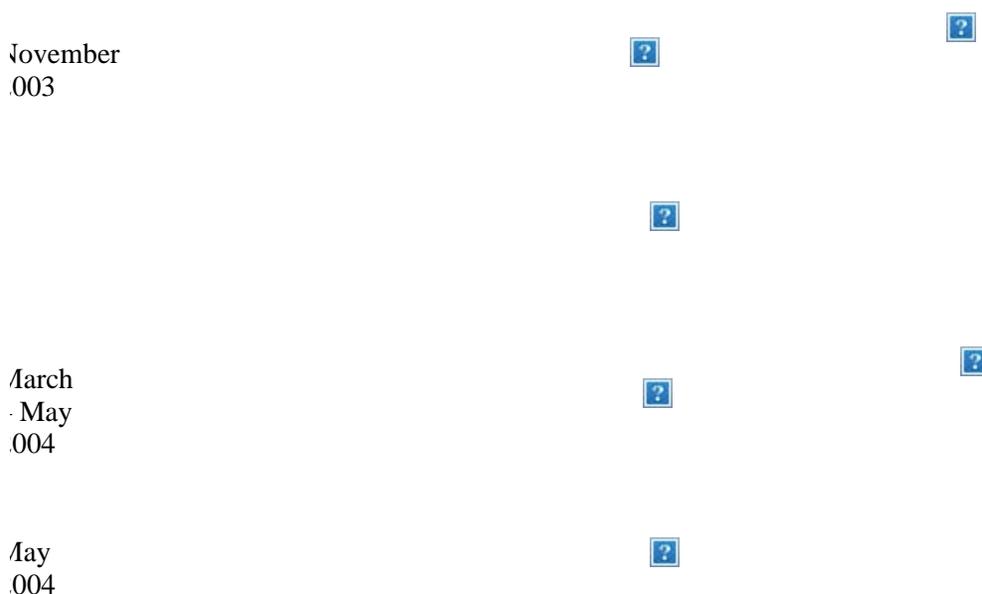
		<ul style="list-style-type: none"> - To provide an explanation of servicing constraints for the area
October 13, 2004	CAC Meeting	<ul style="list-style-type: none"> - Update on the planning process and transportation issues - Final report on the open house results - Overview and discussion of the revised 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 modeling 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
March 7, 2005	Status Report to Council with Preferred Land Use Concept	<ul style="list-style-type: none"> - Council informed of preferred land use plan and authorized that the preferred land use

		concept plan be presented to the public at a public open house
April 11, 2005	Final Open House #3	- To allow the public to review and comment on the preferred land use concept
May 5, 2005	Inter-Agency Meeting	- To determine status of transportation plans and issues related to regional road system improvements
May 12, 2005	CAC Meeting	- Present results of the public open house - Review status of the planning process and of transportation issues, opportunities and constraints
May 2, 2005	Council Report – Terms of Reference for first NCP	- Council authorized staff to proceed with the preparation of an NCP for the business centre (Anniedale NCP Area #1 (A)) area of South Port Kells
May 30, 2005	Final General Land Use Plan forwarded to Council for approval	

The Planning Process

The following *Figure 1* outlines the major steps in the planning and consultation process for the General Land Use Plan for South Port Kells.

Figure 1: The Planning Process



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 Community workshops, public meetings, stakeholder meetings, surveys, and other consultations held throughout the process at these important