

NO: R156

COUNCIL DATE: July 25, 2022

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **July 20, 2022**

FROM: **Acting General Manager, Planning & Development
General Manager, Engineering
General Manager, Parks, Recreation & Culture**

FILE: **7920-0002-00**

SUBJECT: **Anniedale-Tynehead Neighbourhood Concept Plan Amendment - Stage 1**

RECOMMENDATION

The Planning & Development, Engineering and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Endorse the proposed Stage 1 Land Use Concept for a portion of the Anniedale-Tynehead Neighbourhood Concept Plan (“NCP”), including associated changes to land uses, transportation network, and parks and open spaces, attached as Appendix “I” and generally described in this report;
3. Authorize the proponents of the NCP amendment to continue to work with City staff to complete Stage 2 planning component associated with the Stage 1 Land Use Concept, including the resolution of outstanding items identified in this report including the development of design guidelines, review of the engineering servicing strategy, and review of the financing strategy to ensure it will provide adequate funding provisions for engineering infrastructure, logical phasing, parkland, and community amenities;
4. Authorize staff to work with the proponents of the NCP Amendment, as part of the Stage 2 component of the NCP review, to confirm the applicable Tier 2 Capital Projects Community Amenity Contributions (“CACs”) based on the proposed increase in residential density associated with the proposed NCP Amendment, as per Schedule G of the *Surrey Zoning By-law, 1993, No. 12000*, as amended (the “Zoning Bylaw”), and ensure that corresponding restrictive covenants are registered on the title of the affected properties to require payment of the applicable Tier 2 CACs at the time of rezoning;
5. Authorize staff to bring forward the proposed Anniedale-Tynehead NCP amendment for those properties under Development Application No. 7920-0002-00, as illustrated in Appendix “II”, for Council consideration, upon completion of the Stage 2 component of the NCP review; and

6. Authorize staff to proceed with processing of development applications in the Anniedale-Tynehead NCP Amendment area on the basis of conformity with the proposed Stage 1 Land Use Concept and that the final approval of such applications be held pending completion of the Stage 2 component of the NCP review.

INTENT

The purpose of this report is to provide a summary of the Stage 1 component of a proposed NCP amendment to the Anniedale-Tynehead NCP, and to seek authorization to proceed with the associated Stage 2 planning process and to provide a summary of the outstanding issues that will be addressed as part of the Stage 2 component.

BACKGROUND

The Anniedale-Tynehead NCP was adopted in April 2012. The NCP covers an area of approximately 408 hectares in northwest Surrey, generally bounded by Highway 1 and 96 Avenue to the north, 168 Street to the west and the Agricultural Land Reserve (“ALR”) in the south. The NCP has remained undeveloped for the past decade due to utility servicing constraints. The existing NCP land use designations are outlined in the map attached as Appendix “III”.

The development of the NCP was originally centred on a large format retail area, envisioned as a large scale, regional shopping centre, as well as a “main street” commercial area along 173A Street; the Commercial designation within the existing plan was meant to provide for large format retail, grocery stores, restaurants, service commercial, and other retail uses. Some residential uses were anticipated to the east and south of the commercial area.

In June 2019, as part of Corporate Report No. R117; 2019, Council approved the execution of various Development Cost Charge Front-Ending Agreements and Development Works Agreements for Water and Sewer Infrastructure Works that supported initial development in the Anniedale-Tynehead Neighbourhood Concept Plan area, a copy of which is attached as Appendix “IV”.

In January 2020, staff received Development Application No. 7920-0002-00 which is proposing to amend the NCP designation for 10 properties located to the southeast of the 96 Avenue and 172 Street intersection. As part of the Development Application, the proponents initiated a review of the NCP within the area generally bounded by 172 Street to the west, 96 Avenue to the north, Highway 15 to the east, and 92 Avenue to the south, as illustrated in the map attached as Appendix “V”.

DISCUSSION

In response to Development Application No. 7920-0002-00, a Stage 1 plan amendment process was conducted as a coordinated application, pursuant to the City’s Secondary Plan Amendment process outlined in the Official Community Plan. Consultants were retained by the applicant to conduct the research, analysis, and public consultation for this amendment process.

Planning & Development staff coordinated input from various City departments, including Engineering and Parks, Recreation & Culture, as well as input from the Surrey School District. Consultation between the applicant, School District staff, and City staff led to the selection of new future elementary school site.

Proposed Land Use Concept

The proposed Land Use Concept changes the land uses and densities of the lands within the concept area upon successful completion of development applications on a site-by-site basis, as generally shown in Appendix “I”. The proposed Land Use Concept identifies five new land use designations as follows:

Designation	Intent	Building Height	Density
Low Rise Employment	Requires a minimum of one floor of active commercial at grade with office uses above. No residential uses permitted.	5 storeys (20 m)	2.25 FAR
Low Rise Mixed-Use – Type II	Requires a minimum of one floor of active commercial at grade with residential or office uses above.	4-6 storeys (22.5 m)	2.0 FAR*
Townhouse	Medium density townhouse buildings (row or stacked) and ground-oriented multiple residential.	2-3 storeys (11 m)	0.5 FAR
Low Rise Residential – Type I	Multiple residential housing with ground-oriented units at the base and apartments above.	4 storeys (15 m)	1.3 FAR
Low Rise Residential – Type II	Multiple residential housing with ground-oriented units at the base and apartments above.	4-6 storeys (22.5 m)	2.0 FAR*

* Sites at key locations may have the potential for increased density (up to 2.5 FAR) at the time of application, provided that site features such as transitional form, interface, tree preservation, and other urban design features are taken into consideration, and where additional community benefit is provided in accordance with the City’s Density Bonus Policy (Policy O-54).

Mixed-Use and Commercial Uses

The proposed Land Use Concept is centred on a vision of an urban mixed-use village, supported by a central “main street” (173A Street). The concept also proposes an east-west pedestrian street (95B Avenue) in the block south of 96 Avenue running from 173A Street east to 175 Street. The main street and pedestrian street are flanked by low-rise apartment and mixed-use designations. A low-rise employment only designation is proposed on the north side of the pedestrian street to provide opportunity for additional ground floor retail and local service office uses. The concept also identifies a location for an anchor store to the east of the pedestrian street, adjacent to the future interchange of Highway 15. Together these proposed land use designations are intended to form the core of the Tynehead Urban Village centred around 173A Street between 95 Avenue.

This approach is intended to provide additional residential densities within proximity of commercial and office uses to support a vibrant and active public realm. These proposed amendments are supported by staff as an alternative to the existing NCP. They will enable a move away from the large format retail designations within the original NCP, towards a more urban, walkable, mixed-use environment in keeping with Council’s Smart Development Principles.

As noted above, staff have identified matters that will need to be resolved prior to Stage 2 to ensure that optimal use and design outcomes can be achieved. These include potential constraints that could impact the proposed commercial uses, existing watercourses within the road right-of-way along 173A Street, the proposed pedestrian street, and the utility right-of-way parallel to 95 Avenue.

Watercourses

The retention or potential relocation of existing watercourses may impact the viability of the commercial and retail uses proposed along 173A Street. Whether they are ultimately proposed to be retained or relocated will have impact on the cross-section for 173A Street, and the viability of street fronting retail uses. There is the potential that this block could be isolated from the Tynehead Urban Village and may result in challenging urban design considerations. Staff propose further consideration be given towards how to coordinate this block into the wider commercial area as part of the Stage 2 planning process.

Pedestrian Street – Utility Right-of-Way

From a design perspective, staff have expressed concerns with the pedestrian street as proposed. There is potential for this pedestrianised environment to compete with, and potentially undermine, the viability of the “main street” as the primary hub for pedestrian traffic, shopping, and gathering. Staff are of the view that the “main street” along 173A Street should be supported and prioritised.

In addition, the current layout and the location of the pedestrian street encourages these mixed-use developments to locate back of building features like parking access, loading, and garbage in high amenity and public throughfare areas including adjacent public roads and the proposed Green Infrastructure Network (“GIN”) corridor within the utility right-of-way. It will also lead to a break in the street front condition on 173A Street, which has the potential to undermine the vibrancy of the “main street” environment. Staff propose further study and refinement of the pedestrian street and commercial orientation to ensure urban design considerations are achieved as part of Stage 2 planning process.

Impacts on Employment

Staff have undertaken a preliminary review of the proposed amendments related to impacts of employment. Employment projections have been generated within the proposed amendment area based on existing and proposed land uses.

The existing plan included ‘Commercial’ (big box) and ‘Neighbourhood Commercial’ land use designations over an area of approximately 13 hectares (32 acres). This generated a total employment projection of approximately 1,146 jobs.

The proposed Land Use Concept includes ‘Low-Rise Mixed Use’ and ‘Low-Rise Employment’ land use designations over an area of approximately 4.5 hectares (11 acres). This generates a total employment projection of 960 jobs.

The proposed Land Use Concept results in a reduction of 186 jobs compared to the current land use plan. This is predominantly due to the overall reduction in employment lands within the proposed amendment to allow for additional residential uses. However, it is unlikely that the employment projections based on the existing land use plan would come to fruition given that big box retail is unlikely to occur, especially with the density of employees originally envisioned. Staff will undertake further analysis and refinement as part of the Stage 2 planning process to maximize the resident to job ratio.

Residential Uses

The residential designations with the proposed Land Used Concept are envisioned to concentrate the highest densities and building heights around the Tynehead Urban Village, transitioning to lower densities and heights moving south. The “Low Rise Residential – Type II” designation is primarily proposed north of 94A Avenue, with heights potentially up to 5 or 6 storeys fronting 96 Avenue.

The higher densities help to support 96 Avenue being included as part of TransLink’s Transport 2050 Reliable and Fast Transit (“RAFT”) Network. The recently approved Mayors’ Council *Transport 2050: 10-Year Priorities for TransLink* has identified for a Rapid Bus route within 10 years. The Rapid Bus route is proposed between Scott Road Station and Carvolth Exchange in the Township of Langley, via 96 Avenue. Rapid Bus is envisioned to be the first step in building the necessary ridership for ultimate Bus Rapid Transit, which is the ultimate part of the RAFT Network plan for 96 Avenue.

The proposed “Low Rise Residential – Type I” designation is meant to provide a transition between the “Low Rise Residential – Type II” designation to the north and the “Townhouse” and “High-Density Cluster” designations to the south. The “Low Rise Residential – Type I” designation would allow buildings up to 4 storeys in height.

The “Townhouse” designation envisions medium density townhouse buildings, either row or stacked, of 2-3 storeys in height, while the “High-Density Cluster” designation is an existing designation within the Anniedale-Tynehead NCP, which can include ground-oriented townhouses and row house units clustered away from the ALR edge or environmentally sensitive features, steep slopes, or unstable soils.

The current land use plan projected a population of 950 for this amendment area. The proposed land use plan results in a population projection of approximately 7,456. This is an increase in population by 6,506.

Schools

Discussions were held with the Surrey School District as part of the review of the plan area. The Surrey School District expressed that the site identified in the existing NCP was not their preferred site for the future elementary school. In conjunction with the proponent’s consultant team a new site was identified within the concept plan area.

The school site has been proposed to be relocated from the northeast corner of 173A Street and 92 Avenue to a 3.1 hectare (7.6 acre) site bordered by 175 Street to the west, 94A Avenue to the north, and Highway 15 to the east.

A 15.0 metre landscape buffer is proposed along the eastern extent of the site to provide separation from Highway 15, while a 15.0 m wide green space containing a trail is proposed along the north property line, which will provide buffering from 94A Avenue, as well as connect the school site with the active transportation network.

Parks and Open Space

Due to the proposed school site relocation, the large neighbourhood park is now proposed within the area bordered by 173A Street to the west, 92 Avenue to the south, and 175 Street to the east.

A new urban park is also proposed east of 173 Street, adjacent to the “Low Rise Mixed-Use – Type II” designation to the east and “Low Rise Residential – Type II” designation to the north. The GIN corridor within the BC Hydro Statutory Right-of-Way is to the south.

The GIN corridor network remains largely as shown in the existing Anniedale-Tynehead NCP, with two east-west corridors and one north-south corridor within the concept plan area. The two east-west corridors have not been modified. The alignment of the north-south corridor has been modified slightly to align with an existing Class B watercourse that runs through the proposed neighbourhood park site, but otherwise follows a similar alignment as in the existing plan. Staff have expressed concern with the alignment of the GIN corridor at the intersection of 94A Avenue and 175 Street and in relation to the future Highway 15 interchange.

Staff also note that the concept plan shows a trail network for the area, some of which is consistent with the existing NCP. An east-west trail is proposed within the GIN corridor north of, and adjacent to 95 Avenue. A similar configuration exists in the original NCP. A new east-west trail is proposed along the southern edge of 94A Avenue, starting at 172 Street in the west and crossing Highway 15. A new north-south trail is shown on 172 Street, which starts at 94A Avenue in the south and provides a connection north to Tynehead Park north of 96 Avenue.

Staff have reviewed the proposed trail network and are generally supportive; however, staff will require further review of proposed trail widths prior to Stage 2.

Transportation

The basis of the road network remains largely as shown in the existing Anniedale-Tynehead NCP, with some modifications to road alignments. In particular, the alignment of the main east-west collector road 94A Avenue (Proposed Anniedale Road) has been adjusted to better account for the existing grades within the concept area.

Similarly, the proposed alignment of 173 Street, north of 94A Avenue has been adjusted slightly to the east, while 175 Street has been realigned south of 95 Avenue in order to account for the new proposed location of the park and school sites. An east-west road in the existing plan that was to run between the park and school site is no longer required and has been eliminated.

Further review of the proposed road network and road cross-sections, including requirements for lanes, protection of rapid transit, and consideration for water courses and utility corridors will be required as part of the Stage 2 planning process and subsequent development applications. In addition, a Transportation Impact Analysis (“TIA”) will need to be reviewed and approved by the Ministry of Transportation and Infrastructure as part of the Stage 2 planning process.

Utilities

An update to the existing utilities servicing strategies for Anniedale-Tynehead will be required to reflect the proposed land use designation changes in the NCP amendment area.

Much of the water and sanitary infrastructure works outlined in Corporate Report No. R117; 2019 (Appendix “IV”) have been constructed, with infrastructure sized to accommodate the original NCP land uses. Given the proposed land use changes associated with the NCP amendment, an update to the water and sanitary servicing strategies will be required as part of the Stage 2 planning process to determine how existing system capacity constraints (if any) will be addressed. Staff will be bringing forward a Corporate Report for Council's consideration to authorize the construction of additional sanitary infrastructure works which account for the proposed land use changes.

The proposed land use changes in the NCP amendment area, along with the associated updates to the proposed road and parks networks, will also necessitate an update to the proposed drainage servicing strategy. Further, recommendations from the Upper Serpentine Integrated Stormwater Management Plan, which was completed following Council endorsement of the 2012 NCP, will need to be considered. Pond locations and sizing will be reviewed as part of the Stage 2 planning process.

The Stage 2 engineering analysis will identify drainage, sanitary and water infrastructure improvements required, along with updated infrastructure costs and financing requirements.

Public Consultation

A public consultation process was undertaken by the applicant's consultant and consisted of consultations with property owners in the affected area on an individual basis, interagency meetings, and two Public Information Meetings (“PIMs”).

Letters directed to property owners in the area were mailed out on May 12, 2022 and June 21, 2022, informing owners of the existing land use and proposed land use for their parcel and offering an opportunity to provide feedback or ask questions about the proposal.

In addition to consultation with the affected property owners, meetings were held with the Surrey School District and other relevant external agencies, such as TransLink, BC Hydro, Fortis BC, and Metro Vancouver Regional District on May 11, 2022, June 16, 2022, and June 17, 2022. Discussion with the Ministry of Transportation and Infrastructure is still outstanding and is a requirement for Technical Review, as most of the NCP is within the 800 m of Highway 15 or Highway 1.

The draft Land Use Concept and supporting materials were presented at two PIMs hosted on June 28, 2022 and June 29, 2022. As per City Policy, these meetings were advertised in the local newspaper and an invitation was sent via mail to all owners within the proposed Land Use Concept area, as well as to those within 100 m of the concept area. Details about the PIMs, as well as project details, were hosted on the applicant's consulting engineer's website.

The first PIM was an in-person, outdoor event held at 9450 - 172 Street, one of the properties under application in Anniedale-Tynehead, on June 28, 2022 from 5:00 p.m. to 8:00 p.m. Approximately 16 people attended, excluding the applicant's consultants and City staff. Only one attendee submitted a feedback form. They noted that they were happy and excited about the development and were looking forward to having a school in the area.

The second PIM was held online via Zoom on June 29, 2022 from 6:30 p.m. to 7:15 p.m. Approximately 11 people attended, excluding the applicant's consultants and City staff. Three attendees asked questions. One question related to timing of the future development. A second question was about how much notice tenants would have to vacate their premises and whether it was the City that was purchasing their properties where they lived. The third question was a request to get a copy of the slides presented. No specific comments about the proposed changes were received.

This Stage 1 consultation process was consistent with prior developer-led consultations in the City. A summary of the public engagement is included in Appendix "VI".

The public consultation for Stage 2 planning will align with the City's Public Engagement Strategy.

Stage 1 Land Use Concept Area vs. NCP Amendment Area

Development Application No. 7920-0002-00 encompasses 10 properties within the Anniedale-Tynehead NCP area; however, due to impacts of surrounding land uses, transportation network and parks network, it was necessary to undertake a broader review of the NCP. This approach ensures the proposed changes associated with the Development Application will be well integrated into the surround area, with consideration to sufficient and supporting transportation parks and open space networks.

The proposed Land Use Concept responds to Council's Smart Development Principles by reorienting commercial uses into a walkable urban village environment. Additional residential densities help address the demand for housing while supporting the proposed commercial uses by providing more homes within walking distance of daily needs. Further, replacing large format, car-oriented commercial uses with a mixed-use walkable retail environment supports reduction of greenhouse gas emissions. Together the proposed changes present a more market viable and environmentally and socially compatible concept. Staff are supportive of the proposed land uses with the intent for additional and ongoing refinements within the Stage 2 planning process.

For this reason, staff are recommending the endorsement of the Stage 1 Land Use Concept for the broader area, while only approving the Anniedale-Tynehead NCP amendment of the land use designations for those properties that are currently under application as illustrated in the map attached as Appendix "II".

Prior to finalizing the NCP amendment, it is further recommended that staff work with the applicant to confirm the applicable Tier 2 Capital CACs based on the proposed increase in residential density associated with the proposed NCP Amendment, as per Schedule G of the Zoning Bylaw, and ensure that corresponding restrictive covenants are registered on the title of the affected properties under Development Application No. 7920-0002-00 to require payment of the applicable Tier 2 CACs at the time of rezoning.

Subsequent development applications for other properties within the Stage 1 Land Use Concept area would be expected to propose NCP amendments in line with the Land Use Concept, as endorsed by Council. This approach ensures that the impacts associated with the proposed NCP amendments are addressed by each subsequent development application.

Finally, it is further recommended that staff be authorized to proceed with processing of development applications within the concept area on the basis of conformity with the proposed Stage 1 Land Use Concept and that final approval of such applications be held pending completion of the Stage 2 component of the NCP review.

Stage 2 Planning Process

Several land use and plan implementation issues will need to be resolved during the Stage 2 component of the NCP review process. A detailed assessment of these matters could result in changes to the Land Use Concept and will be presented to Council in conjunction with the Stage 2 component of the NCP review. Subject to Council's approval of the Stage 1 Land Use Concept, staff will coordinate the following items during the Stage 2 planning process:

- Facilitate further analysis and refinement of the amount of area designated as commercial to support an acceptable resident to job ratio;
- Consider including 'live-work' aspects to "Townhouse" designations;
- Complete watercourse evaluations for 173A Street ("main street") to help inform and refine the cross section for 173A Street and ensure appropriate urban design conditions;
- Facilitate further refinement of the commercial/mixed-use area to ensure an optimal design outcome. This includes, but is not limited to, the following:
 - Ensuring the location of the pedestrian street does not compete with the "main street";
 - Refining the format of the commercial to ensure technical considerations relating to loading, access, refuse removal, parking, etc. have been reviewed to achieve optimal design outcomes while supporting retail and commercial uses;
 - Ensuring sufficient commercial floor space is provided for a full-sized grocery store, and other larger format retail typologies;
 - Further refining the commercial block west of 173A Street to ensure it is well-coordinated and designed; and
 - Updating commercial and mixed-use specific design guidelines;
- Review and consider housing policies, including requirements for family supportive units (2 and 3-bedrooms within mixed-use and apartment buildings);
- Review lot consolidation area requirements to ensure amendments are not required, and to facilitate equitable development;
- Refine design guidelines, including review of the proposed building setbacks;
- Further refinement of the Transportation Network, including lane network inclusion into the Land Use Concept;
- Further refinement of the proposed GIN and trail network to address staff comments;
- Develop growth projections associated with the proposed Land Use Concept;
- Update Secondary Plan CACs to address growth projections;
- Prepare a TIA for review and approval by the Ministry of Transportation and Infrastructure;
- Prepare an updated engineering servicing strategy;

- Review and identify any updates required to the financing strategy to ensure it will provide adequate funding provisions for engineering infrastructure, logical phasing, parkland, and community amenities; and
- Prepare and publish a final Stage 2 Plan document that presents the final land use strategy with all corresponding strategies, policies and guidelines.

Staff will continue to work with the proponents and external agencies during the development of the Stage 2 component.

SUSTAINABILITY CONSIDERATIONS

The work of this plan supports the objectives of the City's Sustainability Charter 2.0. In particular, this Plan relates to Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, and Economic Prosperity and Livelihoods. Specifically, this Plan support the following Desired Outcomes ("DO"):

- Neighbourhoods and Urban Design DO1: Surrey is comprised of distinct, diverse and compact neighbourhoods and Town Centres, with an engaging public realm;
- Neighbourhoods and Urban Design DO4: Surrey's neighbourhoods are safe, accessible, well-connected, walkable and bike friendly;
- Neighbourhoods and Urban Design DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, viewsapes, agricultural land and urban wildlife; and
- Economy DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy.

CONCLUSION

The Anniedale-Tynehead NCP was originally adopted in April 2012 and no development has occurred in the area in the decade following the NCP adoption. The area under consideration in this report was primarily envisioned as a large-scale, regional shopping centre comprised primarily of large format retail, with some supporting residential uses, parkland and an elementary school.

Through a developer-led process, the land uses, transportation, and parks and open space concepts were reviewed for the area generally bounded by 172 Street to the west, 96 Avenue to the north, Highway 15 to the east, and 92 Avenue to the south. Through consultation with staff and stakeholders, the proponent produced a proposed Stage 1 Land Use Concept for consideration.

Based on the above discussion, it is recommended that Council approve the proposed Stage 1 Land Use Concept and authorize staff to proceed with all necessary actions to proceed with the Stage 2 plan development for this area. It is also recommended that Council authorize staff to receive and process development applications for properties with the concept area concurrently with the Stage 2 Planning process, and in alignment with the Stage 1 Land Use Concept.

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Planning & Development

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General Manager,
Engineering

Laurie Cavan
General Manager,
Parks, Recreation & Culture

JA/PH/RG/cc

Appendix "I" – Stage 1 Land Use Concept

Appendix "II" – Properties under Development Application No. 7920-0002-00

Appendix "III" – Existing Anniedale-Tynehead NCP designations

Appendix "IV" – Corporate Report No. R117; 2019

Appendix "V" – Existing Anniedale-Tynehead NCP designations for area of study

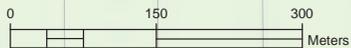
Appendix "VI" – Summary of June 28 and June 29, 2022 Public Information Meetings

Beech Westgard NCP Amendment Anniedale-Tynehead NCP

NCP AMENDMENT PLAN



- NCP Amendment Area | 110.9 Ac
- Townhouse | 4.0 Ac (0.5 FAR)
- Low Rise Residential – Type I | 7.4 Ac (1.3 FAR) (including SPEA)
- Low Rise Residential – Type II | 18.6 Ac (2.0 FAR) (including SPEA)
- High-Density Cluster | 6.5 Ac (0.5 FAR) (including SPEA)
- Low Rise Employment | 3.4 Ac (2.25 FAR) (including SPEA)
- Low Rise Mixed-Use – Type II | 7.7 Ac (2.0 FAR) (including SPEA)
- School | 7.6 Ac
- Park (Including GIN and SPEA) | 19.4 Ac
Park (Excluding GIN and SPEA) | 13.2 Ac
- Trail | 8.9 Ac
- Landscape Buffer
- Green Space Transfer
- Creek Buffer
- GIN Corridor Overlay
- Pedestrian Road
- Hydro / Gas SRW
- Neighbourhood Focal Point
- Overpass
- Potential Future Bus Station



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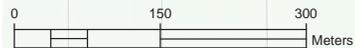
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Beech Westgard NCP Amendment Annedale-Tynehead NCP

OWNERSHIP PLAN



-  NCP Amendment Area | 110.9 Ac
-  Townhouse | 4.0 Ac (0.5 FAR)
-  Low Rise Residential - Type I | 7.4 Ac (1.3 FAR) (including SPEA)
-  Low Rise Residential - Type II | 18.6 Ac (2.0 FAR) (including SPEA)
-  High-Density Cluster | 6.5 Ac (0.5 FAR) (including SPEA)
-  Low Rise Employment | 3.4 Ac (2.25 FAR) (including SPEA)
-  Low Rise Mixed-Use - Type II | 7.7 Ac (2.0 FAR) (including SPEA)
-  School | 7.6 Ac
-  Park (Including GIN and SPEA) | 19.4 Ac
-  Park (Excluding GIN and SPEA) | 13.2 Ac
-  Trail | 8.9 Ac
-  Landscape Buffer
-  Green Space Transfer
-  Creek Buffer
-  GIN Corridor Overlay
-  Pedestrian Road
-  Hydro / Gas SRW
-  Neighbourhood Focal Point
-  Overpass
-  Potential Future Bus Station
-  Parcels Owned by the Applicant
-  Parcels Owned by the City
-  Parcels Owned by MOTI

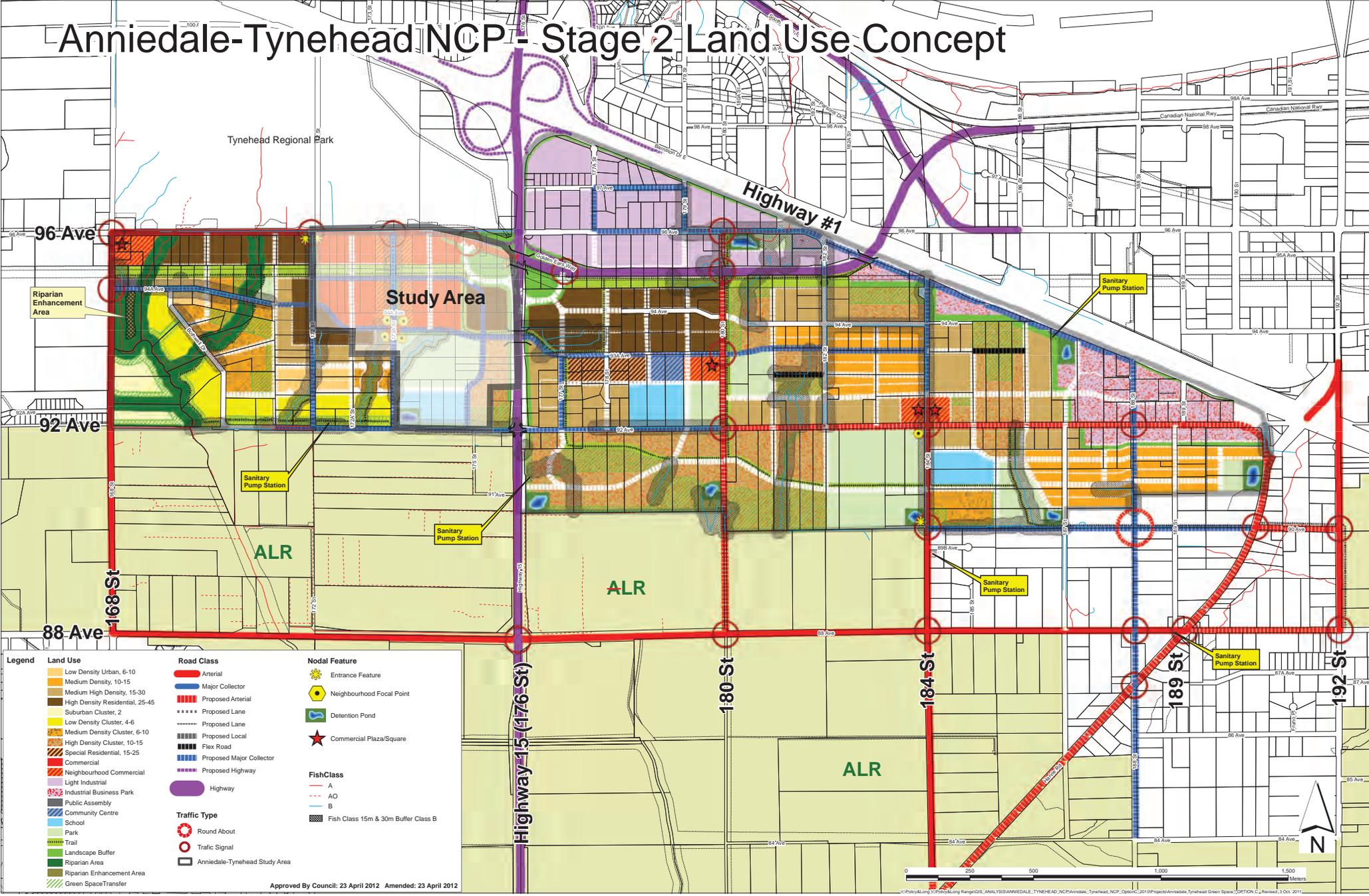


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Anniedale-Tynehead NCP - Stage 2 Land Use Concept



Legend	Land Use	Road Class	Nodal Feature
[Orange]	Low Density Urban, 6-10	[Red]	[Star]
[Yellow]	Medium Density, 10-15	[Blue]	[Yellow Star]
[Brown]	Medium High Density, 15-30	[Red Dashed]	[Yellow Circle]
[Dark Brown]	High Density Residential, 25-45	[Red Dotted]	[Blue Circle]
[Light Brown]	Suburban Cluster, 2	[Red Dash-Dot]	[Green Circle]
[Light Orange]	Low Density Cluster, 4-6	[Red Dotted]	[Blue Circle]
[Yellow-Orange]	Medium Density Cluster, 6-10	[Red Dotted]	[Red Star]
[Orange]	High Density Cluster, 10-15	[Red Dotted]	[Blue Star]
[Dark Orange]	Special Residential, 15-25	[Red Dotted]	[Blue Star]
[Red]	Commercial	[Red Dotted]	[Blue Star]
[Dark Red]	Neighbourhood Commercial	[Red Dotted]	[Blue Star]
[Light Red]	Light Industrial	[Red Dotted]	[Blue Star]
[Pink]	Industrial Business Park	[Red Dotted]	[Blue Star]
[Purple]	Public Assembly	[Red Dotted]	[Blue Star]
[Blue-Gray]	Community Centre	[Red Dotted]	[Blue Star]
[Light Blue]	School	[Red Dotted]	[Blue Star]
[Green]	Park	[Red Dotted]	[Blue Star]
[Light Green]	Trail	[Red Dotted]	[Blue Star]
[Light Green]	Landscape Buffer	[Red Dotted]	[Blue Star]
[Light Green]	Riparian Area	[Red Dotted]	[Blue Star]
[Light Green]	Riparian Enhancement Area	[Red Dotted]	[Blue Star]
[Light Green]	Green Space Transfer	[Red Dotted]	[Blue Star]
[Red]	Arterial	[Red Star]	[Blue Star]
[Blue]	Major Collector	[Blue Star]	[Blue Star]
[Red Dashed]	Proposed Arterial	[Blue Star]	[Blue Star]
[Red Dotted]	Proposed Lane	[Blue Star]	[Blue Star]
[Red Dash-Dot]	Proposed Lane	[Blue Star]	[Blue Star]
[Red Dotted]	Proposed Local	[Blue Star]	[Blue Star]
[Red Dotted]	Flex Road	[Blue Star]	[Blue Star]
[Red Dotted]	Proposed Major Collector	[Blue Star]	[Blue Star]
[Red Dotted]	Proposed Highway	[Blue Star]	[Blue Star]
[Red Dotted]	Highway	[Blue Star]	[Blue Star]
[Red Star]	Entrance Feature	[Blue Star]	[Blue Star]
[Yellow Star]	Neighbourhood Focal Point	[Blue Star]	[Blue Star]
[Blue Star]	Detention Pond	[Blue Star]	[Blue Star]
[Red Star]	Commercial Plaza/Square	[Blue Star]	[Blue Star]
[Blue Star]	Fish Class	[Blue Star]	[Blue Star]
[Blue Star]	A	[Blue Star]	[Blue Star]
[Blue Star]	AO	[Blue Star]	[Blue Star]
[Blue Star]	B	[Blue Star]	[Blue Star]
[Blue Star]	Fish Class 15m & 30m Buffer Class B	[Blue Star]	[Blue Star]
[Red Circle]	Round About	[Blue Star]	[Blue Star]
[Red Circle]	Traffic Signal	[Blue Star]	[Blue Star]
[Red Circle]	Anniedale-Tynehead Study Area	[Blue Star]	[Blue Star]

Approved By Council: 23 April 2012 Amended: 23 April 2012

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CORPORATE REPORT

NO: R117

COUNCIL DATE: June 24, 2019

REGULAR COUNCIL

TO: Mayor & Council

DATE: June 20, 2019

FROM: Acting General Manager, Engineering

FILE: 7818-0122-00

XC: 8118-0122-00-1/2/3

8218-0122-00-1/2/3/4/5

8418-0122-00-1/2/3

8518-0122-00-1/2/3/4/5

SUBJECT: **Development Cost Charge Front-Ending Agreements and Development Works Agreements for Water and Sewer Infrastructure Works that Support Development in the Anniedale-Tynehead Neighbourhood Concept Plan**

RECOMMENDATIONS

The Engineering Department recommends that Council:

1. Authorize the execution of three Water Development Cost Charge Front-Ending Agreements to an upset limit of \$2,716,905.64, \$3,547,567.00, and \$9,811,911.00 (including all applicable taxes), as generally described in this report and as illustrated in Appendices "I" to "III" attached to this report, respectively;
2. Authorize the execution of five Sewer Development Cost Charge Front-Ending Agreements to an upset limit of \$3,446,000.00, \$3,403,399.00, \$2,512,250.00, \$1,604,500.00, and \$304,800.00 (including all applicable taxes), as generally described in this report and as illustrated in Appendices "IV" to "VIII" attached to this report, respectively;
3. Authorize the execution of three Water Development Works Agreements to an upset limit of \$23,384,939.36, \$16,755,810.00, and \$58,789,939.00 (including all applicable taxes), as generally described in this report and as illustrated in Appendices "I" to "III" attached to this report, respectively; and
4. Authorize the execution of five Sewer Development Works Agreements to an upset limit of \$8,164,099.00, \$5,870,668.00, \$2,760,477.00, \$2,590,727.00, and \$1,100,045.00 (including all applicable taxes), as generally described in this report and as illustrated in Appendices "IV" to "VIII" attached to this report, respectively.

INTENT

The purpose of this report is to obtain approval for the City to enter into Development Cost Charge Front-Ending Agreements (“DCCFEAs”) and Development Works Agreement (“DWAs”) with the Anniedale Land Development Limited Partnership (the “Front-Ending Developer”). The Front-Ending Developer may be reimbursed in the future with Anniedale-Tynehead Neighbourhood Concept Plan (“NCP”) specific Water and Sewer Development Cost Charges (“DCCs”) and DWA Specified Charges from development on the benefiting properties, as illustrated in Appendices “I” to “VIII”. The Front-Ending Developer will construct the water and sewer infrastructure works to service developments in the NCP.

BACKGROUND

The Engineering Department’s 10-Year Servicing Plan (“10YSP”) establishes the City’s capital expenditure plan for the construction of engineering infrastructure to service existing neighbourhoods and to support new growth across the City, and the identified growth related components in the 10YSP are used to determine the DCC rates for engineering infrastructure. In 2018, Council adopted the 10YSP (2018-2027) and related DCC rates.

Staff in the Engineering Department have been working through the development servicing design process with the Front-Ending Developer, who is proposing to construct water and sewer infrastructure works in the NCP. These works are eligible for NCP-specific Water and Sewer DCC reimbursements by the City; however, the NCP-specific Water and Sewer DCC reimbursements will leave a funding shortfall between the 10YSP costs and the cost of the works, the balance of which the Front-Ending Developer is proposing be recovered from the benefiting lands through Water and Sewer DWA Specified Charges.

Use of the DCCFEAs and the DWAs, as recommended in this report, is in keeping with City practice (see Appendices “IX” and “X” for DCCFEA Process Flowchart and DWA Process Flowchart, respectively) regarding the use of such agreements as means of financing the construction of services that are contained in the City’s 10YSP.

DISCUSSION

The Front-Ending Developer is proceeding with development on a site within the NCP. The construction of the water and sewer infrastructure works is required to allow development to proceed on that site and will also benefit other lands in the NCP (some portions of lands within the benefiting areas are excluded, as those portions of lands are undevelopable, e.g., riparian areas).

Since these works are necessary to proceed with this development, the Front-Ending Developer has offered to front-end the cost of these works, provided that it eventually receives the NCP-specific DCCs and DWA Specified Charges the City collects from subsequent development within the benefiting areas. The DCCFEAs and DWAs provide for the payment of funds collected by the City to the Front-Ending Developer, but do not recreate any other financial obligations between the City and the Front-Ending Developer. In accordance with Corporate Report No. R087; 2018, these agreements would remain in effect for 20 years after the completion date of the works to which they apply.

Water supply to the initial phase of development in the NCP would be provided by water infrastructure works, as illustrated in Appendices “I” and “II” without the commissioning of the future Fleetwood Reservoir by Metro Vancouver. These works would be able to service a population of approximately 4,321, and, as new developments use less water, it is likely more developments and population can be serviced by these works. Staff in the Engineering Department will monitor the water consumption to optimize the use and capacity of these works. If the capacity of the works is reached, then additional developments or population can be serviced by the existing water mains on 96 Avenue, of which its capacity may be increased by increasing the operating pressure in the system; however, this approach is not recommended in the long-term as it will increase water leakages and potential water main breaks.

The proposed Fleetwood Reservoir would be required to service any further increase in development and population in the NCP area, as the future Fleetwood Reservoir provides the source water for the water network, as illustrated in Appendix “III”.

The DCCFEAs, as proposed, will not significantly affect the reasonable implementation of other components of the City’s NCP-specific Water and Sewer DCC program or the 10YSP. The infrastructure projects are currently identified, but unfunded in the 10YSP. As of the date of this Corporate Report, no DCCs have been collected in the NCP.

The potential NCP-specific DCC recoveries are set out in the “DCCFEA Maximum Amount” column in Table 1 – Possible Cost Recovery Sources. The DCCFEAs will specify that any NCP-specific DCCs collected in the future will be used to reimburse the Front-Ending Developer for the capital costs and other eligible expenses related to the works.

The NCP-specific Water and Sewer DCC revenues that may be collected by the City from the benefiting lands are not enough to fully cover the costs for the subject works; hence, over and above the recoveries available from the DCCFEAs, the DWAs are required to recover the shortfall. The potential DWA Specified Charges recoveries are set out in the “DWA Maximum Amount” column in Table 1 – Possible Cost Recovery Sources. The DWA Specified Charges will be collected from the owners of the benefitting lands in the future at the time of an application for development or connection.

Pursuant to Section 570 of the Local Government Act, RSBC 2015, c 1 (the “Local Government Act”), a DWA may only be required where a sufficient petition for the DWA has been presented to Council. The Front-Ending Developer has undertaken the DWA petition process with the owners of the properties within each of the benefiting areas. Pursuant to Section 212 of the Community Charter, SBC 2003, c 26, the City Clerk has received and certified the petitions to be sufficient. The petitions included the information required by Section 570(5) of the Local Government Act.

Table 1. Possible Cost Recovery Sources

	Total Cost	DCCFEA Maximum Amount	DWA Maximum Amount	DWA Maximum Specified Charge (per hectare)
Water				
81/8418-0122-00-1	\$26,101,845.00	\$2,716,905.64	\$23,384,939.36	\$506,386.73
81/8418-0122-00-2	\$20,303,377.00	\$3,547,567.00	\$16,755,810.00	\$70,918.06
81/8418-0122-00-3	\$68,601,850.00	\$9,811,911.00	\$58,789,939.00	\$248,825.24
<i>Water sub-total</i>	<i>\$115,007,072.00</i>	<i>\$16,076,383.64</i>	<i>\$98,930,688.36</i>	
Sewer				
82/8518-0122-00-1	\$11,610,099.00	\$3,446,000.00	\$8,164,099.00	\$29,068.08
82/8518-0122-00-2	\$9,274,067.00	\$3,403,399.00	\$5,870,668.00	\$76,411.14
82/8518-0122-00-3	\$5,272,727.00	\$2,512,250.00	\$2,760,477.00	\$13,437.56
82/8518-0122-00-4	\$4,195,227.00	\$1,604,500.00	\$2,590,727.00	\$20,345.89
82/8518-0122-00-5	\$1,404,845.00	\$304,800.00	\$1,100,045.00	\$13,054.22
<i>Sewer sub-total</i>	<i>\$31,756,965.00</i>	<i>\$11,270,949.00</i>	<i>\$20,486,016.00</i>	
Total	\$146,764,037.00	\$27,347,332.64	\$119,416,704.36	

Subject to Council approving the recommendations of this report, Legal Services will prepare the related agreements for execution by the Front-Ending Developer, and the City Clerk will bring forward for the required readings the related DWA Bylaws, which if adopted will act to give the City authority to collect the DWA Specified Charges from the benefiting lands when such lands are developed. A sample DWA Bylaw is attached to this report as Appendix “XI”.

Construction of the works will be based on a competitive tendering process by the Front-Ending Developer, with the results of such process reviewed by City staff to confirm that the process reflects the City of Surrey Purchasing Policy and the prices represent reasonable value.

The Front-Ending Developer will post securities for the construction of the subject works through the normal Servicing Agreement process. The amounts to be collected from the benefiting lands through NCP-specific DCCs and DWA Specified Charges will be finalized upon completion of construction of the works and on certification of the actual costs of construction to a maximum of the upset limits included in the Recommendations section of this report.

FUNDING

The cost of construction of the works will be financed by the Front-Ending Developer. The proposed DCCFEAs and DWAs each have a term of 20 years after the completion date of the works, regardless of the amount of the recoveries that the Front-Ending Developer has achieved at that time under each agreement. These agreements will allow the Front-Ending Developer to recover some of the costs of constructing the subject works.

SUSTAINABILITY CONSIDERATIONS

The proposed water and sewer infrastructure works support the objectives of the City’s Sustainability Charter 2.0. In particular, the works relate to the Sustainability Charter 2.0 theme of Infrastructure. Specifically, the proposed works support the following Desired Outcomes (“DO”) and Strategic Direction (“SD”):

- All Infrastructure DO1: City facilities and infrastructure systems are well managed, adaptable and long lasting, and are effectively integrated into regional systems;
- All Infrastructure DO2: Infrastructure systems provide safe, reliable and affordable services; and
- All Infrastructure SD1: Proactively manage community assets to maintain them over the long-term in a state of good repair.

CONCLUSION

The Engineering Department recommends that Council authorize the execution of the DCCFEAs and DWAs as discussed in this report.



Jaime Boan, P.Eng.
Acting General Manager, Engineering

SSL/AE/cc

- Appendix "I" - Benefiting Area Map for Proposed Water DCCFEA 8118-0122-00-1 and DWA 8418-0122-00-1
- Appendix "II" - Benefiting Area Map for Proposed Water DCCFEA 8118-0122-00-2 and DWA 8418-0122-00-2
- Appendix "III" - Benefiting Area Map for Proposed Water DCCFEA 8118-0122-00-3 and DWA 8418-0122-00-3
- Appendix "IV" - Benefiting Area Map for Proposed Sewer DCCFEA 8218-0122-00-1 and DWA 8518-0122-00-1
- Appendix "V" - Benefiting Area Map for Proposed Sewer DCCFEA 8218-0122-00-2 and DWA 8518-0122-00-2
- Appendix "VI" - Benefiting Area Map for Proposed Sewer DCCFEA 8218-0122-00-3 and DWA 8518-0122-00-3
- Appendix "VII" - Benefiting Area Map for Proposed Sewer DCCFEA 8218-0122-00-4 and DWA 8518-0122-00-4
- Appendix "VIII" - Benefiting Area Map for Proposed Sewer DCCFEA 8218-0122-00-5 and DWA 8518-0122-00-5
- Appendix "IX" - DCCFEA Process Flowchart
- Appendix "X" - DWA Process Flowchart
- Appendix "XI" - Sample DWA Bylaw

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Note: Appendices available upon request

Beech Westgard NCP Amendment Anniedale-Tynehead NCP

EXISTING NCP PLAN



- NCP Amendment Area
- High-Density Cluster (0.5 FAR)
- Medium-High Density (0.6 - 0.9 FAR)
- High Density (0.9 - 1.3 FAR)
- Commercial (0.5 - 1.0 FAR)
- Neighbourhood Commercial (0.6 - 1.0 FAR)
- School
- Park
- Green Space Transfer
- Landscape Buffer
- Trail
- Fish Class Buffer
- Storm water Management Pond
- Pond Buffer
- GIN Corridor Overlay
- ALR
- Stream



Scale: 1:5000



Project 19-1074
19 / 07 / 2022
Drawn by AR

Drawing

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July 8, 2022

Our File: 19-1074
Surrey File: 20-0002-00

City of Surrey,
Planning and Development Department
13450 104 Avenue
Surrey, BC, V3T 1V8

Attention: Christa Brown

Re: Summary of Public Engagement for Anniedale-Tynehead NCP
Amendment (NCPA)

On behalf of Beech Westgard Developments Ltd (Applicant), Aplin & Martin Consultants Ltd (Consultant Agency) held a series of consultation meetings with interagency groups and Public Information Meetings (PIM) regarding the above project 'Anniedale-Tynehead NCP Amendment (NCPA)'.

Below is an overview of the notifications, interagency meetings, PIM sessions, and a summary of the community feedback.

CONSULTATION NOTIFICATIONS

Landowner Letters

Letters directly addressed to landowners within the Anniedale Tynehead NCPA area were mailed out by Aplin Martin on May 12, 2022 and June 21, 2022 (Appendix A). These letters informed landowners of the existing land use and proposed land use of their parcel. This provided landowners an opportunity to understand what was being proposed to their parcels prior to the NCPA being introduced to the general public. Letters provided Aplin Martin contact information for landowners to reach out to with any comments or questions. A log of the conversations between landowners and Aplin Martin (Appendix B) are included in this summary.

PIM Notifications

Aplin Martin sent 60 postcard notifications addressed and mailed out to landowners in the 100-metre radius of the proposed NCPA area. All notifications were mailed out by Aplin Martin on June 13th, 2022 (Appendix C). As of July 8, 2022, no mailouts have come back as "return to sender".

Website

Aplin Martin created and launched a webpage (www.aplinmartin.com/anniedale-tynehead-PIM/) via their corporate website that included project information and context on June 13, 2022 (Appendix D). The website also provided information on the in-person consultation date and location, as well as zoom webinar details. Contact information for both Beech Westgard and Aplin Martin were provided to allow anyone to reach out and ask questions or provide comments.

Newspaper Advertisement

Aplin Martin created a newspaper advertisement that included project information and context, which was posted in the Surrey Now-Leader Newspaper on June 23, 2022 (Appendix E). The newspaper advertisement also provided information on in person consultation venue and location, as well as zoom webinar details. Contact information for both the Applicant and Consultant Agency were provided for the public to reach out and ask questions or provide comments.

MEETINGS SUMMARY

Interagency Meetings

Aplin Martin hosted a series of virtual consultation meetings with various interagency groups, as identified by the City of Surrey. Contact information of relevant interagency group members were provided by City of Surrey. The dates and time were chosen to allow for flexibility for those required to attend. A copy of the Presentation is also included in this summary (Appendix F).

- I. **School District** - May 11, 2022, from 9:00 – 9:30am. Aplin Martin and the City of Surrey virtually met with Davie Riley, Director of Capitals Project Office at Surrey Schools and Ethel Aquino, Senior Research Analyst at Surrey School District #36. Both expressed no concerns with re-location of the school site. Earlier discussions with School District #36 had been held prior to the interagency meetings, where conversations of location and size were considered.
- II. **BC Hydro** – June 16, 2022, from 10:00 – 10:45am. Aplin Martin and the City of Surrey virtually met with Cynthia Manurung, Senior Engineer of Regional Distribution Planning at BC Hydro. Cynthia expressed no concerns with the NCPA and said they will be more involved prior to development to understand what needs to be done to serve the buildout.
- III. **Metro Vancouver** – June 17, 2022, from 10:00 – 10:45am. Aplin Martin and the City of Surrey virtually met with Mark Seinen, Senior Regional Planner at Metro Vancouver Regional District. Mark inquired if the NCPA will trigger a Regional Growth Strategy amendment and was informed by City staff it was unlikely.
- IV. **TransLink** – June 17, 2022, from 10:00 – 10:45am. Aplin Martin and the City of Surrey virtually met with Susan Lightfoot, Senior Planner with TransLink. Susan expressed no concerns with the NCPA and said she will discuss internally with TransLink.
- V. **Fortis BC** – June 17, 2022, from 10:00 – 10:45am. Aplin Martin and the City of Surrey virtually met with Brad Ricketts, Energy Solutions Manager at Fortis BC. Brad expressed no concerns with the NCPA.

PIM - In Person

Aplin Martin hosted one in-person PIM located on a site within the NCPA area at 9450 172nd Street, Surrey, BC V4N 6H5. The date and time were chosen to allow for flexibility for those planning to attend.

June 28th from 5:00 – 8:00pm

Approximately 16 people attended the in-person meeting located outdoors on site of the NCPA area.

City of Surrey Staff attended the meeting to assist in answering questions.

The in-person PIM provided 16 Boards that illustrated the following items for attendees:

- Anniedale-Tynehead NCP Amendment Introduction
- Purpose of the PIM
- Project Overview
- Official Community Plan Context
- Existing Zoning Context
- Existing Land Use Plan
- Proposed Land Use Plan
- Existing Land Use Definitions
- Proposed Land Use Strategy
- Parcels Under Application
- Green Space Network
- Environmental Protection
- Transportation – Existing and Proposed Road Classification
- Pedestrian Road Cross Section
- School Catchment Areas
- Project Team Contact Info

A copy of the PIM Boards are included in this summary (Appendix G). In addition, an attendance sign in sheet and comments feedback from the in-person PIM are also included (Appendix H).

PIM - Virtual Meeting

Aplin Martin hosted one virtual PIM via Zoom Webinar platform. The date and time were chosen to allow for flexibility for those planning to attend.

June 29th from 6:30pm – 7:15pm

Approximately 11 people attended the virtual meeting via the internet and local phone number. This total excludes the panel members and duplicated entries (i.e., where someone logged in twice using the same details).

City of Surrey Staff attended the meeting as panelists to assist in answering questions.

The meeting provided a panel presentation with live audio. The public was invited to listen to the presentation and then ask questions of the panel in the chat box.

During the presentation, the panel went over the PIM Boards, as shown in Appendix G. After the presentation, the attendees were given a chance to ask their questions which were answered by the panel.

A log of the participants that signed into the virtual PIM and comments/questions are also included in this summary (Appendix I).

If you have any further questions, please contact the undersigned at 604-597-9058.

Sincerely,

APLIN & MARTIN CONSULTANTS LTD

Samira Khayambashi, MCIP, RPP
Planner/ Project Manager

AR;SK;HK
Enclosures
19-1074 Engagement Summary