

- Identify measures to address the comments and concerns received through the public consultation process; and
- Provide an overview and seek Council's approval of the Stage 1 Land Use Concept component of the Plan, as the basis for more detailed planning that will occur through the Stage 2 component of the Plan, including a summary of the outstanding issues to be addressed in Stage 2.

BACKGROUND

On March 30, 2009, Council received Corporate Report No. R034 and authorized staff to prepare a Terms of Reference for the development of an Anniedale-Tynehead NCP. A start-up community meeting was held on May 11, 2009, and a Citizens' Advisory Committee ("CAC") was formed. The CAC has met on a regular basis to guide the development of the Plan.

On November 16, 2009, Council received Corporate Report No. R212 and authorized staff to hold a public open house to present two draft land use options proposed for the Anniedale-Tynehead NCP. The two options had been developed in conjunction with the CAC, project consultants, staff and other stakeholders.

On May 17, 2010, Council received Corporate Report No. R116, which discussed the draft Preferred Land Use Plan that was developed as a result of feedback from the November 2009 public open house as well as additional feedback from the transportation agencies. It was recommended that the draft Preferred Land Use Concept be presented to the general public for further feedback.

This most recent open house was held on June 9, 2010. Feedback from the open house has now been reviewed and a Stage 1 Land Use Concept has been refined for Council's consideration.

DISCUSSION

Planning Process

The Anniedale-Tynehead NCP area is bounded by Highway 1 to the north, 168 Street to the west, Harvie Road to the east and lands in the Agricultural Land Reserve ("ALR") to the south. It contains about 374 individual properties and is comprised of some 374 hectares (924 acres) of land. The entire NCP area is currently designated Suburban in Surrey's Official Community Plan ("OCP"), and the majority of properties are zoned One-Acre Residential (RA).

The planning process for Stage 1 of the Anniedale-Tynehead NCP has included:

- nine meetings with the CAC;
- three public open houses;
- inter-agency meetings on June 17, 2009 and October 16, 2009;
- meetings with Gateway, TransLink and Ministry of Transportation and Infrastructure (MoTI);
- meetings with a Surrey School District Representative;

- meetings with the Agricultural Advisory Committee, the Environmental Advisory Committee and the Heritage Advisory Commission; and
- numerous discussions with stakeholders and area residents.

Planning Vision and Objectives

The South Port Kells General Land Use Plan, approved by Council in June, 2005 provides the overall framework to guide the development, servicing and build-out of the Anniedale-Tynehead area as a comprehensively planned community.

The General Land Use Plan further established several guiding principles for consideration during the preparation of individual NCPs. The CAC has considered these principles at regular intervals through the process and also reflected on its own vision for the area at one of its early meetings. The Guiding Principles developed for the Anniedale-Tynehead NCP are summarized in Appendix II.

June 9, 2010 Public Open House

Approximately 182 people attended the June 9, 2010 open house, where a Draft Preferred Land Use Concept for the Anniedale-Tynehead NCP was presented. A series of display boards, comment sheets, a staff presentation, and a question and answer period were provided for community feedback.

A total of 77 comment sheets have been received as of June 23, 2010, representing 65 properties. The majority of respondents supported the Land Use Concept.

Comment Sheet Tally:

What is your view of the Preferred Land Use Concept?	Percent	Number
Generally Support	29%	19
Generally Support with Concerns	57%	37
Do Not Support	9%	6
No Answer	5%	3
Total	100%	65

Generally, there is support for the proposed Land Use Concept for the NCP area. When asked what features people liked about the Land Use Concept, many respondents commented favourably on the proposed densities, location of the commercial areas, the transportation and circulation systems and the green spaces and trails.

The most frequently cited concerns on the comment sheets were:

- the lack of access to the Industrial area in the "triangle" between Highway 1, Highway 15 and Golden Ears Way; and
- the density being too low in the floodplain area along the Serpentine River in the western part of the Plan area.

Response to Public Consultation

Lack of Access into the "Triangle"

One of the concerns expressed was about the limited access into the "triangle." These lands are bounded by three different regional transportation routes: Highway 1 on the northeast, Highway 15 on the west, and Golden Ears Way on the south. Two points of access into the triangle are currently proposed. The first is at the existing intersection of 180 Street and Golden Ears Way and the second is a proposed overpass at the eastern edge of the triangle, south of Highway 1.

It is important to note that Highway 1 and Highway 15 along with Golden Ears Way are regional transportation routes that are designed to move large traffic volumes and adding additional intersections would impact their traffic moving function. Approval of any changes to these routes would ultimately be made by the Ministry of Transportation and Infrastructure (MoTI), TransLink, and the Golden Ears Crossing General Partnership (the operating concessionaire). There is no certainty that they will grant approval for additional intersections. Discussions about the overall transportation network as well as access into the triangle have been underway with the transportation agencies throughout the planning process. Based on the expected access available for the triangle, the land use will be limited to industrial uses.

As part of the Stage 2 NCP work further detailed transportation modelling will be completed to analyze network performance, refine the road network and assess options for key intersections.

Lower Densities along the Serpentine River

Residents in the Tynehead area of the Plan (i.e., to the east of Highway 15) expressed concern about the low density designation for lands near the Serpentine River. Respondents felt that the close proximity to the large commercial node in Tynehead and a planned transit route along 94A Avenue are sufficient justification for higher densities along the Serpentine River.

Development potential of the lands along the edge of the floodplain requires careful consideration. Development on these lands will need to establish, at minimum, a 30-metre setback area from the top of bank to allow for the natural meandering of the Serpentine River. In addition, a limited number of parcels will need to complete local filling to implement the recommended servicing strategy for this area, as included in the City's Strategic Plan for Lowland Flood Control.

Given the multiple constraints such as proximity to the Serpentine River and the ALR lands, the densities for these properties have been established at two units per acre at this stage. These densities have yet to be reviewed by the Department of Fisheries and Oceans (DFO). As this NCP process moves forward to Stage 2, comments from DFO will allow staff to determine if the densities proposed are appropriate or if they can be increased.

Overview of the Proposed Land Use Concept

The NCP proposes a complete community that includes a range of residential housing forms and employment opportunities on a grid street network. The following sections provide an overview of these areas.

Employment Lands

The NCP includes the provision of employment opportunities within the Plan area. These include retail uses, office and warehouse uses as well as live/work opportunities. Together, the Commercial and Business Park/Industrial uses are projected to provide between 7,000 and 9,000 jobs at full build out.

Industrial Area

The "Industrial" designation is proposed along the south side of Highway 1 as one continuous area. This proposed location facilitates access and connections for industrial traffic to major transportation routes such as Highway 1, 192 Street, Highway 15 and Golden Ears Way.

Access into the western portion of the proposed Business Park/Industrial area that is bounded by Highway 1, Highway 15 and Golden Ears Way (the "triangle") is limited to two access points along Golden Ears Way, one existing access at 180 Street and the second proposed at Highway 1. As a result of this, the land use will be limited to lower traffic generating industrial uses.

Commercial Areas

The Plan proposes four commercial nodes of varying sizes. The largest commercial area is proposed to be located along the west side of Highway 15, immediately south of 96 Avenue and the remaining three neighbourhood commercial areas are proposed at 96 Avenue and 168 Street, 94A Avenue and 180 Street, and 92 Avenue and 184 Street.

The large commercial area is proposed to be located in close proximity to Highway 15 on the south side of 96 Avenue. This location allows for good visual exposure to regional transportation routes while allowing for sufficient access points from 96 Avenue to support the scale of commercial development that is envisioned. An overpass is proposed at Highway 15 and 93 Avenue in order to link the east and the west sides of the Plan area and to allow additional access into the commercial area. It is envisioned that large format retail units will be combined with village-scale shops, similar to Grandview Corners in South Surrey. Public gathering spaces, seating and public art are proposed to be included in the commercial development. The specific features will be identified in the Design Guidelines that will be developed as part of Stage 2 of the NCP process.

Two smaller commercial areas are proposed as "village commercial" designations. These will allow for neighbourhood shops within walking distance of the residential areas on the east side of the Plan. One village commercial node is proposed to be located at 180 Street and 94 Avenue and the other at 184 Street and 92 Avenue.

A fourth small commercial area, located at the south-east corner of 96 Avenue and 168 Street, is proposed as a "heritage commercial" centre. The Tynehead Community Hall is currently located on the site. This designation is intended to reinforce the heritage character of the Tynehead Community Hall. The specific heritage and design features for this area will be determined during Stage 2.

Residential Uses

Overall, the highest residential densities are located adjacent to the large commercial node and Golden Ears Way. Moving toward the ALR, the proposed residential densities are reduced through the use of Cluster and Single Family densities. At full build out, it is projected that the Plan area will have between 5,000 to 8,000 dwelling units.

High and Medium-High Density

The highest residential densities (30-45 units per acre) are proposed east of Highway 15 and west of Highway 15 along the south side of Golden Ears Way in close proximity to the large commercial node. These densities generally allow for apartments and stacked townhouses. Medium-High densities (15-25 units per acre), mainly in the form of townhouses and row-houses, are proposed to be located adjacent to the village commercial areas and between the high density areas and areas designated for single family housing. The housing form built under the medium high density designation typically provides a suitable transition between apartment blocks and single family houses.

Medium Density

Residential densities of 10 to 15 units per acre will allow for small lot single family development as well as duplex, fourplex and manor house types of housing. These housing forms are located adjacent to townhouse designations and next to the Port Kells village area in the south east sector of the NCP area.

Cluster Residential

Cluster Residential designations have been recommended to assist in the protection of environmentally sensitive areas and also to ensure effective buffer transitions next to the ALR boundary along the south edge of the NCP area. The Cluster Residential areas are based on a gross density designation. In order to achieve the density listed in the Land Use Concept, the development will be required to provide between 40% and 50% green space.

Under the City's current policy residential lands adjacent to the ALR are able to develop at two units per acre and are required to provide a 15-metre wide planted buffer along the ALR boundary. Under the proposed Cluster Residential designation, properties are required to provide between 50 to 100 metres of Open Space for buffer and, in exchange, can develop at densities higher than the standard two units per gross acre. The density from the land provided for open space along the ALR boundary can be transferred to the remaining portion of the development creating a higher net density.

Suburban Cluster

The lowest densities in the Plan area are located near the Serpentine River and along the edge of the flood plain. These lands are also located in close proximity or adjacent to the ALR lands to the south, with little or no elevation change and are required to provide a 15-metre wide planted buffer along the ALR boundary. These residential densities of two units per acre allow for larger single family homes on half acre lots. In areas where there is tree preservation and/or riparian area setbacks, the density can be transferred from the preserved area onto the developable

portion of the property. DFO will need to review these areas of the plan and the proposed densities.

Heritage

Heritage preservation opportunities have been identified at various sites in the NCP area. As the Design Guidelines are developed as part of the Stage 2 NCP process, the specifics will be outlined. In general terms, the following heritage sites have been identified:

- Tynehead Hall, located at the south-east corner of 96 Avenue and 168 Street;
- Rae House, located at 9153 - 189 Street;
- Walkington House, located at 9148 - 189 Street; and
- Likila House, located at 9365 - 184 Street.

In addition, opportunities for heritage commemoration through signage have been identified at points of the ridge trails along southern boundary, entrance markers, Tynehead Village, and at the park area proposed along Harvie Road and 192 Street.

Place-making and Neighbourhood Squares

Several elements have been proposed to reinforce identity and to create a sense of place for the Anniedale-Tynehead NCP. This will be accomplished through the inclusion of neighbourhood squares and gathering spaces, as well as gateway features, viewpoints, view corridors and park and trail systems throughout the NCP.

Each of the commercial areas will include spaces for neighbourhood squares and public gathering spaces. These spaces are envisioned as destinations where the community gathers to socialize and take part in various activities. Amenities in these areas may include seating, public art, outdoor cafes and activity spaces for community and cultural programming and special street standards. These community spaces would also be designed to reflect the heritage character of the area.

A new community centre will be needed and is ideally located near the highest density land uses. This centre would be comparable to the Fraser Heights Community Centre and provide a range of spaces and programming opportunities. A neighbourhood park will be located in close proximity to the centre.

Gateway features are proposed at 96 Avenue and 172 Street to mark the entrance to Tynehead Regional Park and also the entrance to the future perimeter trail around that park.

Viewpoints and view corridors are other important elements that create a sense of place and identity for Anniedale-Tynehead. A treed bluff area currently exists on the sloped area to the east of Highway 15. This green area will be preserved through the use of cluster housing. A public trail proposed along the ridge will have specific viewpoint areas identified. These locations will capture views into the farmlands to the south and also incorporate public seating and signage.

Environmental Preservation

In developing the land uses for the NCP area, an Environmental Assessment Study was carried out by Madrone Consulting during the summer of 2009. The study provided an up-to-date inventory

of all the vegetated areas, sensitive ecosystems, potential wildlife linkages, and other ecologically important features. The study also made recommendations for habitat restoration and enhancement of stream flows.

The study recommendations were incorporated into the Stage 1 Land Use Concept. The Green Infrastructure Map, attached as Appendix III, illustrates the overall preservation and enhancement areas and green linkages and corridors. These areas will be secured through parkland acquisition, cluster designations, buffers, setbacks and enhancement requirements triggered during the rezoning process.

Strategies and incentives for green space preservation include density transfer, cluster/open space designation, parkland acquisition, tree preservation and site naturalization areas, alternative drainage and engineering practices, riparian setback and enhancement areas, alternative green design practices, and green infrastructure standards.

Building on the findings in the Environmental Assessment Report, the Stage 1 Land Use Concept provides for 257 acres or nearly 30% of the total land area to be retained in some form of dedicated or acquired green space. These areas include trails, buffers, riparian enhancement areas, passive parks, active parks, and open space preservation areas. The remaining 70% of the planning area also recognizes the ecological value of "urban" green infrastructure and may include provisions for a mix of green buildings, landscapes, and service infrastructure, such as green roofs/walls, bio-retention areas, green streets, permeable pavements, and passive irrigation systems. Guidelines for "green" development will be developed as part of the Stage 2 NCP process.

Parks and Open Space

A network of parks and open space throughout the NCP area is proposed to provide active and passive recreational opportunities for residents and to facilitate habitat connectivity and tree preservation. The new parks build on the existing foundation of regional and community level open space including Tynehead Regional Park and Bothwell Park. These parks are linked through a system of trails and walkways. A riparian area along the Serpentine protects the valuable headwaters of one of Surrey's critical river systems. The City's ecosystem management study provided the basis for the location of a number of natural area parks in this NCP area.

Park Sites

Proposed new parks include a large community park and four neighbourhood parks within reasonable walking distance for current and future residents. The community park is located south of 92 Avenue at 184 Street, adjacent to the proposed elementary school and local commercial node. This site has panoramic vistas of the ALR and will create a significant site for community gathering. It will contribute significantly to place-making in Anniedale-Tynehead. The community park will have several playing fields, a playground, a water park, walking loop and other amenities as well as an enhanced natural area along the toe of the slope to promote habitat connectivity and to buffer the ALR. The final program for this park will be confirmed in the future and will include further consultation with local residents.

The other four park sites are envisioned as neighbourhood parks within easy walking distance of local residents and will provide opportunities for casual, active and passive recreation while also enhancing the habitat connectivity of the entire NCP area.

Trails and Greenways

The Plan also accommodates several significant greenways to promote a walkable community and maintain habitat connectivity. The Tynehead and Golden Ears Greenways follow the Terasen Gas right-of-way, south of 96 Avenue in an east-west direction across the entire NCP area, ensuring connections to the City-wide Greenway network and to Tynehead Regional Park and Langley. The Golden Ears Greenway is considered an official spur of the Trans Canada Trail.

The south slope/ALR ridge park system includes a trail that is an anchoring feature of this neighbourhood. It will provide a green zone that protects existing trees and separates residential uses from the agricultural lands. It is supported by the City's Agricultural Advisory Committee.

School and Community Amenities

Based on the projected housing unit numbers and population projections for the NCP area, it is expected that up to three elementary schools will be required at build out.

The proposed school sites have been located either adjacent to or in close proximity to the proposed park sites. The Parks, Recreation & Culture Department will partner with the School District in securing programmable space in the schools for community leisure services in the evenings and on weekends.

Overview of Engineering Servicing

The Plan requires significant expansion of municipal infrastructure to accommodate the growth anticipated for the area. Stage 1 transportation, water distribution, sanitary sewer and stormwater systems servicing strategies have been developed as well as high level, preliminary cost estimates for all the major infrastructure elements. DCC revenue projections have also been calculated.

Transportation

The Stage 1 transportation servicing strategy for the Anniedale-Tynehead area is based on guiding principles as contained in the City's Transportation Strategic Plan. The proposed modified grid road system and off road greenways integrate with existing municipal and regional transportation networks.

Traffic modelling work indicates that to service NCP generated traffic, while accommodating increasing background traffic, arterial street widening, new arterials and new collectors and some reclassifications of existing roads are needed. Details of the proposed road network are illustrated in Appendix I. Since two of the proposed arterial connections are located in the ALR, the Agricultural Advisory Committee has been consulted regarding the proposed NCP transportation network. The Committee was generally supportive of and recognized the need for these arterial roads to service the traffic generated by the Anniedale-Tynehead NCP, as well as provide network connections with future adjacent NCPs in the South Port Kells and West Clayton areas.

Further detailed transportation modelling is required to ensure that the ultimate network will meet both the neighbourhood and regional traffic demands. The current proposed grid road network of regularly spaced intersections along arterials, collectors and through local roads will provide for:

- Routing options that will disperse traffic across the neighbourhood and reduce potential for congestion;
- Routing alternatives for transit service in the area; and
- Continuous, interesting and safe walking and biking routes within the neighbourhood connecting to various destinations such as schools, parks, and commercial areas.

Integration of Regional Network Traffic

Regional traffic is a significant consideration within the Anniedale-Tynehead neighbourhood as the NCP is located at the junction of four regional corridors: Highway 1, Highway 15, Golden Ears Way/ 96 Avenue and, by 2013, the South Fraser Perimeter Road. The regional operating authorities, including the Ministry of Transportation and Infrastructure (MoTI) and TransLink, have communicated the need to maintain safety and operational performance levels on these regional routes.

To protect the functionality of the regional roads while supporting NCP generated traffic, the preliminary modelling work proposes:

- A full movement interchange on Highway 1 at 192 Street;
- A grade-separated full movement interchange of the existing Highway 15 and Golden Ears Way/96 Avenue intersection;
- An overpass of Highway 15 at approximately 93 Avenue to provide neighbourhood connectivity and a direct connection to the proposed retail land use on the west side of Highway 15. The overpass combined with the "right in/right out" access at 92 Avenue will allow for all turning movements to/from Highway 15; and
- An overpass across Golden Ears Way of the industrial service road that is immediately south of and parallels Highway 1 to provide access for the industrial lands along the south side of Highway 1.

Transportation cost estimates:

Total preliminary cost estimates for these four interchange/overpass structures amount to \$101 million with costs that could be attributable to the NCP as high as \$34.5 million. The total cost estimated for arterial and collector road needs is \$242 million. The gap between this figure and preliminary DCC roads revenue estimates is approximately \$100 million. MoTI, TransLink, and Transportation Investment (TI) Corporation (the crown corporation administering the Gateway Program) have been involved in the Plan process and are supportive of the proposed interchange and overpass structures. However, the funding required for these structures is significant.

Water

The existing water infrastructure in the area has insufficient capacity to service the proposed NCP development. New water supply sources and distribution and feeder mains are required. Preliminary work on developing a water servicing strategy indicates that a connection to the existing feeder main at Cherry Hill Crescent located at 168 Street on the north side of Highway 1 is necessary. This source will provide water to the lands located within the higher elevations of the NCP area and will also service lower elevations for an interim time period (to approximately 2016) until a second water source connection can be established from a new reservoir Metro Vancouver

plans to construct next to the Fleetwood Pumping Station located at 154 Street and 90 Avenue (Meagan Anne MacDougall Park). This new reservoir will eventually become the source of water for the lower elevations in the NCP area. It is estimated that the trunk water infrastructure will cost approximately \$46 million. The gap between this cost and preliminary DCC water revenue estimates is approximately \$7 million.

Sanitary Sewer

There are no existing municipal sanitary sewers in the NCP area. A preliminary sewer servicing strategy proposes an extensive system of sanitary sewer infrastructure, including five new pumping stations and a network of gravity sewers and forcemains discharging into the existing Metro Vancouver North Surrey Interceptor located to the north side of Highway 1. The servicing strategy provides flexibility in relation to accommodating growth within the various sewer catchments of the NCP area. It is estimated that the system of trunk sewer mains and pump stations will cost approximately \$33 million. The gap between these costs and the preliminary DCC sanitary sewer revenue estimates is approximately \$22 million.

Stormwater

A preliminary servicing strategy for stormwater for this area includes a collection system of trunk mains and six detention ponds that discharge into the various watercourses that run through the NCP area. During Stage 2 of the NCP planning process, on-site, landscape-based source controls based on Best Management Practices and Low Impact Development will be considered and the stormwater management strategy refined accordingly. The preliminary cost estimates for the trunk drainage system and detention ponds total \$25 million. The gap between these costs and the preliminary DCC drainage DCC revenue estimates is approximately \$9 million.

Preliminary Financial Analysis

The new water, sanitary sewer, storm sewer and transportation infrastructure required to support development in the NCP area is expensive. Estimates of construction costs and potential DCC revenue show that there is a significant shortfall of revenues relative to servicing costs even when potential cost sharing from other agencies is included.

The estimated DCC revenue shortfall as documented above will likely necessitate the introduction of additional development fees to support development in this NCP area. The practice of special development levies is not new to the City. They have been used in other NCP areas to assist in funding the costs of new infrastructure where the DCC revenues on their own are not sufficient to fund the necessary infrastructure. However, the magnitude of the additional development fees in this NCP area is expected to be significantly higher than those that have been introduced in other NCP areas.

Preliminary calculations show a potential shortfall of approximately \$150,000/acre (on average) between DCC revenues and costs, which includes the combined needs of water, sewer, drainage and transportation. Staff will be exploring options for reducing this revenue shortfall during Stage 2 of the NCP planning process during which detailed servicing plans and cost estimates will be prepared. The Stage 2 component of the planning process will include a financial strategy for the NCP. Financing options that will be evaluated as part of the Stage 2 process include:

- including the full cost of infrastructure in the City's 10 Year Servicing Plan;

- including all infrastructure in the 10 Year Servicing Plan but limiting recoverable costs to anticipated DCC revenues;
- implementing a Local Improvement Area; and/or
- developing an Area Specific DCC program for the NCP area (similar to the approach taken in the Campbell Heights Industrial area).

Population Projections

The expected population of the Anniedale-Tynehead NCP, based on the Stage 1 Land Use Concept at full build-out, will be between 14,000 and 22,400 people accommodated in 5,000 to 8,000 dwelling units. These numbers will be updated in conjunction with any revisions to the Land Use Concept that occurs through the Stage 2 NCP planning process.

Next Steps

As part of the work of the Stage 2 component of the NCP planning process, staff will work to resolve outstanding transportation and land use concerns, identify engineering servicing requirements in more detail, prepare a comprehensive engineering servicing plan and prepare a financial strategy to fund the infrastructure needed to support development in the NCP area.

Items that will be further considered during Stage 2 of the NCP planning process include the following:

- Development of Design and Development Guidelines for the Residential, Commercial, Industrial and Business Park areas, Heritage components, Trails, Viewpoints and View Corridors, Community Gathering Spaces and Gateway Features;
- Complete the review of the Floodplain Study Area to establish the appropriate development densities in this area;
- Establish the amenities that are needed to serve the area, including ongoing park acquisition analysis, park development costs, fire and police protection, library needs and the establishment of appropriate amenity contributions for the NCP area;
- Complete the transportation modelling and financing study and work with MoTI, Gateway, and TransLink regarding the design and funding of large infrastructure works;
- Complete Stormwater, Sanitary Sewer and Water Servicing Plans for the NCP area based on the preliminary strategies discussed in this report;
- Undertake a technical and financial viability study for the provision of a district energy system in the NCP area. While the timing and feasibility for the implementation of a district energy system is dependent on energy market conditions and available technologies, the development potential of this area provides an excellent opportunity to formulate a district energy strategy. Potential energy sources for a district energy system in this area would include natural gas or low-GHG energy sources, such as sewer heat recovery, geoexchange, and biomass; and
- Develop a Financing, Phasing and Implementation Strategy for this NCP. As part of the Stage 2 component of the NCP planning process, staff will explore options for dealing with the

significant gap between estimated DCC revenues and infrastructure costs in consideration of the more detailed servicing plans and cost estimates that will be developed as part of the Stage 2 process.

The complete servicing, phasing and financial plan will be presented to the public for review and comment. It is anticipated that the Stage 2 component of the NCP will be completed by the late spring of 2011.

CONCLUSION

Based on the above discussion, it is recommended that Council:

- Approve the Stage 1 Land Use Concept for the Anniedale-Tynehead Neighbourhood Concept Plan ("NCP") as described in this report and as illustrated on the map attached as Appendix I; and
- Authorize staff to undertake the Stage 2 component of the NCP planning process on the basis of the Stage 1 Land Use Concept, including:
 - The refinements of the Land Use Concept plan based on further analysis described in this report;
 - The resolution of transportation requirements that may arise from transportation modelling work as identified in this report;
 - The preparation of design and development guidelines for development in the NCP area; and
 - The completion of an engineering servicing plan and a comprehensive financial strategy that will provide adequate funding for the construction of infrastructure, phasing of development and the provision of community amenities.

Jean Lamontagne
General Manager
Planning and Development

Vincent Lalonde, P.Eng.
General Manager
Engineering

JB/PB/RD/PH/saw/VL/brb

Attachments

Appendix I Draft Stage 1 Land Use Concept
Appendix II Guiding Principles
Appendix III Green Infrastructure Map

Anniedale-Tynehead NCP Guiding Principles

General

1. The NCP for Anniedale-Tynehead will be based on the Principles of a Sustainable Community, including the three pillars of sustainability: Social, Economic and Environmental Sustainability.
2. The Plan will provide for Live, Work and Play. Anniedale-Tynehead will be planned as a "complete community" with a range of housing types, services, and employment and recreational opportunities.
3. While Anniedale-Tynehead will have a distinct community identity, each neighbourhood should have its own recognizable character. It will be a beautiful place to live.
4. Anniedale-Tynehead will have an abundance of open space, green corridors and protected wildlife areas to allow the residents to enjoy passive and active outdoor activities. Efforts will be made to preserve elements of the rural ambiance which currently exists in Anniedale-Tynehead.
5. Anniedale-Tynehead will be a highly walkable community with an inter-connected street, pathway/cycle routes and greenway system.

Housing and Housing Densities

1. Anniedale-Tynehead will provide for a variety of housing types, densities and forms to accommodate a range of lifestyles and housing choices for people across the spectrum of family type, age and income.
2. The NCP will recognize and protect the character of existing established residential subdivisions until such time as the owners agree to redevelop. To avoid the piecemeal redevelopment of these established areas, the NCP will include design guidelines and implementation policies including minimum redevelopment parcel sizes and phasing.
3. Higher density residential development will be planned in and adjacent to commercial areas, especially in the centres/villages, where mixed uses are encouraged.
4. The NCP will provide for densities that make servicing feasible while also respecting environmentally sensitive and ALR transition areas.

Sense of Place and Identity

1. The NCP will maximize opportunities for locating commercial and mixed use development in association with neighbourhood amenities, schools, parks and facilities in order to maximize neighbourhood gathering places and "place-making" opportunities.
2. Care will be taken to protect and maintain the natural beauty of the area, including the protection view corridors and heritage buildings and features. It will take advantage of the view opportunities provided on the slopes adjacent to the ALR.

3. The NCP will capitalize on "Gateways" into the community at 176 Street and 96 Avenue through use of public art and other gateway features to identify the community.

Commercial/Industrial

1. Local shopping opportunities will be provided in village centres in each neighbourhood to provide local neighbourhood services rather than centering all commercial activity in one location. Any large scale shopping areas will include a village scale component within the development.
2. The NCP will create the opportunity for residents to work close to home, by accommodating business/industrial development adjacent to Highway 1 and other employment opportunities.
4. The Anniedale-Tynehead area will contain smaller scaled, pedestrian oriented commercial spaces where people can meet, such as cafes, coffee shops and corner stores.
5. The NCP will provide a range of commercial uses that create activity through different parts of the day and into the evening. The NCP will include "destinations" within the community to create a sense of place that is unique to Anniedale-Tynehead.

Agricultural

1. The NCP will recognize and protect the ALR Boundary and its interface with suburban/urban development. The Plan will ensure the establishment of buffers between development and the ALR as open space, pathways, habitat areas and other linear links.

Parks, Open Space, Recreational and Natural Areas

1. The NCP will retain significant environmental features including creeks, important vegetation and Wildlife Hubs, Sites and Corridors, and will fit with larger eco-systems management plans to protect the city's bio-diversity. The selection of Park locations incorporate consideration of the protection of valuable ecosystems. It will be an objective of the NCP to minimize clear cutting land, and to encourage cluster development and site specific design that responds to the area's natural features.
2. Anniedale-Tynehead will have a variety of sizes and types of parks and recreation opportunities (e.g. active and passive) distributed equitably through the area to serve residents of all ages. These facilities should be interconnected through a system where they can be reached by residents on foot or by bicycle.

Roads/Transportation/Pedestrian and Bicycle Circulation

1. The NCP will provide for the design of a road system and use road standards to help define the character of Anniedale-Tynehead that provides for the movement of goods and people in a variety of ways.
2. Transit service to the area is encouraged, and Anniedale-Tynehead will be developed with a pattern of streets and land uses designed to accommodate public transit service.

3. An inter-connected street network and walkability plan will create opportunities for pedestrian/bicycle routes that link the focal points in and adjacent to the community, amenities, parks and agricultural lands. Many daily needs should be within walking distance.
4. The NCP will provide for buffers along major highways, specifically Highway 1, and will be designed to limit regional through-traffic from negatively affected residential areas.

Infrastructure and Servicing

1. The NCP will be designed 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. Best practices will be used in the design of the drainage system, and the protection of water quality.

Coordination

1. The NCP will recognize the interrelationship of Anniedale-Tynehead with Langley and adjacent Town Centres in Surrey, especially with respect to commercial, institutional, and transportation needs.

