

NO: R167

COUNCIL DATE: September 9, 2024

---

## REGULAR COUNCIL

TO: **Mayor & Council** DATE: **September 5, 2024**

FROM: **Acting General Manager, Planning & Development** FILE: **6520-20**  
**General Manager, Engineering** (Anniedale-Tynehead)  
**General Manager, Parks, Recreation & Culture**

SUBJECT: **Anniedale-Tynehead Neighbourhood Concept Plan – Stage 1 Plan Update**

---

## RECOMMENDATION

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

1. Receive this report for information;
2. Approve the proposed Stage 1 updated Anniedale-Tynehead Neighbourhood Concept Plan, including the land use, transportation, parks and community amenities, and natural areas concepts, attached as Appendix “I”, and authorize staff to proceed with the Stage 2 planning process as generally described in this report;
3. Approve the interim Anniedale-Tynehead Development Expectations Policy, as described in this report and attached as Appendix “II”; and
4. Approve amendments to *Surrey Zoning By-law, 1993, No. 12000*, as amended, to update amenity contribution rates for the Anniedale-Tynehead Neighbourhood Concept Plan Area, as documented in Appendix “III”, and authorize the City Clerk to bring forward the necessary *Surrey Zoning By-law, 1993, No. 12000* amendment bylaw for the required readings at a future Council meeting and to then set a date for the related Public Hearing.

## INTENT

The intent of this report is to provide a summary of the Anniedale-Tynehead Neighbourhood Concept Plan update process and seek Council endorsement of the proposed updated Stage 1 Plan. The report also seeks Council authorization to proceed with the associated Stage 2 planning process.

## BACKGROUND

At the November 20, 2023, Regular Council – Public Hearing meeting, Council approved Corporate Report No. R193; 2023 which endorsed a conceptual update for the “West Amendment Area” portion of the Anniedale-Tynehead Neighbourhood Concept Plan (the “Plan”), and authorized staff to initiate an update for the remainder of the broader Neighbourhood Concept

Plan (“NCP”) (see Appendix “IV”). The purpose of the update was to consider changes to regulations and market conditions to ensure the Plan is responsive and supportive of new development.

### **Infrastructure Servicing Context**

Over the past four years the City has been working with a proponent group to establish the necessary trunk water, sewer, and drainage infrastructure to service the area, including various Development Cost Charge Front-ending Agreements and Development Works Agreements. This work has been running concurrently with ongoing planning updates of the land use concept, including the recent update to the West Amendment Area. With infrastructure servicing work progressing, staff anticipate development to accelerate within the area over the coming years.

### **Policy and Regulatory Context**

Since the NCP’s original 2012 approval, there have been significant changes to provincial and federal legislation in relation to fisheries, watercourses, and wetlands. Namely, the modernization of the *Fisheries Act* in 2019 and new Riparian Areas Protection Regulation (“RAPR”)—which replaced the old Riparian Area Regulation (“RAR”) in 2019. The planning process considered an updated assessment of these regulated waterbodies and associated Streamside Protection Areas (a.k.a., riparian areas). The NCP update also takes into consideration the City’s Biodiversity Conservation Strategy (“BCS”), which was adopted following the original NCP’s approval, including the associated Green Infrastructure Network (“GIN”).

In the fall 2023 legislative session, the Provincial Government introduced a suite of housing legislation aimed at increasing the supply and affordability of housing. Included within the suite of legislation was Bill 44 which requires local governments update their development frameworks to enable small scale multi-unit housing on typical residential lots.

The proposed Stage 1 (draft) Plan has been updated to reflect market conditions and to ensure alignment with updated federal and provincial legislation, as well as more recent City policies. Additional background and information on the planning process is provided in Appendix “V”.

## **DISCUSSION**

Following Council direction to update the Anniedale-Tynehead NCP, staff have completed additional planning work, including an environmental review of regulated waterbodies and biodiversity corridors and hubs, utility and transportation analysis, and a review of land uses and designations. Staff also examined the provision of community amenities with consideration to the increase in projected population. This work has been supported by community and stakeholder consultation.

### **Public Engagement**

Staff launched an engagement campaign in early 2024 to seek feedback on proposed Plan updates. Engagement activities included an open house on March 12, 2024, a survey, and stakeholder meetings. Over 500 residents were engaged through the process, representing approximately half of the population of the Plan Area. Residents and landowners were informed of the process through direct mailout. The proposed Plan update is reflective of recent input from public

engagement. A summary of engagement outcomes and what was heard is attached as Appendix “VI”.

### Port Kells Consideration

During the engagement process, staff received correspondence from residents within Port Kells, outside of the Anniedale-Tynehead Plan Area. Staff also received formal correspondence and met with members of the Port Kells Community Association (“PKCA”). Through this consultation residents expressed concerns regarding ongoing impacts to their properties. Some residents also expressed a desire to initiate planning for the future of the Port Kells area.

Staff also met with members of the Anniedale-Tynehead Community Association (“ATCA”). This group (separate from PKCA) represents interests of property owners on the north-eastern portion (east of Harvie Road and north of 90 Avenue) of the Port Kells Area. They have requested that this northern portion of Port Kells Area be included in the Anniedale-Tynehead NCP.

Port Kells is not included within the existing Anniedale-Tynehead NCP. It has been identified as a separate plan area since 2005 and the endorsement of the South Port Kells General Land Use Plan (“GLUP”). This is largely due to the natural topography of the area, which necessitates that Port Kells is subject to separate drainage and sanitary servicing catchments than Anniedale-Tynehead.

Staff have responded to the PKCA and residents regarding their concerns. This includes several updates to the proposed Stage 1 NCP. Furthermore, following the approval of this report, staff will initiate preliminary analysis to support a future Port Kells NCP, including the preparation of a petition to gauge resident and landowner support for proceeding with a planning process for this area.

Staff are also reviewing the request from the ATCA for inclusion of the northern portion of the Port Kells area into the Anniedale-Tynehead servicing catchments. This request requires more detailed engineering analysis and evaluation of related financial servicing considerations to determine feasibility and implications. Further analysis and recommendations for this request would need to be undertaken as part of the Stage 2 Anniedale-Tynehead planning work.

### **Draft Plan (Stage 1) Overview**

The proposed updated Anniedale-Tynehead Stage 1 Plan includes an updated community vision and planning principles. These components of the plan were built from the 2012 plan and informed through additional planning and engagement. Together they present a framework to guide growth in Anniedale-Tynehead over the next 30+ years. Supporting this framework are a set of detailed plan components that form the basis for the proposed updated Stage 1 Plan, outlined below and summarized in Appendix “I”. Further discussion on these updated Stage 1 Plan components is provided in Appendix “V”.

### Land Use Concept

The Land Use Concept presents a clear strategy to integrate land use and sustainable ecosystem management, while addressing concerns around the supply of housing and employment. It introduces a compact and walkable urban village centered on the intersection of 173A Street and 94A Avenue. This area will serve as the future centre of the community and will support local

shops, services, and offices. Smaller neighbourhood commercial nodes are also spread across the community. Through this approach the Plan will ensure residents with local access to daily needs. Land use designations have also been updated. As a result, the Plan now provides more of a balance of housing types, with over 14,500 new homes, to support over 40,000 new residents.

The Plan also proposes to expand employment uses to over 70 hectares. Proposed employment areas are strategically located near Highway 1 and Highway 15, as well as existing employment lands on the north side of Highway 1. Increasing the amount of land for employment will support new businesses, such as light manufacturing and logistics, along with business park uses.

To address this increased growth, neighbourhood amenities, such as parks, schools, and a community centre have been reconsidered. Amenities are located strategically to be accessible from all parts of the community. The Plan also presents a clear strategy for the protection and management of sensitive ecosystems, including the GIN corridors that are identified in the BCS. A comprehensive strategy for funding these amenities, including the acquisition of land, is considerate of the increased population and density proposed within the Plan.

### Transportation Network Concept

The proposed transportation network is structured around a modified grid road system that delivers a safe and efficient system. The grid road system enables a range of multi-modal mobility to support access and circulation for the updated land uses while ensuring connectivity for vehicles, bicycles, pedestrians, goods movement, and future transit service. A transportation impact analysis is underway for the Plan Area and will be completed as part of the Stage 2 planning work.

Preliminary results from the analysis have informed the proposed road network concept to indicate the required new road connections and traffic control measures to adequately service the anticipated traffic growth within the Plan Area.

The Plan Area will be serviced primarily through the proposed local road network with connections to 96 Avenue and 92 Avenue. An east-west collector road (94 Avenue) will run through the centre of the Plan Area with an overpass at Highway 15.

As part of MOTI's regional growth network, a provincial overpass is likely required at Highway 15 and 96 Avenue/Golden Ears Way to service regional traffic by 2050.

### Parks and Community Amenity Concept

Although adjacent to significant park and natural areas, including Metro Vancouver's Tynehead Regional Park and Surrey's Bothwell Park (City-scale), providing neighbourhood and community level parks to serve new residents, with amenities such as playgrounds and playfields, is very important. The updated Plan is supported by a range of proposed new parks and community facilities to support the estimated 40,000 future residents. This will include space for a community centre, three school sites (including a high school), three neighbourhood parks, and two larger community parks.

A network of multi-use paths and park trails will supplement new sidewalks to connect residents with an integrated network of parks, open spaces, and natural areas, and support a compact and green neighborhood. Access to amenities supports 15-minute neighbourhood objectives by

providing more spaces that support health, social connections and prosperity as identified in the City's Climate Change Action Strategy. A key component of the Stage 2 planning work will be the development of a community amenity strategy which will support these spaces and facilities. Due to land costs, it is expected that some parkland provision targets as outlined in *Surrey Official Community Plan Bylaw, 2013, No. 18020* (the "OCP") may not be able to be met in the Plan Area.

### Natural Areas Concept

The updated Plan reflects the outcomes of recent environmental analysis and updated regulatory frameworks to protect and enhance key natural areas. This includes regulated waterbodies and their Streamside Protection Areas, as defined by *Surrey Zoning By-law, 1993, No. 12000* (the "Zoning By-law"), and GIN, as identified in the BCS. The concept identifies key areas for protection to maintain connectivity of the most ecologically sensitive and biodiverse areas within the Plan to the rest of the City.

### **Stage 2 Planning Process**

Subject to Council endorsement of this report, staff will initiate the Stage 2 Plan components, including the refinement of an engineering servicing strategy, urban design guidelines, a community amenity strategy, and associated financial and implementation policies. A detailed outline of Stage 2 planning components is outlined in Appendix "V".

### Land Acquisition – Challenges and Considerations

A detailed financial strategy will be completed during the Stage 2 process. This will include an analysis of the land acquisition costs for with proposed engineering infrastructure, parkland, and only some GIN Corridors. It is anticipated that the revenue currently generated through City-wide parkland acquisition Development Cost Charges will be insufficient to fund the parkland necessary to support development. Options to address the funding shortfall and inform the financial strategy will be explored in the Stage 2 process (see Appendix "II").

### Community Amenity Contributions

In accordance with City policy to address the community amenity and servicing needs of new residents, all development proposals at the time of rezoning or building permit issuance will be required to make a monetary Community Amenity Contribution ("CAC"). Updated CAC rates will need to reflect the true (and escalating) land and construction costs of providing new parks, recreation, culture, and library facilities within the proposed Stage 1 Parks and Community Amenities Concept, while also not being so high as to jeopardize the financial viability of development. New Provincial legislation (Bill 46) will necessitate some adjustments to the City's current CAC system to align with the new Amenity Cost Charges ("ACC") introduced in the legislation.

In November 2023, Council directed staff to update the community amenities strategy to support and address the impacts of growth (see Appendix "IV"). Council also directed staff to consider the added land value conveyed to properties through increased densities within the proposed Stage 1 Land Use Concept. Of note was the increase in density associated with the West Amendment Area, which considered land uses changing from "Commercial" in the 2012 plan to "Low-Rise Mixed Use" and "Low-Rise Residential". Based on financial analysis, the West Amendment Area is subject to the greatest increase in land value associated with the proposed updated Plan.

Proposed interim CAC updates have been calculated in keeping with the City's Density Bonusing Policy (O-54), based on updated amenity needs, population growth, and construction costs (see Appendix "III").

### **Processing Development Applications in the Plan Area**

Following Council approval of the updated Stage 1 Plan, staff will receive and process development applications that are generally consistent with the Stage 1 Land Use Plan and the interim Development Expectations Policy (see Appendix "II"), provided that any such application does not proceed to final approval until the Stage 2 Plan is approved by Council. This will enable detailed servicing, amenity, and financial strategies to be completed in advance of development. New development applications proposing major land use amendments will be received but held from Council until Stage 2 components of work are completed to ensure adequate servicing, infrastructure, and financial considerations.

### **CONCLUSION**

The proposed updated Stage 1 Plan is the culmination of work undertaken over the course of the last two years, including the previously considered West Amendment Area. It is reflective of current market conditions, updated federal and provincial legislation, updated City policies and strategies, and recent public consultation. The Plan presents a framework to guide resilient growth in Anniedale-Tynehead over the next 30 years. It will deliver much needed new employment lands and over 14,500 new homes supporting over 40,000 residents.

Subject to Council approval of the proposed updated Anniedale-Tynehead Stage 1 Plan, interim Plan Development Expectations Policy, and associated Zoning By-law updates, staff will proceed with all necessary actions to complete the Stage 2 Plan.

*Original signed by*  
Ron Gill, MA, MCIP, RPP  
Acting General Manager, Planning & Development

*Original signed by*  
Laurie Cavan  
General Manager, Parks, Recreation & Culture

*Original signed by*  
Scott Neuman, P.Eng.  
General Manager, Engineering

Appendix "I" Stage 1 Anniedale-Tynehead Plan  
Appendix "II" Interim Anniedale-Tynehead Development Expectations Policy  
Appendix "III" Proposed Amendment to *Surrey Zoning By-law, 1993, No. 12000*  
Appendix "IV" Corporate Report No. R193; 2023  
Appendix "V" Additional Background and Discussion  
Appendix "VI" Stage 1 Engagement Summary Report

# Anniedale Tynehead Plan

## I Stage 1 Summary

Updated - June 2024

The updated Stage 1 Anniedale-Tynehead Neighbourhood Concept Plan (NCP) is the culmination of work undertaken over the past last two years. It presents a renewed vision and framework for growth, aligned with current market conditions, regulatory requirements, community feedback, and the latest City policies.

The plan outlines a clear path for responsible growth, addressing the urgent need for new jobs and housing while striving to create a compact, vibrant, and complete community.

### Community Vision

"Anniedale-Tynehead is envisioned as a vibrant, diverse, and sustainable community that embraces its natural environment. With compact, interconnected neighborhoods, diverse housing, ample job opportunities, and high-quality community spaces, it offers a high quality of life for all residents, addressing their daily needs with ease."

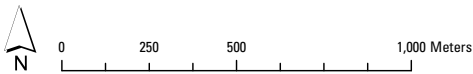
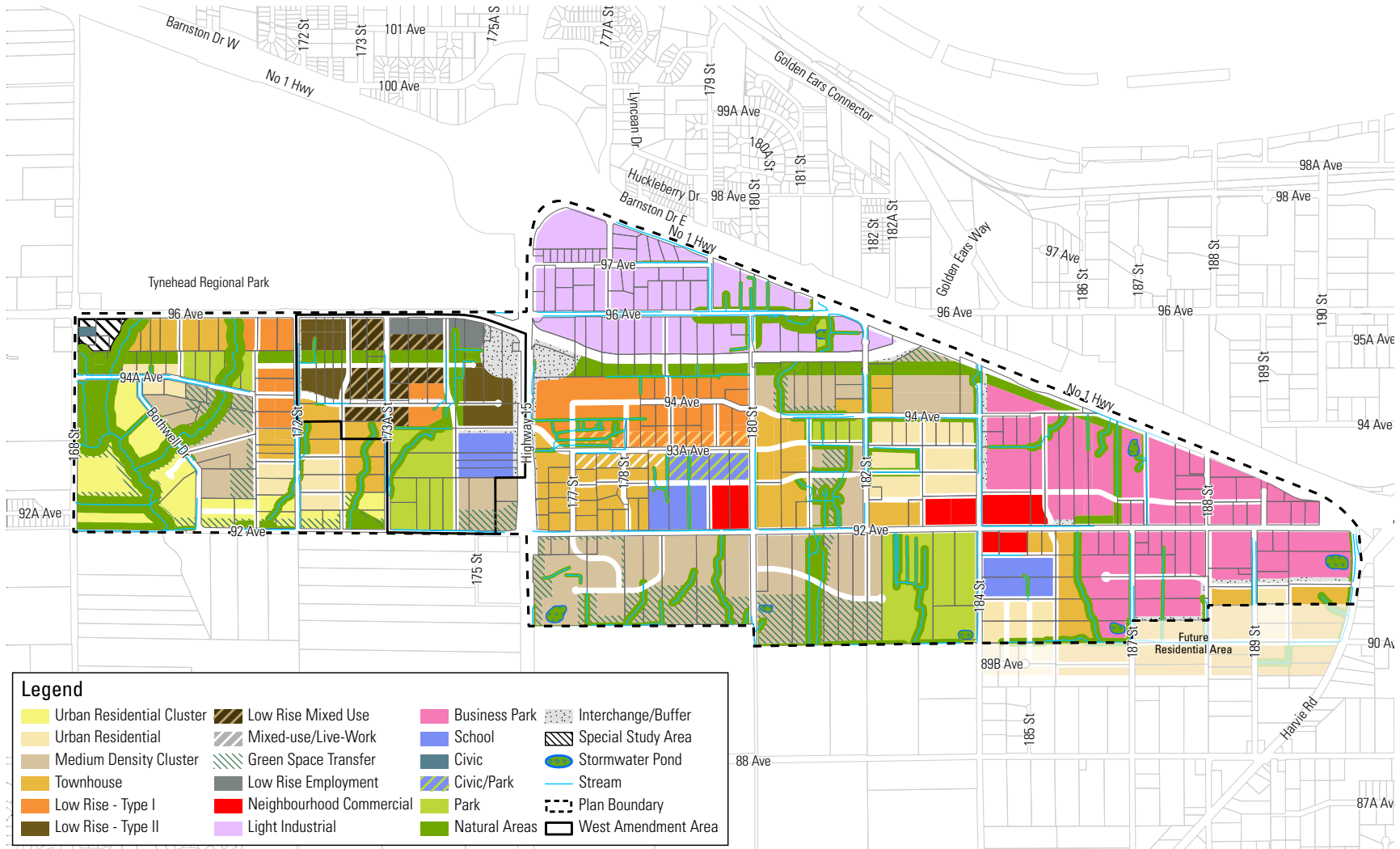
### Guiding Principles

- **LOCAL ECONOMY** - Support a thriving local community where food, shops, and necessities are locally available.
- **LOW-CARBON RESILIENCE** - Transition to a net zero carbon community that can adapt to the challenges of climate change.
- **INCLUSIVE COMMUNITY** - Foster a welcoming and inclusive atmosphere, providing amenities that promote active lifestyles, well-being, and social connections for all.
- **ECONOMIC OPPORTUNITIES** - Expand local job opportunities and economic diversity to support the growth of a complete community.
- **BIODIVERSITY CONSERVATION** - Preserve and enhance biodiversity by protecting and restoring healthy ecosystems and natural spaces.
- **ACCESSIBLE MOBILITY** - Prioritize sustainable mobility options to ensure easy access to amenities, jobs, and services for all residents.



# Stage 1 Anniedale Tynehead Plan | Summary

## Land Use Concept





## Natural Area Concept



# Stage 1 Anniedale Tynehead Plan | Summary

## Land Use Designations

### Urban Residential



Urban detached housing, laneway, semi-detached, row housing and lower density townhouse.

**Building Height**

9.0 - 9.5 meters (~30 feet)

**Density**

37 UPH

### Urban Residential Cluster



Detached residential, duplex, multiplex and row-housing clustered to preserve environmentally significant areas, steep slopes, unstable soils, and the ALR edge.

**Building Height**

9.0 - 9.5 meters (~30 feet)

**Density**

- 22 UPGH (with Green Space Transfer)  
- 10 UPGH (without Green Space Transfer)

### Townhouse



Ground-oriented townhouse buildings and related amenity spaces with a comprehensive design.

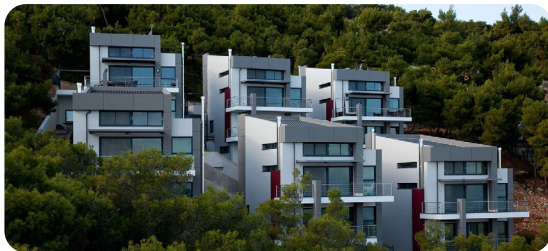
**Building Height**

3 storeys

**Density**

74 UPH

### Medium Density Cluster



Ground oriented Townhouses and low-rise apartments clustered to preserve environmentally significant areas, steep slopes, unstable soils, and the ALR edge.

**Building Height**

3 storeys

**Density**

- 44 UPGH (with Green Space Transfer)  
- 22 UPGH (without Green Space Transfer)

### Low Rise Type 1



Multi-family housing with ground oriented units at base. Typically apartments or stacked townhouse development.

**Building Height**

Up to 4 storeys

**Density**

1.30 FAR

### Low Rise Type 2



Typically apartments, with some ground floor commercial permitted.

**Building Height**

4 - 6 storeys

**Density**

2.0 FAR

Note:

'UPH' = Units Per Hectare | 'UPGH' = Units Per Gross Hectare | 'FAR' = Floor Area Ratio

## Land Use Designations

### Low Rise Mixed Use



Low rise apartments and ground-oriented commercial uses below with a focus on shops and services that cater to residents living in the area.

**Building Height**

4 - 6 storeys

**Density**

2.2 FAR inclusive of ground-oriented commercial.

### Low Rise Employment



Neighbourhood scale employment with, office, recreation, assembly and associated uses.

**Building Height**

Minimum 2 storey commercial / office and up to 5 storeys.

**Density**

1.5 FAR of employment use

### Light Industrial



Light industrial uses, including manufacturing, warehouse, wholesale trade, equipment storage and repair.

### Business Park



Comprehensively designed business park consisting of light impact industrial, offices, and service uses.

### Neighbourhood Commercial



Retail, services, and commercial facilities, offices, recreation, and associated uses.

**Building Height**

1 - 2 storeys

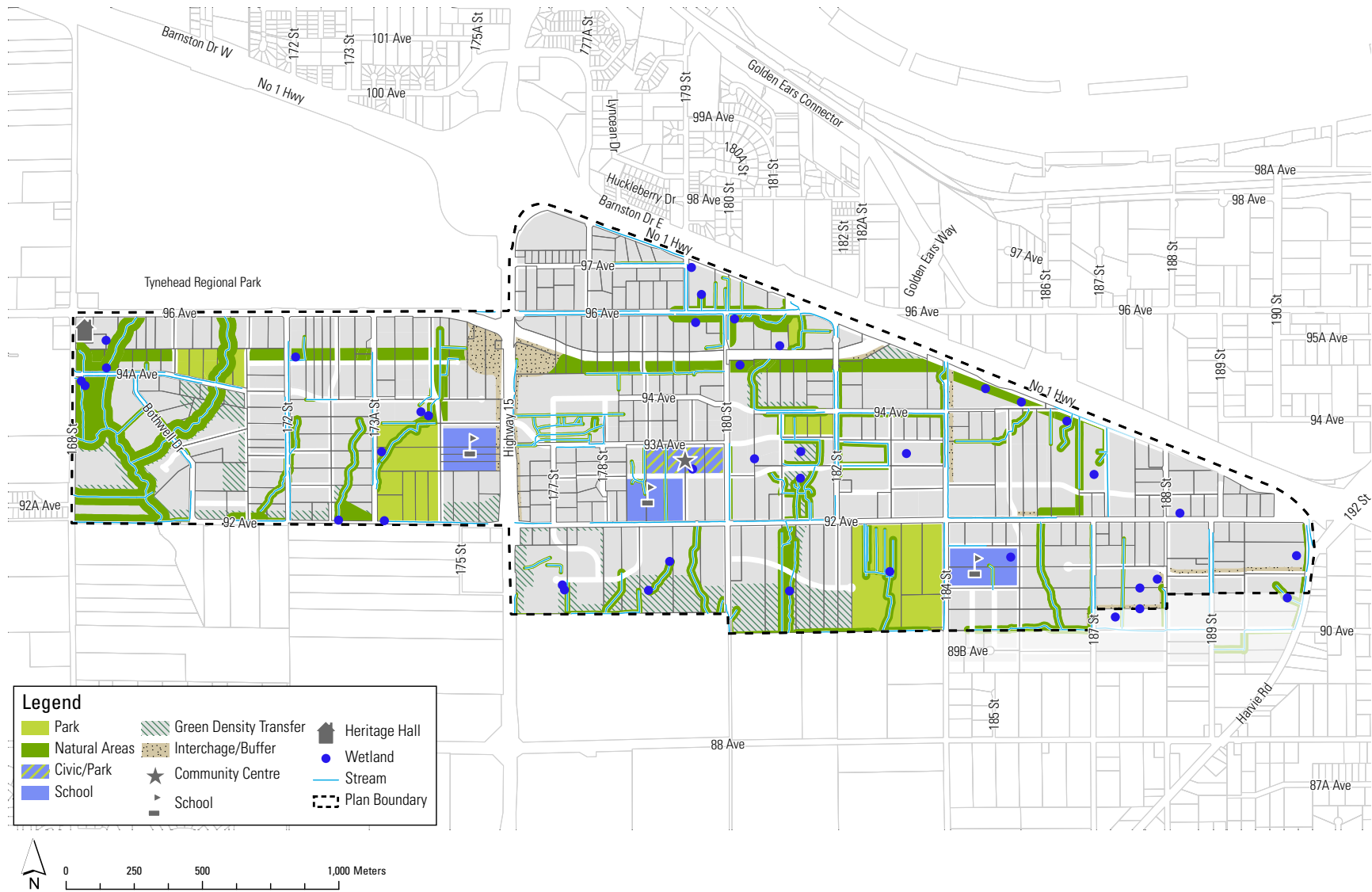
**Density**

0.5 FAR

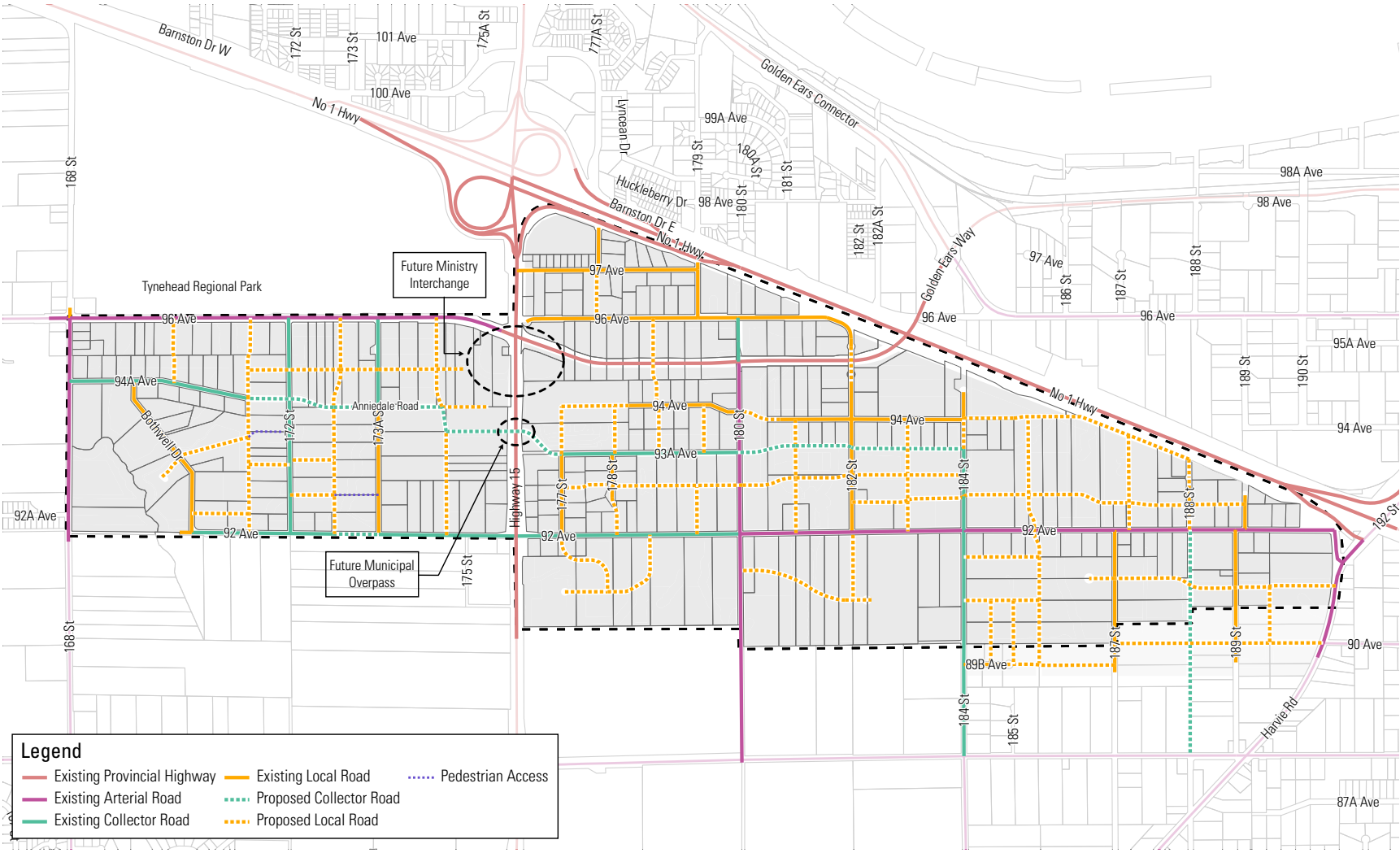
Note:

'UPH' = Units Per Hectare | 'UPGH' = Units Per Gross Hectare | 'FAR' = Floor Area Ratio

## Park and Community Amenity Concept

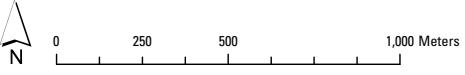


## Transportation Concept



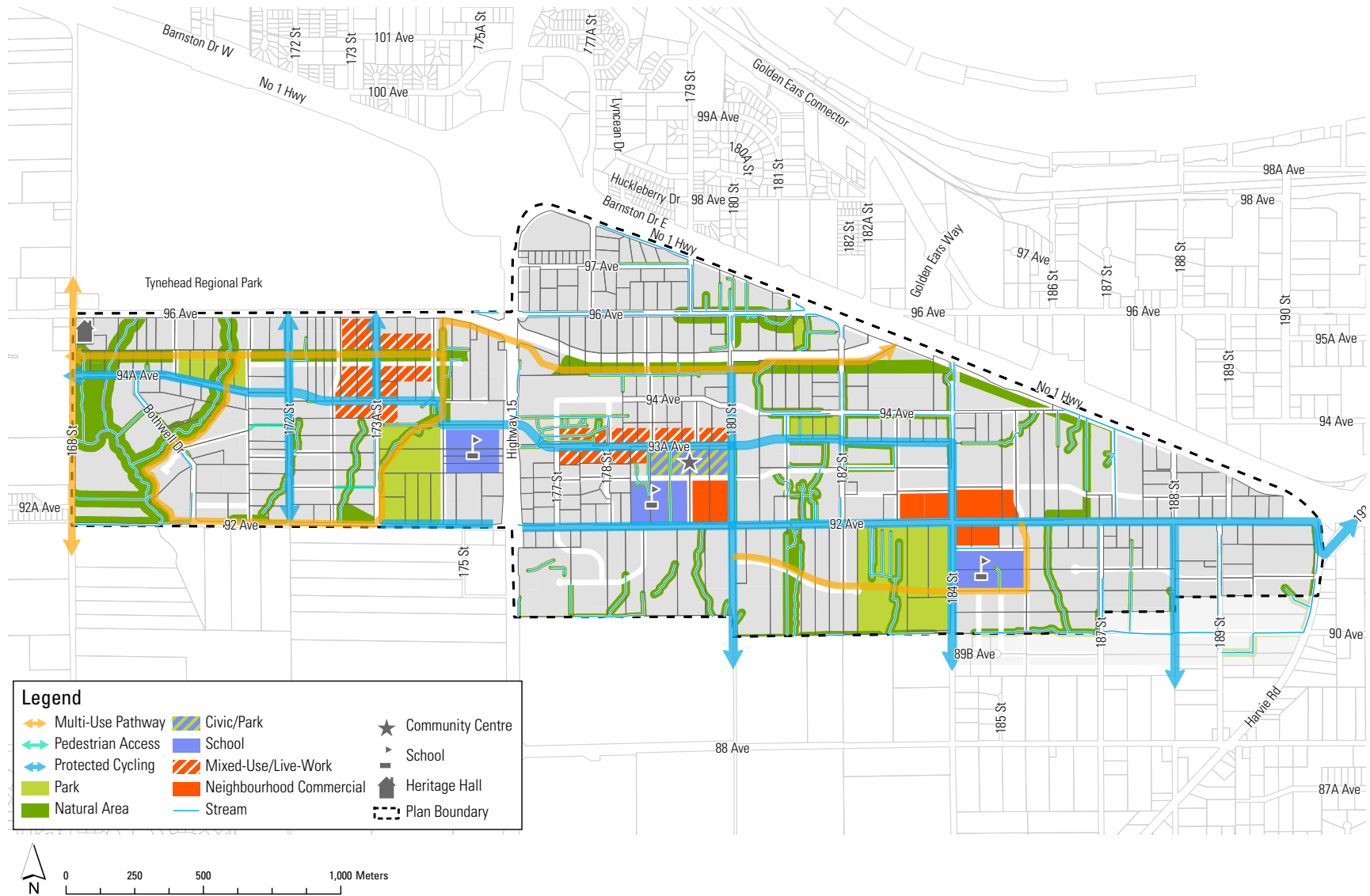
**Legend**

- Existing Provincial Highway
- Existing Arterial Road
- Existing Collector Road
- Existing Local Road
- Proposed Collector Road
- Proposed Local Road
- Pedestrian Access



# Stage 1 Anniedale Tynehead Plan | Summary

## Cycling and Pedestrian Concept





# City of Surrey

## Interim Policy

---

<b>Policy Title:</b>	<b>Anniedale-Tynehead Development Expectations Policy</b>
<b>Approval Date:</b>	<b>Proposed – September 9, 2024</b>
<b>Department:</b>	<b>Planning &amp; Development</b>

---

### Policy Statement

This Interim Policy establishes guidelines for landowners, developers, and buyers and sellers of lands in the Anniedale-Tynehead Neighbourhood Concept Plan (“NCP”) to provide clarity regarding the City’s expectations for rezoning and development. The Policy applies to the Plan Area (see Attachment 1) and applies to all development applications involving rezoning.

### Intent

Land use planning to support the Anniedale-Tynehead NCP update is ongoing. These interim policies are intended to provide clarity regarding a range of development parameters, including development financing and amenity contributions, road dedications, parkland acquisition, urban design, environmental protection, and lot consolidation. This policy, including all direction it provides, will be refined and incorporated into an approved final (Stage 2) NCP.

#### 1. Land Use and Density

Additional land use density parameters and policies will be established for the Plan Area as part of the Stage 2 planning process. Additional community amenities and non-residential uses may be required as part of base density considerations.

- A. Cluster land use designations, including the Urban Residential Cluster and Medium Density Cluster, are intended to permit development while also preserving key environmentally significant areas. These environmentally significant areas are identified on the Land Use Concept as Green Space Transfer (“GST”) and include Streamside Protection Areas, Green Infrastructure Network (“GIN”) corridors and hubs, steep slopes, high value terrestrial habitat, and ALR buffers.

The intent is for the City to permit the transfer of density from GST areas to the developable portion of those parcels and/or development proposals (if multi-parcel), as compensation for conveying those GST areas to the City (at no cost).

- B. Where GST areas are not conveyed as parkland as part of a development proposal (i.e. they're maintained as private property, which requires all regulatory requirements to be met), density transfer does not apply / is not permitted. Parkland areas that are purchased by the City will not be considered in the Green Space Transfer gross calculations.
- C. GST areas cannot be used towards the calculation of required outdoor amenity space for multi-residential development.
- D. Density transferred from a GST area is calculated using the gross land area (excluding roads and undevelopable areas). In other words, density cannot be transferred from dedications for roadways or undevelopable areas (as defined by *Surrey Zoning By-law, 1993, No. 12000* [the "Zoning By-law"] and/or as restricted by Provincial environmental legislation). The density for all other land use designations within the Plan Area will be calculated on net site basis after dedications for roadways or other public purposes.
- E. The Plan Area is subject to sanitary servicing capacity constraints. Development applications seeking density bonusing more than 20% over base densities will be held until the completion of the Stage 2 infrastructure servicing strategy update (Stage 2 Plan approval). Density bonusing can be provided in keeping with Density Bonus Policy O-54. Density bonusing above 20% of base density may not be available as part of the final Stage 2 Plan.
- F. Bonus density may only be applied where minimum base commercial and employment densities ("FAR"), as noted in applicable land use designations, are provided under the same application.

## **2. Infrastructure and Servicing**

- A. Development applications within the Anniedale-Tynehead NCP will be required to service in accordance with the forthcoming NCP Stage 2 servicing strategy.
- B. Development applications will be required to dedicate all roads, lanes, and pedestrian connections fronting and within the sites as identified within the Stage 1 Transportation Concept. Sites may also be required to provide additional or re-aligned road dedication that is not identified within the Stage 1 Transportation Concept, as determined on a case-by-case basis, due to topography, environmental features, proposed land assemblies, or other constraints.
- C. Development applications will be required to provide frontage and downstream Works & Services required to service the site. This includes roadworks, local storm/water/sanitary mains, and service connections. Prospective applicants are advised to complete storm/water/sanitary catchment analyses to determine required upgrades well in advance of making an application to ensure a project is viable.
- D. Development Cost Charge Front-End ("DCCFE") and Developer Works Agreement ("DWA") charges associated with the front-end infrastructure may apply. Prospective applicants are encouraged to contact city staff to identify whether DCCFE and DWA charges are applicable to their development project.



### 3. Housing Policy

To support affordable and family supportive housing:

- A. All new multi-family residential development will provide at least 30% of units as 2-bedroom or greater, and at least 10% of units as 3-bedroom or greater.
- B. All new multi-family residential units should meet Adaptable Housing Standards as defined in the BC Building Code, as well as all forthcoming Citywide standards within the Official Community Plan.

### 4. Urban Design Guidelines for New Development

Comprehensive urban design guidelines will be developed through the Stage 2 planning process. These will include the *Surrey Official Community Plan Bylaw, 2013, No. 18020* (the “OCP”) Development Permit (“DP”) 1.1 Guidelines, and (but not limited to) the following:

#### Siting and Setbacks

- A. Frame development sites with built edges along streets and lanes.
- B. Building setbacks:
  - i. Southern Interfaces: Regardless of use or interface, larger setbacks are required to accommodate a significant tree row along the southern property line. This tree row should primarily consist of native conifers:
    - 1. All uses north of the escarpment line: 5.5 metres with 3 metre parkade setback.
    - 2. Rear yards of all uses, and front yards of business park and industrial uses south of the escarpment line: 7.5 metres with 3 metre parkade setback.
    - 3. Front yards of all uses, except business park and industrial uses south of the escarpment line: 5.5 metres with 3 metre parkade setback
      - 1. Insert Image/Map of escarpment area
  - ii. North, East, and West interfaces:
    - 1. Commercial interfaces fronting, arterials, collectors, and locals: 4 metres.
    - 2. Residential single-level ground floor interfaces along 96 Avenue: 7.5 metres.
    - 3. Residential two-level units along 96 Avenue: 5.5 metres.
    - 4. Residential ground level interfaces fronting collectors and locals, or public walkway: 5.5 metres.
    - 5. All building frontages and sides along Highway 15 and cloverleaves: 13 metres inclusive of a 7.5 metre landscape buffer planted with a natural arrangement of native vegetation. There should not be any “sod” in the landscape buffer. This is intended to be a naturalized area.
    - 6. All building frontages along a green lane: 4.5 metres to allow for patios.
    - 7. All building sides along a green lane: 3 metres to allow for a 1.5 metre walkway.
    - 8. All uses along parks and natural areas, (streamside setback areas and GIN corridors): 5.5 metre inclusive of patios and a 1.5 metre walkway
  - iii. Internal property line setbacks to be determined at application based on building form and placement. For apartment buildings refer to OCP DP 1 Guidelines 1.131.A.

- C. Provide the following upper-level step backs:
  - a. Where development interfaces with a local road, collector road, or lower density building types, step back 2 metres at levels 5 and 6; or
  - b. Where development interfaces with an arterial road, step back 2 metres at level 6.
- D. Orient active commercial uses to the high street or to the most active street frontages. Consider residential and less active uses where new development interfaces with low rise residential.
- E. Avoid locating indoor amenity areas along ground level street frontages, and instead activate the public realm with commercial or residential units.
- F. Provide a two-storey townhouse expression, articulated with a vertical emphasis and identification of individual units to all residential units located along the street. Articulate the townhouse form of the two-level units along 96 Avenue.
- G. Locate all parking ramps, at-grade parking, if applicable, and loading areas along the lane. If there is no lane, parking and loading should be located away from the public realm and the street frontage. Locate parking for low-rise residential and mixed-use developments underground.
- H. Provide plazas on private property, within the public realm containing fixed seating amongst a balanced mixed of landscaping with trees and hardscaping.
- I. All properties will be evaluated for the provision of pedestrian mid-block connections. The intent is to create connections to trails, parks, commercial areas, and other amenities with enhanced landscape and setbacks.
- J. All GIN are intended to be retained and enhanced to a natural condition. Parking, lighting, and significant hard surfaces should not be considered within the GIN.
- K. Integrate elements of the City's Biodiversity Design Guidelines (e.g., bioretention, soil cells, and other natural asset designs) into urban matrix areas to facilitate connectivity of, and continuity within, natural areas (e.g., GIN) and other greenspaces and support sustainable low impact development.
- L. As there are many steep slopes in this neighbourhood, developments must establish the site grades at the early stages of design and design buildings to work with, rather than against the grades, e.g., stepping the buildings to follow the natural grades.
- M. Integrate sustainable design measures as outlined in the City's *Designing for Energy Efficient Buildings: A Reference for Planners and Designers* guide for improved building energy efficiency.

## **5. Park Adjacent Design Guidelines**

Development adjacent to parkland should complement park design and function:

- A. Multi-residential development adjacent to parks are to front units onto the parkland and provide a 1.5 metre frontage path within the private property onto which all ground-oriented units will access.
- B. Fencing to delineate private property will be a maximum of 1.2 metres high, visually permeable and located on the private side of the property line.
- C. Design shall meet the existing natural grade of a park or plaza, unless approved by the Parks Division. Retaining walls adjacent to parkland should be avoided. If retaining walls are required adjacent to a park or plaza, they must be entirely on private property and be setback from the property line an equal distance to the wall's height for maintenance access from private property. Retaining walls are to be appropriately designed, treated, and screened to minimize their visual impact along park interfaces.
- D. Ecosystem continuity and connectivity for wildlife shall be provided through the installation of complimentary landscaping and planting, in accordance with the City's Biodiversity Design Guidelines.

## **6. Interim Lot Consolidation Requirements**

Lot consolidation requirements prevent the creation of undevelopable remnant parcels. They also ensure equitable distribution of road dedication and construction costs across properties, and in some cases ensure development does not adversely impact existing residents.

Lot consolidation requirements will be updated as part of the Stage 2 Plan. In the interim refer to the existing plan for current guidelines. Generally, a development must demonstrate that the approved Stage 1 development potential of any adjacent or excluded property is not compromised due to what they are proposing to the satisfaction of the City, and that the developer must share any required road construction costs amongst properties. A developer may be required to provide a concept plan for adjacent properties to demonstrate excluded properties remain developable to the Plan density.

## **7. Community Amenity Contributions**

Development within the Plan Area will consider the updated interim Secondary Plan Community Amenity Contribution ("CAC") rates as outlined within the Zoning By-law. Interim Secondary Plan CACs for the Anniedale-Tynehead NCP will be used to fund parks amenities, community facilities (recreation and culture), and library improvements. Interim rates are incorporated into the Zoning By-law, in advance of Stage 2 approval, to provide transparency for development. CAC rates reflect changes in construction costs to support the proposed parks and community amenity concept, and increased population density associated with the plan update.

The interim CAC rates also account for the highest density land uses being assigned to the properties in the West Amendment Area of the Stage 1 Land Use Concept. CAC rates, and

associated amenities, will continue to be reviewed and further updated through the Stage 2 planning process.

In addition to Secondary Plan CACs, development within the Anniedale-Tynehead NCP may be subject to the following:

- A. Universal (City-wide) CACs apply to all density bonus rezonings/subdivisions (with some exceptions). These include CACs for affordable housing and public art. Contribution rates, exemptions and collection process are to be provided in accordance with applicable existing policy.
- B. Tier 1 Capital Project CACs will apply to residential development seeking bonus density (with some exceptions) applicable to the portion of new units that comply with the density of the Plan.
- C. Tier 2 Capital Project CACs will apply where residential rezonings seek increased density above approved Stage 1 Plan based densities (or as amended by stage 2). In such circumstances, Tier 1 Capital Project CACs are applied up to Plan approved density and Tier 2 is then applied to the portion of density above the Plan. Capital Project CAC rates, phasing, exemptions, and collection process are to be provided in accordance with Surrey's Community Specific Density Bonus Policies for Guildford area outlined in the Zoning By-law, as outlined in Schedule G and/or Density Bonus Policy O-54. Development application's seeking density bonusing more than 20% over Stage 1 Plan base densities will be held until the completion of the Stage 2 infrastructure servicing strategy update (Stage 2 Plan approval).

Rezoning applications for secured social housing, institutional and rental that meet the criteria of the CAC Density Bonus Policy and other Council approved policies and guidelines are not subject to a Capital Project or Affordable Housing CACs.

## **8. Parkland Acquisition Considerations**

Provision of land to support park amenities for the community, and protection of environmentally sensitive areas and GIN corridors, will be achieved in two ways: i) dedication through the GST clustering tool or Streamside Protection Areas, and ii) City purchase. To fund City purchase, the City will incorporate these new park acquisitions into either the City-wide DCC or introduce an area-specific DCC, as part of the financing strategy. These funding mechanisms may include a DCC on employment uses and sub-area specific DCC in the portions of the West Amendment Area that have been subject to major amendments to land use density.

## **9. Zero Carbon Incentive**

A Zero Carbon Incentive ("ZCI") will be considered for the final Anniedale-Tynehead NCP to encourage the construction of buildings that limit their operational Green House Gas ("GHG") emissions. If applicable, this ZCI approach would enable a modest increase to the allowable base density of specific land use designations where zero carbon energy is used for all on-site building operation. Applicable updates to the Zoning By-law are anticipated to be brought forward for Council consideration with the Stage 2 Plan adoption.

**10. Development Permit Areas**

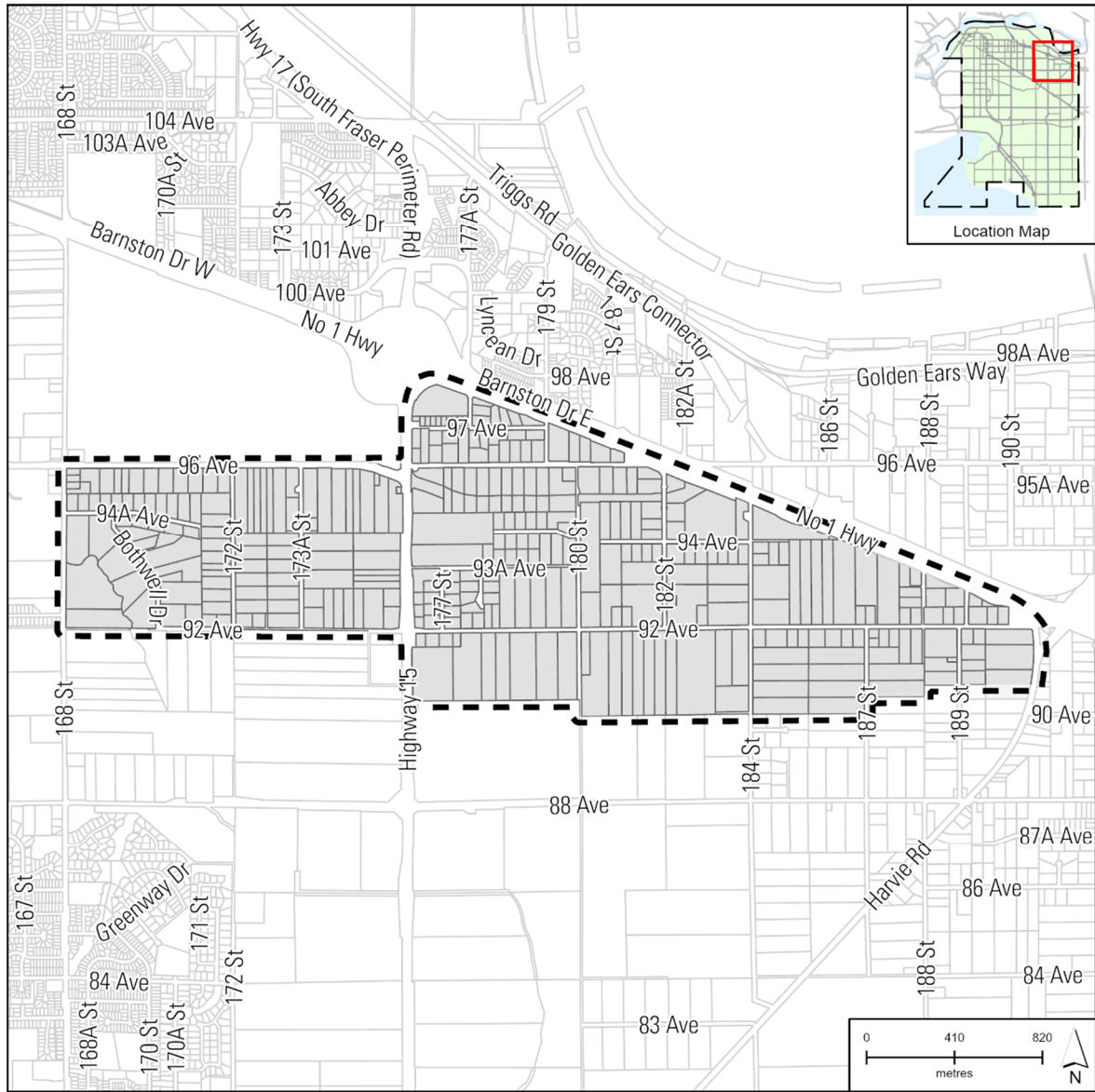
- A. Development Permit Areas (“DPA”) for Form and Character will apply to all future multiple residential, mixed-use, commercial, and institutional buildings.
- B. DPs for sensitive ecosystems and hazardous slopes may also be applicable in Sensitive Ecosystem (DP<sub>3</sub>) and Hazard Land (DP<sub>2</sub>) DPAs as presented in the OCP.
- C. Farm Protection DPs will be required for all lots within 50 metres of the Agricultural Land Reserve (“ALR”) and in accordance with Farm Protection (DP<sub>4</sub>) DPA as presented in the OCP.

**11. Future NCP Consultant Work Surcharge**



Consultants were retained to assist with the preparation of the updated NCP, including potential forthcoming Stage 2 planning work. Upon completion of the Stage 2 Plan, it is expected that a Fee Imposition Bylaw will be considered by Council for the recovery of Plan preparation costs through the payment of application surcharge fees at time of development application.

**Attachment 1 – Anniedale-Tynehead Plan Area**

# Anniedale - Tynehead NCP Boundary



**LEGEND**

-  Anniedale-Tynehead NCP Boundary
-  Lots



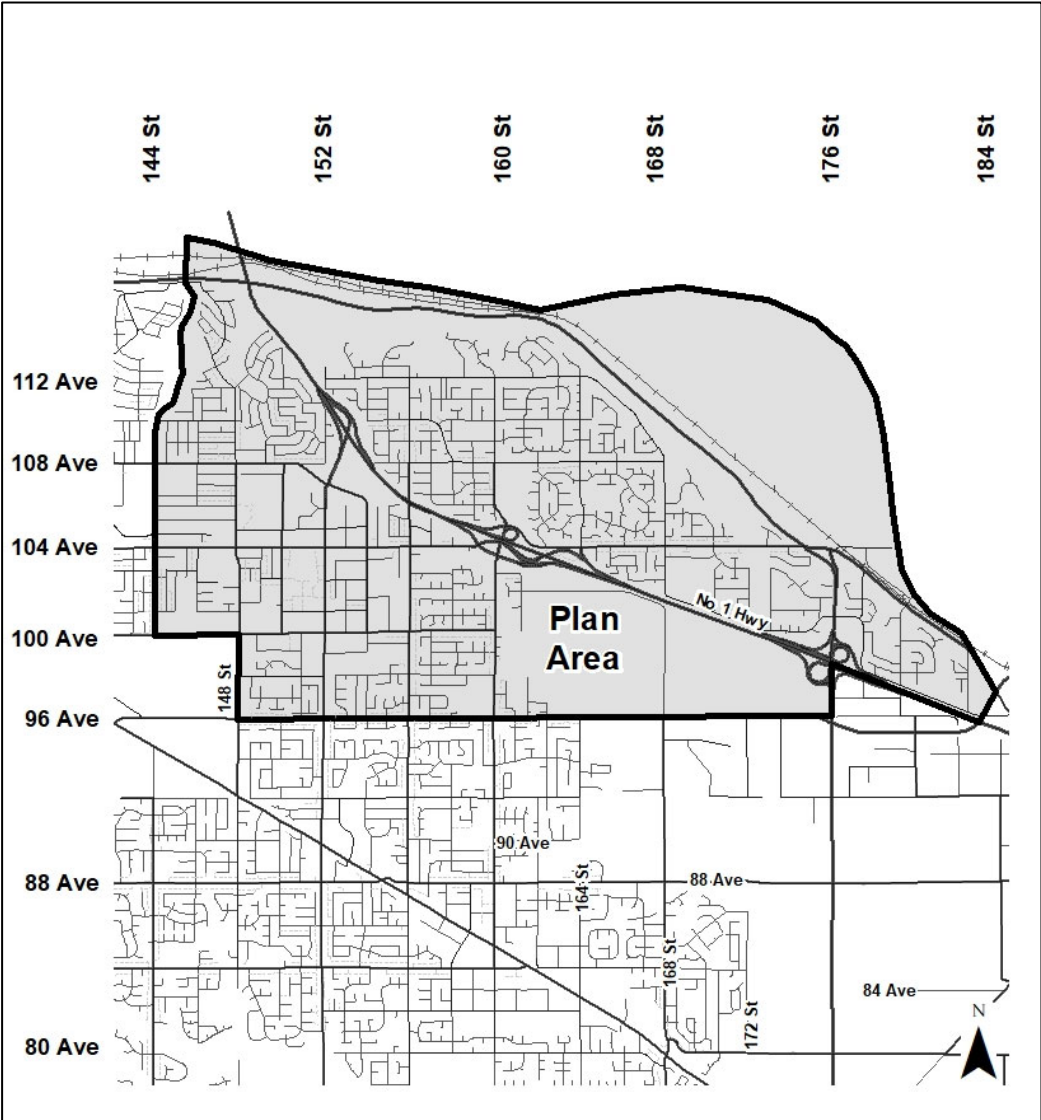
**Plan Boundary**

**Planning & Development  
Department**

**Proposed Amendments to Surrey Zoning By-law, 1993, No. 12000, as amended**

The following amendments are proposed to Schedule G, Community Amenity Contributions, of Surrey Zoning By-law, 1993, No. 12000, as amended:

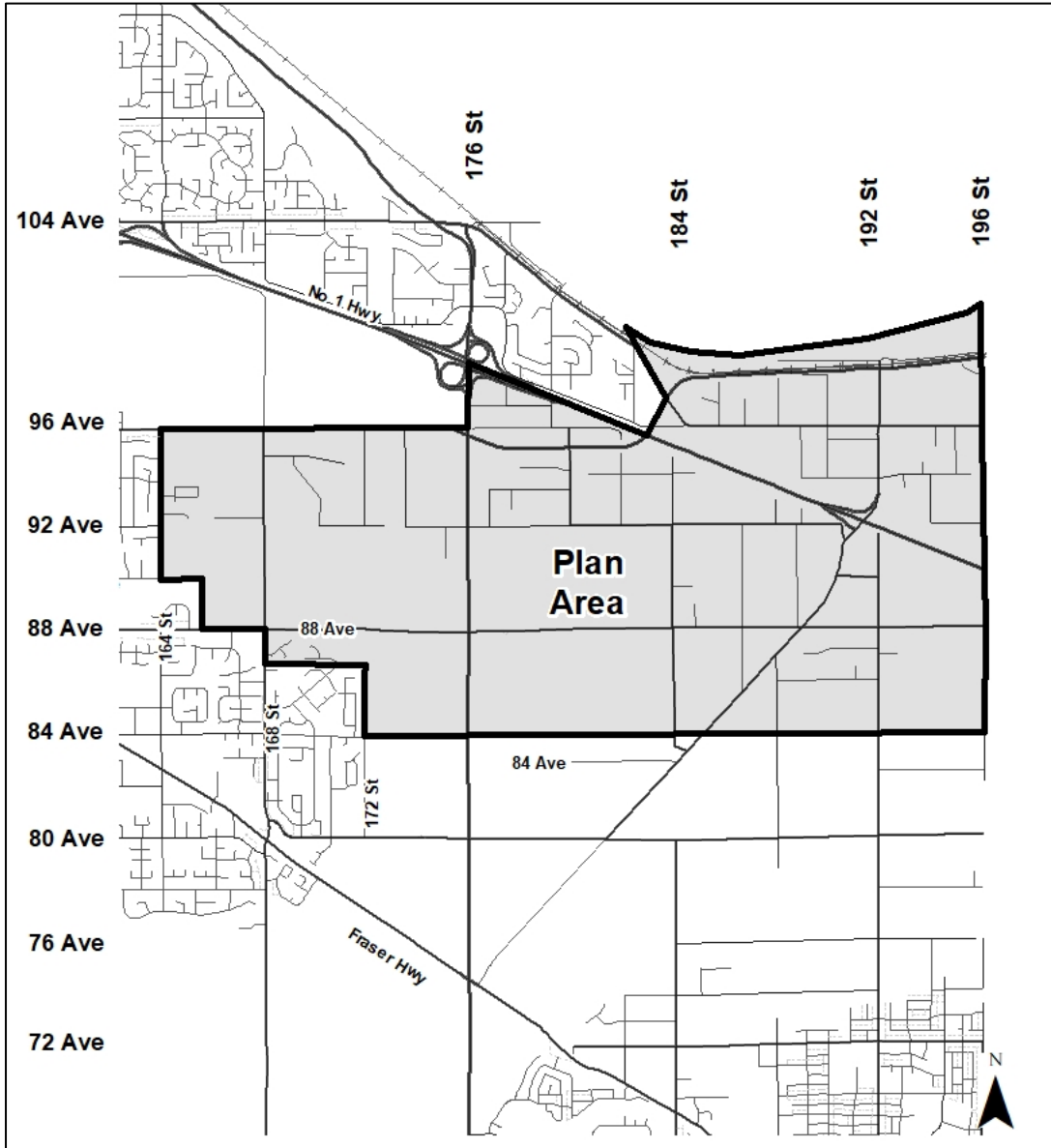
- 1. Section C. Community Specific Capital Projects Contributions is amended as follows:
  - 1.1. Amend Sub-section C.2 by deleting the word “C.16” and replacing it with the word “C.17”.
  - 1.2. Amend Sub-section C.1(a) by deleting the existing “Guildford Community Area” map and replacing it with the following map:



1.3. Insert a new Section "C.17. Port Kells Community Area", as follows:

**17. PORT KELLS COMMUNITY AREA**

(a) The Community Specific Capital Projects Contribution Area for the Port Kells Community shall be identified as follows:



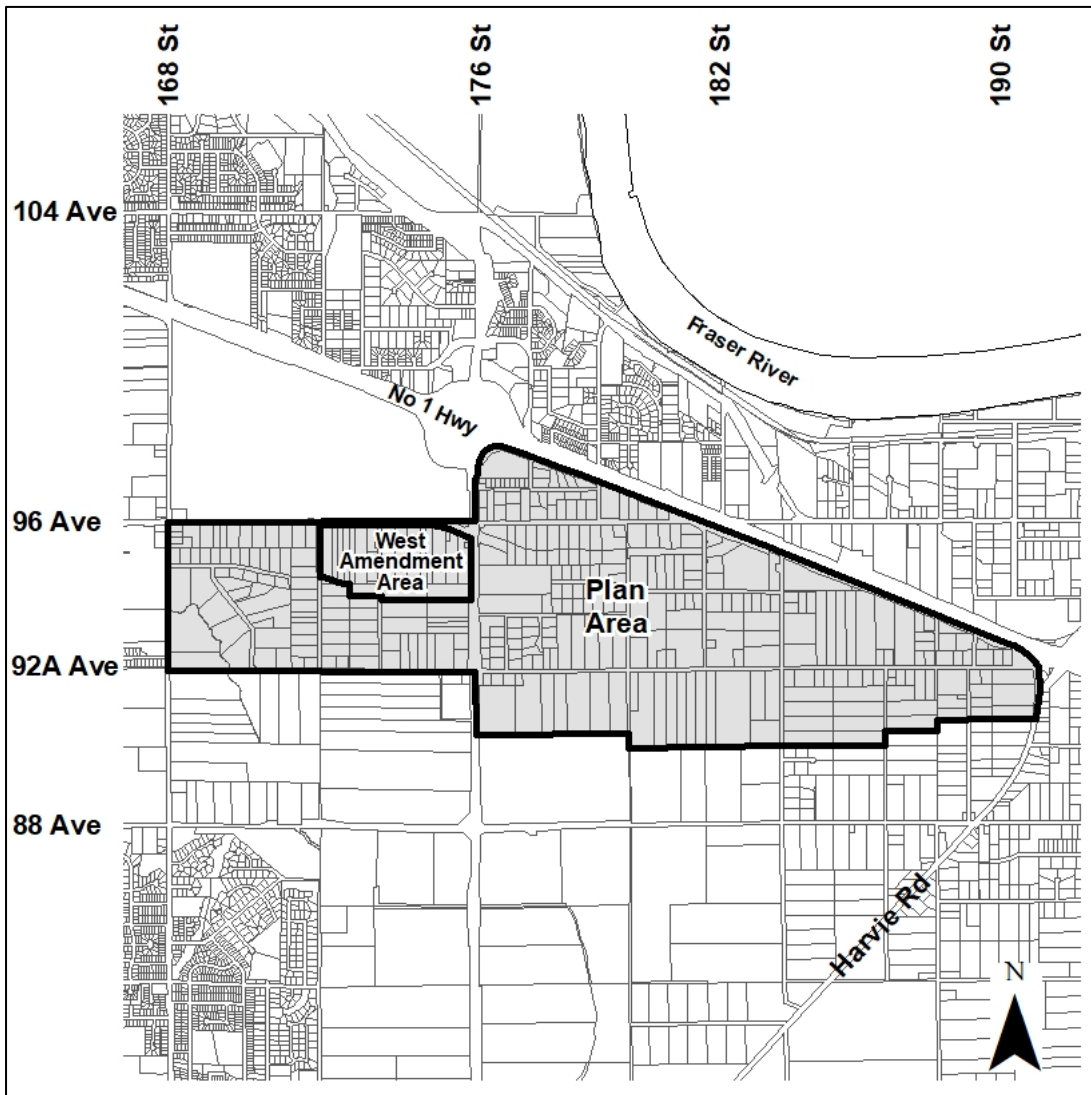
(b) The Community Specific Capital Projects amenity contributions for the Port Kells Community identified in Section C.17(a) above are as follows:

Use	Amenity Contributions <sup>1</sup>
Apartment	\$329.70 per sq. m (\$30.63 per sq. ft.)
Townhouse or Single Family Dwelling	\$22,278.48 per dwelling unit

<sup>1</sup> Amenity Contributions listed in this Section only apply to that portion of increased density that is above the maximum density indicated in an approved Secondary Plan or the OCP.



- 2. Section E. Secondary Plan and Infill Area Contribution Areas and Rates is amended as follows:
  - 2.1. Amend Sub-section E.27(a) by deleting the existing “Anniedale-Tynehead” map and replacing it with the following map:



2.2. Amend Sub-section E.27(b) by deleting the existing amenity contributions rates for the Anniedale-Tynehead Secondary Plan Area, and replacing them, as follows:

Uses	Amenity Contributions					
	Police	Fire	Libraries	Parks <sup>2</sup>	Recreation & Culture	TOTAL
<b>RESIDENTIAL<sup>1</sup></b> <b>(Plan Area)</b> \$/dwelling unit	\$82.93	\$358.33	\$186.61	\$ 3,649.94	\$6,039.08	\$10,316.89
<b>RESIDENTIAL<sup>1</sup></b> <b>(WAA<sup>3</sup>)</b> \$/dwelling unit	\$103.66	\$446.80	\$232.68	\$ 4,547.87	\$7,524.77	\$12,855.78
<b>NON-RESIDENTIAL</b> <b>(Plan Area)</b> \$/hectare (\$/acre)	\$1,229.62 (\$497.61)	\$5,312.66 (\$2,149.96)	n/a	\$20,000 (\$8,274.72)	n/a	\$26,542.28 (\$10,922.29)
<b>NON-RESIDENTIAL</b> <b>(WAA<sup>3</sup>)</b> \$/hectare (\$/acre)	\$1,229.62 (\$497.61)	\$5,312.66 (\$2,149.96)	n/a	\$20,000 (\$8,274.72)	n/a	\$26,542.28 (\$10,922.29)

**Explanatory Notes:**

1 Excludes *secondary suites*.

2 Includes pathways, facilities, and parks road frontage.

3 West Amendment Area

**CORPORATE REPORT**

NO: **R193**

COUNCIL DATE: **November 20, 2023**

**REGULAR COUNCIL**

TO:	<b>Mayor &amp; Council</b>	DATE:	<b>November 16, 2023</b>
FROM:	<b>General Manager, Planning &amp; Development General Manager, Engineering General Manager, Parks, Recreation &amp; Culture</b>	FILE:	<b>6520-20 (Anniedale-Tynehead)</b>
SUBJECT:	<b>Anniedale-Tynehead Neighbourhood Concept Plan – Planning Update</b>		

**RECOMMENDATION**

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

1. Receive this report for information;
2. Endorse the updated Stage 1 Land Use Concept for a portion of the Anniedale-Tynehead Neighbourhood Concept Plan, attached as Appendix "I", and authorize staff to lead the completion of the associated Stage 2 planning component, including the resolution of outstanding items identified in this report; and
3. Authorize staff to initiate a plan update, including land use, road network, servicing, amenity, and financial implications, for the remainder of the Anniedale-Tynehead Neighbourhood Concept Plan, attached as Appendix "II".

**INTENT**

The intent of this report is to seek endorsement of an updated proposed Stage 1 component of a portion of the Anniedale-Tynehead Neighbourhood Concept Plan ("NCP"), and authorization to lead the completion of planning work to update the Anniedale-Tynehead NCP.

**BACKGROUND**

At the July 24, 2023, Regular Council – Public Hearing meeting, Council considered Corporate Report No. R124; 2023 (Appendix "III"), which proposed an updated Stage 1 Land Use Concept for a portion of the Anniedale-Tynehead NCP, as well as direction to concurrently review the remainder of the NCP. At this meeting, Council deferred consideration of the Land Use Concept as a result of ongoing issues relating to the proposed school site, parks and open space, and the distribution of density.

**DISCUSSION**

Staff provide the following comments and updates regarding the Stage 1 Land Use Concept for the western portion of the Anniedale-Tynehead NCP (Appendix "I").

Future School Site

The School District has a purchase deal in place with the ownership group for the privately held portion of the future school site at 9307 to 9375 – 176 Street (Highway 15). Subjects are expected to be removed shortly.

Parks and Open Space

Staff have eliminated the small 0.7-acre park at the corner of 173 Street and Anniedale Road. This park was determined to be redundant given the plan also includes a large 19.6-acre park one block away.

Distribution of Density

Staff have made refinements to the proposed Land Use Concept, including the replacement of the ‘Townhouse’ designation with ‘Low Rise’ designations, adjustments to areas for mixed-uses and considerations for the protection of identified Green Infrastructure Network (“GIN”) corridors. Proposed land use designations and applicable details are summarized in Appendix “IV”.


**Next Steps**

Subject to Council endorsement of the recommendations of this report, staff will undertake two separate and concurrent land use planning processes. The first process will complete the existing NCP amendment process (Stage 2), currently underway for the portion of the NCP illustrated in Appendix “I”. The second process will initiate a review of the remaining NCP areas, illustrated in Appendix “II”. Staff plan to have both processes before Council for consideration in 2024. A detailed summary and additional discussion of these processes is outlined in Appendix “IV”.

**CONCLUSION**

The Anniedale-Tynehead NCP is a significant new development area in North Surrey, with the capacity to accommodate significant new homes and jobs. Facilitating a speedy resolution of the NCP update will catalyse development while ensuring the plan addresses the City’s long-term servicing and community amenity needs, including adequate and well-located school sites.

  
Don Luymes  
General Manager,  
Planning & Development

  
Scott Neuman, P.Eng.  
General Manager,  
Engineering

  
Laurie Cavan  
General Manager,  
Parks, Recreation & Culture

- Appendix “I” Stage 1 Land Use Concept – West Amendment Area
- Appendix “II” Full NCP Area, less the West Amendment Area
- Appendix “III” Corporate Report No. R124; 2023
- Appendix “IV” Description of Stage 1 Land Use Concept Changes & Stage 2 NCP Process Outline

**\*APPENDICES AVAILABLE UPON REQUEST\***

RO/ss

### Additional Information – Background and Discussion

#### BACKGROUND

In May 2005, Council endorsed the South Port Kells General Land Use Plan (“GLUP”). It provides a general plan for the phased development of the overall South Port Kells area. The GLUP divided South Port Kells into four future Neighbourhood Concept Plans (“NCP”), intended for more detailed neighbourhood planning. These NCPs were delineated based on future sanitary servicing areas and related works into phases, based on the natural topography of the area.

In 2009, Council approved an NCP process for the combined areas of Anniedale “A”, Anniedale “B”, and Tynehead (“Anniedale-Tynehead NCP”). The combined Plan Area captured four servicing utility catchments. A fifth phase of utility servicing works will service a future Port Kells NCP. The topography of the fifth phase of servicing work necessitates that Port Kells remains separated as a future NCP.

In 2012, Council adopted the original Anniedale-Tynehead NCP. It remained undeveloped for over a decade due to utility servicing constraints. This resulted in the original NCP becoming outdated and in need of updating.

#### Plan Area

The Anniedale-Tynehead NCP covers an area of approximately 408 hectares in northwest Surrey, generally bound by Highway 1 and 96 Avenue to the north, 168 Street to the west, and the Agricultural Land Reserve (“ALR”) in the south.

#### Previous Plan Updates

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 NCP area.

In January 2020, staff received Development Application No. 7920-0002-00 (the “Development Application”) which proposed 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.

In response to the Development Application, a Stage 1 Plan amendment process was conducted as a coordinated application, pursuant to the City’s Secondary Plan Amendment process outlined in *Surrey Official Community Plan Bylaw, 2013, No. 18020* (the “OCP”). Consultants were retained by the applicant to conduct the research, analysis, and public consultation for this amendment process. The subject area is referred to as the “West Amendment Area”. The West Amendment Area process proposed major amendments to land uses and transportation within the NCP, resulting in an increase in the Plan Area population by over 10,000 people.

At the November 20, 2023, Regular Council – Public Hearing meeting, Council approved Corporate Report No. R193; 2023 which endorsed an update for the “West Amendment Area”, and authorized staff to address the impacts of the additional population on community amenities and supporting infrastructure (Appendix “IV”). Council also authorized staff to initiate a plan update

for the remainder of the broader Plan Area. The intent of the broader plan update is to bring the NCP in-line with current market conditions, updated federal and provincial legislation, and updated City policies and strategies.

## **Background Studies**

To provide context for the planning process, staff undertook various background studies and technical analysis including additional environmental assessments and watercourse verification, land use and market development analysis, transportation network review, land value analysis, and growth forecasting. This work was accompanied by public and stakeholder consultation to information revisions to the proposed updated Stage 1 Plan.

## **DISCUSSION**

### **Draft Plan (Stage 1) Plan Components**

The proposed updated Anniedale-Tynehead Stage 1 Plan includes key plan components, outlined below and summarized in Appendix "I".

#### Land Use Concept

The proposed updated Land Use Concept has been updated since the 2012 plan to ensure the plan is market and regulatory responsive. Generally, land use designations have been amended to increase overall allowable base density while ensuring adequate utility servicing capacity. The West Amendment Area was subject to the most significant change in land use and density (see Appendix "IV"). A set of updated land use designations outline the future use, form, density, and other development considerations for each property in the Plan Area.

#### *Land Use Designations*

##### Residential and Mixed Use

- Low-Rise Mixed-Use

The Low-Rise Mixed-Use designation is intended for building heights of up to six storeys and will permit a base density of 2.2 Floor Area Ratio ("FAR"). Street-level commercial is required and included in the base density calculations, with apartment residential on upper floors.

- Low-Rise Type 2

The Low-Rise Type 2 designation is intended for building heights of four to six storeys and will permit a base density of 2.0 FAR. This designation is located within walking distance of the urban village with the intention of providing additional residents to support the adjacent commercial uses.

- Low-Rise Type 1

The Low-Rise Type 1 designation permits the development of three to four storey townhouse, stacked townhouses and low rise (four storey) apartment buildings with a

base density of 1.30 FAR. As illustrated in the land use concept, portions of the Low-Rise Type 1 designation are intended for live/work uses.

- Townhouse

The Townhouse designation is intended to accommodate urban townhouses in areas with access to major circulation routes, commercial areas, and public amenities. Typical developments may consist of two to three storey buildings with base densities of up to 74 units per hectare (“UPH”) or 30 Units Per Acre (“UPA”) permitted. As illustrated in the land use concept, portions of the Townhouse designation are intended for live/work uses.

- Urban Residential

The Urban Residential designation is intended for detached dwellings on smaller urban lots that support laneway, semi-detached, row housing, and lower density townhomes. Densities ranging up to 37 UPH (15 UPA) will be permitted. Driveways will be permitted from rear lane or public road depending on site location.

- Urban Residential Cluster

The Urban Residential Cluster designation permits detached residential, duplex, multiplex, and row housing clustered to preserve environmentally significant areas identified as Green Space Transfer (“GST”). Density in this designation is calculated on a gross site basis before the conveyance of the GST areas are accounted for but after road dedication is provided. Provided the GST areas are conveyed as parkland, this designation supports base densities up to 22 units per gross hectare (“UPGH”) or nine units per gross acre (“UPGA”). If GST areas are not conveyed as parkland the base density for the Urban Residential Cluster designation is 10 UPGH (four UPGA).

- Medium Density Cluster

The Medium Cluster designation permits a variety of townhouses and low-rise apartments clustered to preserve environmentally significant areas identified as GST. Density in this designation is calculated on a gross site basis before the conveyance of the GST areas are accounted for, but after road dedication is provided. Provided the GST areas are conveyed as parkland, this designation supports base densities of up to 44 UPGH (17.8 UPGA). If GST areas are not conveyed as parkland, the base density for the Medium Density Cluster designation is 22 UPGH (nine UPGA).

#### *Green Space Transfer Areas Requirements*

Green Space Transfer (“GST”) areas are sensitive ecosystem areas identified in the Plan for protection, including Streamside Protection Areas, Green Infrastructure Network (“GIN”) corridors and hubs, steep slopes, high ecological value terrestrial habitat, and ALR buffers. GST areas are associated with the cluster land use designations. Provided GST areas are conveyed as parkland, developable density is transferred from GST areas into the developable portions of a cluster designated property. For the purposes of determining the transferable development density of the GST areas, undevelopable areas as defined by *Surrey Zoning By-law, 1993, No. 12000* (the “Zoning By-law”) and/or as restricted by Provincial environmental legislation, and dedications for roadways, are not included in

the calculation. GST areas cannot be used towards the calculation of required outdoor amenity space for multi-residential development.

Land Use Designation	Base Density without GST conveyance as park (UPGH)	Base Density with GST conveyance as park (UPGH)	Green Space Transfer Area (% of gross site as park)	Potential Net Density after GST conveyed as park (UPH)
Urban Residential Cluster	10	22	30%	31
Medium Density Cluster	22	44	35%	68

Note: Developable area and Green Space Transfer Areas do not include Road Right-of-way dedication.

- **Low-Rise Employment**

The Low-Rise Employment designation is intended for commercial, and retail uses at grade with neighbourhood scale employment including office, institutional, assembly and associated uses on above floors. This designation supports a density of 1.5 FAR of employment use and building heights ranging from two to five storeys.

- **Neighbourhood Commercial**

The Neighbourhood Commercial designation is intended for commercial uses and neighbourhood services (e.g., grocery, pharmacy, retail, doctors' office). Densities of up to 0.5 FAR and heights up to two storeys will be considered.

- **Light Industrial**

Employment lands which allow for light industrial, manufacturing, processing, warehousing, and distribution of goods in an industrial park development.

- **Business Park**

Employment lands which allow for business park uses, such as logistics, warehousing, light impact industrial, high-tech industrial, office, and service uses.

Supplementary land use designations, including Park, Natural Area, Civic, School, and Landscape Buffer are outlined below.

### Transportation Network Concepts

The proposed Transportation Network includes a Road Network Concept and an Active Transportation Concept. The Road Network Concept outlines future road connections and their classifications, including a hierarchy of highways, arterials, collectors, locals, and lanes. The Active Transportation Concept identifies pedestrian and cycling/micro-mobility infrastructure, including walkways, protected cycling facilities, and multi-use pathways. Together, they create a network that meets the transportation demands from anticipated growth and will make it easier and safer for future residents to get around and access shops and services.



The proposed road network is intended to provide a basis and some certainty for development proposals; however, developments may be required to dedicate additional or re-aligned road connections for access and circulation, as determined on a case-by-case basis through the application process.

### Parks and Community Amenity Concept

The Parks and Community Amenity Concept identifies future parks, schools, and community facilities needed to address the anticipated growth in the Plan.

- *Parks*

One of the key objectives of the plan is to ensure a neighbourhood park is within a 10-minute walk of all residents without the need to cross an arterial road or provincial highway. The three new proposed neighbourhood parks meet this objective. These parks are meant to serve the daily outdoor park needs of residents and will provide enough space for a variety of amenities for local residents (i.e., small-scale playgrounds, open spaces, and socialization areas).

The Plan includes two large new community level parks which will serve the broader community in which the Anniedale-Tynehead Plan area is situated. The community park in the eastern portion of the plan could accommodate outdoor athletic facilities (i.e., sports fields, sports courts) and other destination amenities (i.e., spray park, skate/all-wheels park). The community park in the western portion of the Plan Area is intended to provide an opportunity for residents enjoy nature through an accessible trail network and other natural area programming.

The design of all parks, and the selection of amenities, will be planned and developed through public engagement processes as the Plan Area builds out.

The Plan also includes a network of trails throughout the community within utility corridors and along key natural areas. The proposed parks and trail network will ensure residents are well served with recreational opportunities, open space, and access to nature.

- *Schools and Community Facilities*

This Plan will deliver new homes for thousands of future residents. In addition to areas for new shops, jobs, and parks, the Plan also addresses this new growth by designating lands for a variety of new community facilities, including two elementary schools, a high school, a community centre, and a community hall/park pavilion. The proposed new community centre is centrally located in the community and adjacent to the proposed high school. The community centre is also planned to be co-located with a new park, with an assumed program that includes recreation and fitness facilities, arts centre, and library. The elementary schools are in the east and west areas of the plan to ensure proximity to students. Most of the land acquisition for the future schools has been completed.

The Plan also identifies the existing designated Tynehead Heritage Hall as a civic use within a Special Study Area in the north-west corner of the Plan. Through Stage 2, further review and consultation on the future of the Tynehead Heritage Hall and overall use of the Special Study Area will be required.

- *Landscape Buffer*

The Plan also includes a Landscape Buffer designation. These are areas intended to provide visual buffering and sound attenuation between residential uses and employment uses and highways. Landscape buffers can be achieved on private on-site or as roadside landscaping but will not be considered parkland.

### Natural Areas Concept

The Natural Areas Concept identifies key existing Streamside Setback Areas and GIN corridors and hubs that represent the most critical environmental assets in the Plan Area that have been identified for protection. These areas are intended to be protected as conveyed parkland or safeguarded through native enhancement plantings and restricted access on private property.

- *Streamside Protection Areas*

Streamside Protection Areas, also known as riparian areas, support a variety of functions including protection of fish and wildlife, water quality, flood mitigation, bank stabilization and erosion. These areas serve as important habitat and sources of nutrients for fish and wildlife and are critical to maintaining biodiversity within and beyond the City. The Plan reflects the current legislative framework and policies that govern watercourses, wetlands, and streamside areas. These areas are presented in Appendix "II" as Natural Areas, Streams, Wetlands, and/or Streamside Areas.

- *GIN Corridors*

The Biodiversity Conservation Strategy ("BCS") is a city-wide strategy that identifies key Biodiversity Management Areas and Green Infrastructure Network ("GIN") hubs and corridors designated to protect and connect the most ecologically sensitive and biodiverse areas of the City.

The Plan Area occurs within the BCS Tynehead Management Area whose objectives are to preserve natural and semi-natural habitat, establish movement corridors connecting Tynehead Park to the ALR, increase tree cover adjacent to the ALR, increase the number of wetlands and ponds, and work with landholders to encourage development concepts that complement and enhance natural areas.

To achieve these objectives, target corridor widths are prescribed to provide most species of wildlife with a minimum amount of habitat capable of supporting their life histories and ability to withstand both natural and human pressures. The proposed GIN corridors, their target widths, and intent as presented in the BCS are summarized in Table 1.0.

<b>Table 1.0 GIN Corridors within the Anniedale-Tynehead Neighbourhood Concept Plan</b>		
<b>GIN No.</b>	<b>Target Width (metres)</b>	<b>GIN Intent</b>
116, 117 & 118	60	Where possible, align with the Streamside Protection Area (“SPA”) of the upper Serpentine River and key Class A tributary streams. These corridors protect land adjacent to the streamside setback and provide connectivity from Serpentine to Tynehead Park area and restore tree cover.
119 & 125	60	Edge buffer for ALR. Includes fragmented natural areas. Provides important edge habitat to ALR field habitat and connectivity between proposed Hub A and Tynehead Park. Established and protect a forested corridor on perimeter of the ALR.
120	50	Aligns with future greenways and parks to protect large, partially fragmented forested sites. Provides connectivity between the ALR and Tynehead Park. Naturalize edges of planned greenways.
121	50	Aligns with BC Hydro right-of-way characterized by field habitat and overlaps with Barn Owl critical habitat. It provides a continuous corridor throughout future infill development areas. Work with development to naturalize this area and remove barriers to movement.
122	60	Aligns with the SPA for Leoran Brook and a City park (18132 – 96 Avenue). It is characterized by fragmented patches of forest habitat and provides one of few passages under Highway 1 to connect to Surrey Bend Park. Protect land adjacent to the SPA and work with landowners to naturalize adjacent lands and remove barriers to movement.
123	60	Aligns with fragmented SPA’s, wetlands, and forest habitat through low density residential neighbourhood. Follows planned greenways and parks. Provides connectivity between proposed Hub A and the ALR north to corridor No. 122. Provide a movement corridor within the Fortis gas RoW south of Golden Ears Way.
128	50	Edge buffer to ALR and field habitat. Aligns with SPA’s and fragmented forest habitat. Provides connectivity between proposed Hub A and Latimer Creek. Established and protect a forested corridor on perimeter of the ALR. Enhance disturbed SPA habitat.
129	50	Aligns with SPA’s and forested habitat through an area that is planned for development. Follows planned greenways, streams, and some stormwater ponds. Provides wildlife connectivity through future developed neighbourhood.

Natural Areas within the Plan are to be protected through a variety of mechanisms, including on-site protection, land conveyance using the GST tool within the cluster land use designations, land conveyance of key regulated environmental areas, and land acquisition using an area specific funding tool. Further details on these tools are outlined in Appendix “II”.

## Stage 2 Planning Process

Stage 2 planning work will commence upon Council endorsement of the Stage 1 Plan. Over the course of Stage 2, staff will undertake the following work items:

- Update local area engineering utility servicing strategies to ensure drainage, sanitary, and water infrastructure improvements support future development, including associated financing implementation considerations.
- Complete traffic and road network evaluation and adjust road network as needed.
- Coordinate with the Ministry of Transportation and Infrastructure to refine the conceptual design and implementation considerations for the planned interchange at the intersection of 176 Street (Highway 15) and 96 Avenue.
- Undertake engineering servicing analysis and evaluation (including financial) to determine feasibility and implications of adding portions of South Port Kells to the Anniedale-Tynehead Plan Area.
- Update the parkland acquisition strategy to align with the Stage 1 Plan, including financial implementation considerations.
- Develop a strategy for the protection and acquisition of the GIN Corridors identified within the Stage 1 Plan, including potential land acquisition tools and policies/guidelines for the protection and enhancement of the associated infrastructure.
- Undertake further review and consultation to determine the intended land use designation(s) and use(s) of the Special Study Area.
- Develop a community amenities strategy that includes a comprehensive assessment of the amenities required to support growth. Update area specific Community Amenity Contributions (“CAC”), including, but not limited to, cultural, arts, libraries, parks, and other civic amenities to fund the community amenity strategy.
- Prepare Urban Design Guidelines, including (but not be limited to) building height and massing, building setback and street interface, landscaping (including biodiversity considerations), and public realm, plaza, and streetscape considerations.
- Develop policies and guidelines for the development and design of special interface areas adjacent to park lands, natural areas (i.e., SPAs and GIN corridors), the ALR, along major roads, and between differing uses.
- Update land use designation with development parameters and guidelines for areas designed as “live/work” within the land use concept.
- Prepare a final implementation strategy for achieving the plan, including any consequential amendments to the OCP, Zoning By-law, Fees By-law, and other City bylaws and policy.

- Prepare and publish a final Stage 2 Plan document that presents the final land use strategy with all corresponding strategies, policies, and guidelines.

Additional policy development and plan considerations will be considered as needed, including further refinements to the Land Use Concept, Transportation Network Concepts, and Parks, Natural Areas, and Amenities Concepts that make up the proposed Stage 1 Plan. During the Stage 2 planning process there will be more opportunities for the public to help shape and refine the Plan. It is anticipated that the final Stage 2 Anniedale-Tynehead NCP will be completed for Council consideration in 2025.

# Anniedale Tynehead Plan

Stage 1

Engagement Summary  
April 2024

# | Where we are

## Introduction

In November, the City initiated a plan update to the 2012 Anniedale Tynhead Plan. The update aims to make the plan more market responsive, support new housing and jobs, and better protect the environment by reflecting updated policies and regulations. Some challenges identified in 2012 remain the same. However, new policies and regulations have come into place since the original plan was developed and are being considered in the plan update.

The following is a summary of engagement the City conducted between November, 2023 to March 2024.

.....

# | How we engaged

## BY THE NUMBERS





Here's a breakdown of people that were engaged or informed in Stage 1.

Approximately,

**509+** Engaged Residents

An engaged resident is defined as an individual or group that has contributed to the project website, attended a pop-up event, connected through phone or email, completed the survey or attended a stakeholder meeting.

### Residents were engaged through:



-  **301** Surveys Completed
-  **20+** Emails & Phone Calls
-  **200+** Open House Event Attendees
-  **226** Big Idea Contributions on Project Website

Approximately,

**1,259** Informed Residents

An informed resident is defined as an individual or group that has made at least one single visit to the project website, received a postcard, or interacted with the project through social media.

### Residents were informed through:

-  **1,100** Mail Out Postcards
-  **3,235** Website Page Views

# | What We Did

## OPEN HOUSE

On March 12, we held an open house at Port Kells Community Hall where over 200+ residents, stakeholders and industry professionals attended. We introduced the proposed draft plan, sought feedback from the community and encouraged attendees to complete the online survey.

### What we heard

Staff heard a lot of ideas from attendees at the open house. Some were excited to see the Plan being updated while others voiced concerns on a range of items. This included increased traffic congestion, truck parking, environmental issues, and development impact on Port Kells.



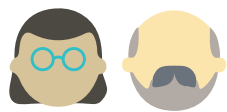
## ONLINE SURVEY

We launched a public survey between February 26 to March 20. In total, 301 people completed the survey.

### Who we reached

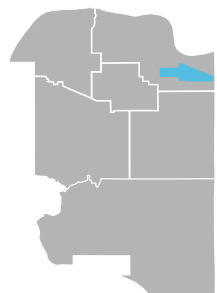
Below is a profile of who we reached in the survey.

#### Age of Survey Participants



Under 14: 0%  
15 - 24: 4%  
25 - 34: 16%  
35 - 54: 42%  
55+: 34%  
Prefer not to answer: 5%

#### Relationship to the plan area



52% of survey participants lived elsewhere in Anniedale Tynehead. 39% lived in the plan area.

#### Own/Rent



Own: 79%  
Rent: 12%  
Don't know / other: 9%

#### Household income



Less than \$30,000: 3%  
\$30,000 - \$59,999: 8%  
\$60,000 - \$99,999: 13%  
\$100,000 - less than \$149,999: 27%  
\$150,000 or more: 28%  
Prefer not to answer: 22%



# | What we heard: Vision & Principles

## 1. Vision for Anniedale Tynehead

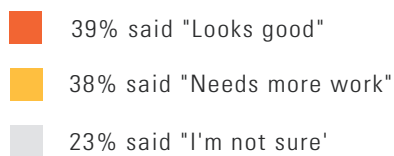


All land use plans start with a vision statement to create a snapshot of the future. As we update the plan we wanted to build on the existing vision to ensure it remains relevant. Here's the existing vision for the plan area:

*"Anniedale-Tynehead is a unique, diverse, and thriving complete community that complements its surroundings, contributes to the healthy growth of Surrey, and builds on its strategic location in the region. The Anniedale-Tynehead community is a model of sustainable development that integrates the natural environment, interconnects neighbourhoods, provides a diversity of housing and employment, choices, and ensures a legacy of quality places."*

Overall 39% of participants said the vision "Looks good" while 38% said "Needs more work" and 23% said "I'm not sure". There were many suggestions it could be fine tuned as we move forward and finalize the vision statement.

**39%**  
Agreed



### What's missing from the vision?

Some of the reoccurring themes that emerged were:

- Ensure required infrastructure and community amenities (e.g., schools and community centres) for existing and future residents.
- Enhance protection of natural areas and green space.
- Expanding housing and density to meet future population growth.

# | What we heard: Vision & Principles

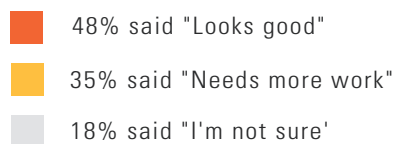
## 2. Plan Principles

The existing plan included five planning principles. We propose to refine these principles and add new ones to address emerging challenges.

- 1. Resilient:** Address climate adaptation and support a low carbon future in the daily lives of residents.
- 2. Local:** Make sure food, shops, and basic necessities are locally available.
- 3. Foster Biodiversity:** Ensure healthy, protected, and diverse ecosystems.
- 4. Create Employment:** Support the development of a complete community by expanding local employment opportunities for area residents.
- 5. Inclusive:** Foster a welcoming and inclusive community with local amenities and spaces for all cultures, ages, and abilities.

We wanted to know if there was anything missing from the plan principles? Overall 48% of participants said the principles "Looks good" while 35% said "Needs more work" and 18% said "I'm not sure".

**48%**  
said the  
principles  
look good



### What's missing from the principles?

Some of the reoccurring themes that emerged were:

- Ensure required infrastructure and community amenities (e.g., schools and community centres) for existing and future residents.
- Enhance protection of natural areas and green space.
- Create viable alternative mobility options that are easily accessible.



# | What we heard: Plan Concept

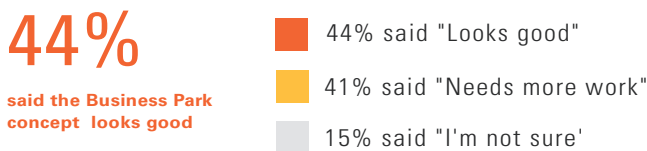
## 3. Commercial and Employment Areas

The new land use concept has expanded the overall area for employment uses. The area designated for business park in the east portion of the plan has been expanded west. The land designated for industrial in the north portion of the plan remains the same. A main urban village at 173A and 94 Ave and neighbourhood commercial nodes at key intersections are proposed to provide local shops and services close to residents.

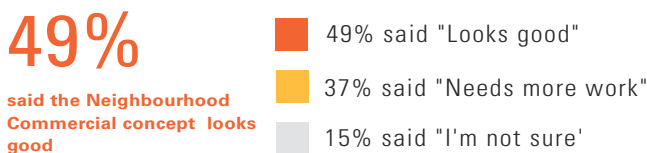


We asked "What do you think about the proposed Commercial and Employment Concept?". Overall 44% said the Business Park and Industrial concept "Looks Good" while 41% said "Needs more work" and 15% said "I'm not sure". 49% said the Neighbourhood and Office concept "Looks Good" while 37% said "Needs more work" and 15% said "I'm not sure".

### Business Park



### Neighbourhood Commercial



### What could be changed or added?

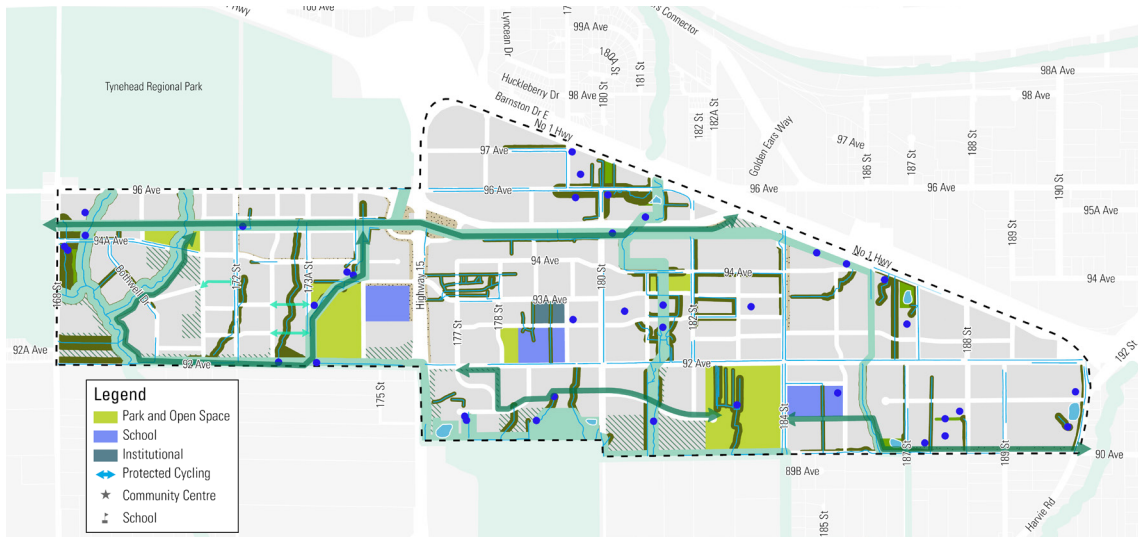
Some of the reoccurring themes that emerged were:

- Reduce the amount of Industrial and Business Park uses.
- Expand the urban village and commercial nodes.
- Increase the amount of Industrial and Business Park uses.

# What we heard: Plan Concept

## 4. Parks, Natural Areas, and Amenities

New parks are proposed to ensure there is a neighbourhood park within a 10-minute walk of all residents and this provide enough space for a variety of amenities for the community (playgrounds, sports fields, social spaces). The plan also includes a network of trails through the community and along key riparian areas (creeks).

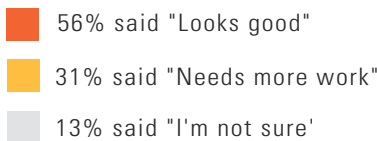


We asked "What do you think about the proposed Parks, Natural Areas, and Amenities concept?". 56% said the New Parks concept "Looks Good" while 31% said "Needs more work" and 15% said "I'm not sure". 55% said the Natural Areas concept "Looks Good" while 29% said it "Needs more work" and 16% said "I'm not sure". 54% said the Schools and Community Facilities "Looks Good" while 31% said it "Needs more work".

### New Parks

**56%**

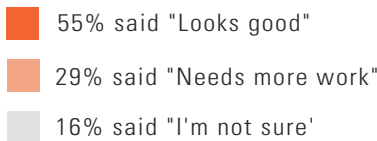
said the New Park concept looks good



### Natural Areas

**55%**

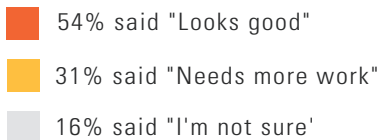
said the Natural Areas concept looks good



### Schools & Community Facilities

**54%**

said the Schools & Community Facilities concept looks good



### What could be changed or added?

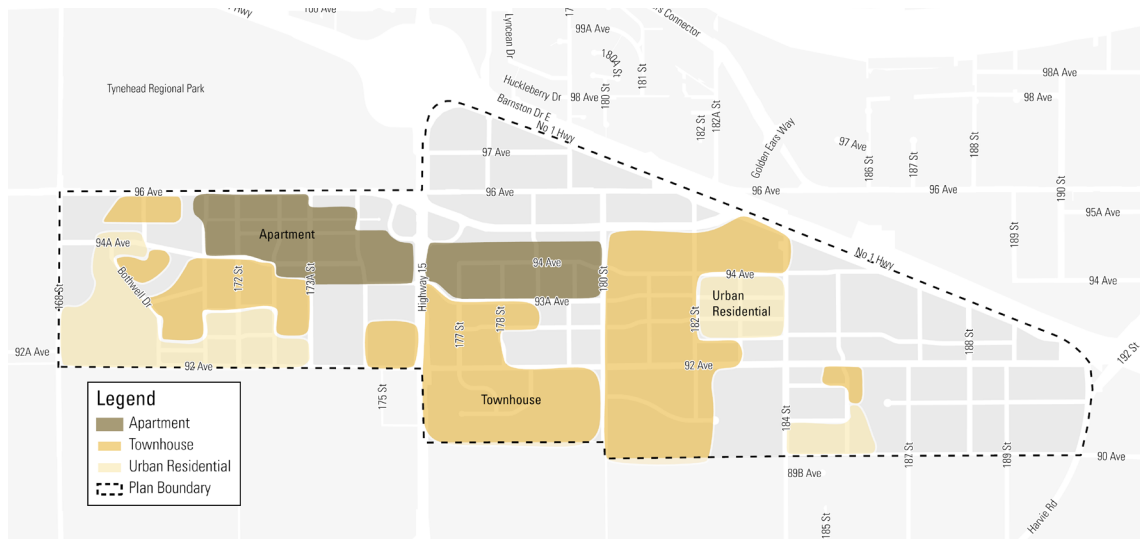
Some of the reoccurring themes that emerged were:

- Increase the amount and size of parks and natural areas.
- Consider increasing amount of schools to address potential student capacity constraints.

# | What we heard: Plan Concept

## 5. Residential Areas

The plan proposes a range of new housing types and densities. When combined the plan will accommodate up to 16,000 new homes and 45,000 new residents.



We asked "What do you think about the proposed Residential Areas concept?". 37% said the Residential concept "Looks Good" while 31% said it "Needs more work" and 15% said "I'm not sure". 55% said the Natural Areas concept "Looks Good" while 50% said it "Needs more work" and 13% said "I'm not sure".

### Residential Areas

**37%**

said the Residential concept looks good

- 37% said "Looks good"
- 50% said "Needs more work"
- 13% said "I'm not sure"

### What could be changed or added?

Some of the reoccurring themes that emerged were:

- Decrease density – many felt that the plan includes too much density (e.g., apartments and townhomes).
- Increase density – others expressed concerns with the plan not including enough housing (e.g., apartments) and density.

# What we heard: Plan Concept

## 6. Transportation and Connectivity

The plan has revised the road network to propose new road connections to create a more connected, grid road pattern. The plan will include an integrated network of protected (separated) cycle tracks, multiuse pathways and neighbourhood bike routes. The active transportation network will support walking, cycling, and easy access to future transit. Combined, the transportation network will make it easier and safer to get around and access shops and services.



We asked "What do you think about the proposed Transportation and Connectivity concept?". 44% said the Transportation and Connectivity concept "Looks Good" while 34% said it "Needs more work" and 24% said "I'm not sure".

### Road & Active Transportation

**44%**

said the Road and Active Transportation Concept looks good

- 44% said "Looks good"
- 34% said "Needs more work"
- 24% said "I'm not sure"

### What could be changed or added?

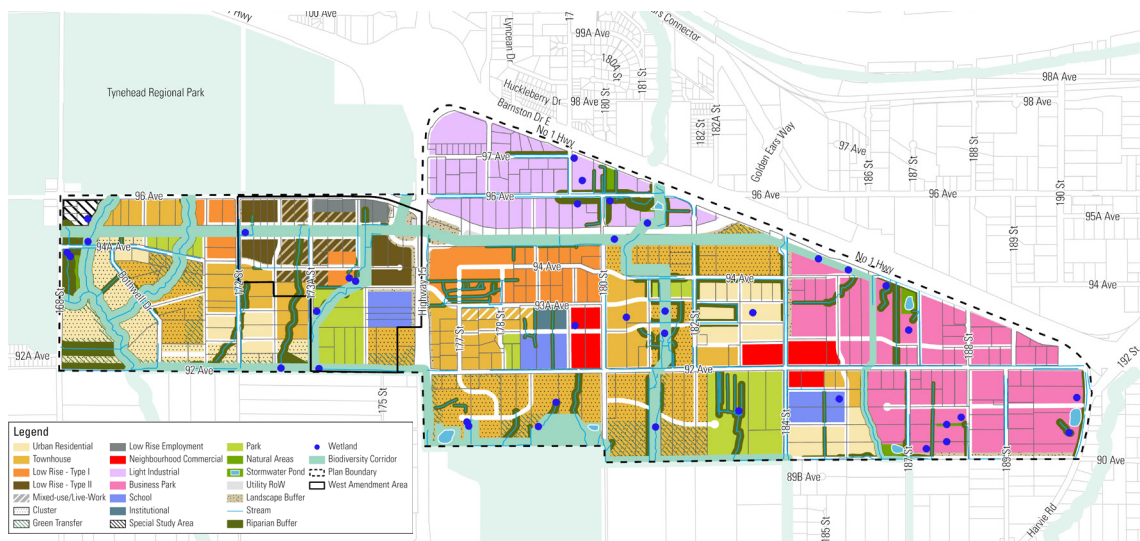
Some of the reoccurring themes that emerged were:

- General concern with future development impact on the existing natural areas in Anniedale Tynhead.
- Increase the amount of natural areas and overall green space.
- Increase the amount of housing and density to support future population growth.

# | What we heard: Plan Concept

## 7. The Draft Plan

The draft plan includes all the proposed land uses, road network, parks, natural areas, community facilities, and schools. Together, all the key features presents a vision for how Anniedale-Tynehead could look in 30+ years.



35% said the draft plan concept "Looks Good" while 49% said it "Needs more work" and 16% said "I'm not sure".

### Draft Land Use Concept

**35%**

said the draft land use concept looks good

- 35% said "Looks good"
- 49% said "Needs more work"
- 16% said "I'm not sure"

### What participants said:

- "We need to start more busses for the area, so residents can depend on them to use. Mostly people don't have trust in transit here in Fraser valley although we pay same share".
- "I see no specific cycling corridors in this plan. The city gives lip service to cycling but in fact it is very difficult for cyclists to travel in Surrey without running into major conflicts with cars and trucks".
- "I don't see much pedestrian access on the east side of the plan (right side of highway 15). I'm worried about the tragic implications for South Port Kells."

## | Next Steps

Staff will make key updates and report to Council with what was heard and an updated stage one (draft) plan. From there, the planning process will shift into the second stage of work, which includes a review of utility and infrastructure, financing, urban design and other supportive policies. Additional opportunities for community engagement will be offered moving forward. Staff will also continue to make additional refinements to the plan based on ongoing community input.

As we move through the planning process, we will continue to reach out to you for input. Online engagement opportunities are open to all who want to participate. We will keep you informed by mail, social media and website updates. We are also always available for email or phone conversations. We hope you will continue to stay involved in the planning process.

### **Learn more & get involved**

- Visit [engage.surrey.ca/anniedale-tynehead-plan](https://engage.surrey.ca/anniedale-tynehead-plan) for engagement opportunities, updates or to ask questions online.