

A public open house date has been tentatively scheduled for June 9, 2010 to seek further public input on the draft Preferred Land Use Concept. Feedback received at the next public open house will be considered by staff in refining the final preferred Stage 1 Plan that will be forwarded to Council for consideration in July 2010.

DISCUSSION

November 25, 2009 Open House and Public Feedback

Over 168 people attended the open house held on November 25, 2009, where two draft land use options for the Anniedale-Tynehead NCP were presented through a series of display boards and a staff presentation. The draft land use options (see Options A and B in Appendices II and III), were very similar except in relation to the location of the three following land use designations:

- Large-scale Commercial at Highway 15;
- Industrial/Business Park; and
- Village Commercial at 184 Street and 92 Avenue.

Open house attendees were asked to fill in comment sheets to assist in identifying preferred elements of the different options. A total of 103 comment sheets were received by staff during and after the open house.

Option A (Appendix II) proposed a large scale commercial area on each side of Highway 15, to the south of Golden Ears Way (96 Avenue). Option B (Appendix III) showed the large scale commercial area located entirely on the east side of Highway 15. The majority of questionnaire respondents (72.3%) indicated a preference for Option A showing the large scale commercial located on both sides of Highway 15, while 20.2% percent preferred the large scale commercial to be located entirely on the east side of Highway 15.

Two variations of the small scale "village commercial" designation were proposed at 184 Street and 92 Avenue. Option A showed the village commercial designation as two smaller parcels, one located on the east side of 184 Street, the other on the west side of 184 Street. Option B proposed one consolidated area of village commercial located entirely on the east side of 184 Street. Fifty-two percent of questionnaire respondents preferred Option B, which showed two smaller parcels on either side of 184 Street, while 26% preferred one larger village centre on the west side of 184 Street. The remaining questionnaire respondents either did not answer this question or indicated that they did not have a preference.

The Industrial/Business Park area options also provided two alternatives. Option A showed this area as one continuous strip along Highway 1, while Option B showed the Industrial/Business Park areas separated by a Cluster Residential designation. The majority of respondents (76%) preferred the Industrial/Business Park designation to be one continuous strip along Highway 1, rather than two Industrial/Business Park areas separated by a Cluster Residential designation.

Transportation Agencies Feedback

As part of the NCP process, City staff met regularly with representatives of the Ministry of Transportation and Infrastructure (MoTI), TransLink, and Transportation Investment Corporation (TI Corp, the Crown Corporation for the Gateway program) to receive feedback on the proposed land uses and transportation network. At a meeting in December 2009, representatives from MoTI and TransLink reviewed the two land use options presented at the

November 2009 public open house. They noted the following two areas of concern with regard to the proposed land use options.

The first relates to the proposed overpass location for the grade-separated interchange at the intersection of Highway 15 and Golden Ears Way. Previous traffic modelling has indicated that a grade separated interchange is necessary to ensure safe and efficient traffic movement at this key intersection. Representatives from TransLink and MoTI indicated that the proposed overpass alignment at the existing intersection would be too near to the Highway 1/Highway 15 interchange, causing unsafe manoeuvring (weaving, braking) within the interchange approaches and ramps. They also indicated that Highway 15 and Golden Ears Way are regional transportation routes, designed to move large traffic volumes and that the proposed overpass location would significantly disrupt traffic flows on both roads during future overpass construction. As TransLink and MoTI have jurisdiction over Golden Ears Way and Highway 15, respectively, they have indicated that a future disruption of this magnitude along their regional/provincial routes would not be acceptable.

The only available option to address the transportation agencies' safety and traffic operations concerns was to relocate the proposed overpass to the south of the existing Golden Ears Way alignment (see Appendix I). This option would improve operational safety, support all turning movements to and from the NCP area, and avoid traffic disruptions during the overpass construction. In the future when the overpass is fully functional the existing intersection of Highway 15 and Golden Ears Way would be removed.

The second concern expressed by the transportation agencies pertained to the access points required for the large-scale commercial designation proposed on the east side of Highway 15 in both Option A and Option B. For either of these options to have successful commercial development, additional points of access along Golden Ears Way east of Highway 15 would be required. TransLink staff indicated that access to Golden Ears Way would be limited to the existing signalized intersection at 180 Street and that additional intersections would not be permitted for commercial land use as the high turning movement volumes would increase travel times and congestion along their regional route.

The limitation with respect to additional access along Golden Ears Way and the requirement to relocate the proposed overpass for the grade-separated interchange of Highway 15 and Golden Ears Way precludes large-scale commercial development east of Highway 15 as proposed in Options A and B. All of the large-format commercial must be to the west of Highway 15 that required staff to develop a new land use concept.

Draft Preferred Land Use Concept for Anniedale-Tynehead NCP

The Draft Preferred Land Use Concept (Option C) combines elements of Option A and B, as presented in November 2009, with additional modifications that respond to concerns raised by MoTI and TransLink. Refinements were also made to the park, riparian and trail networks to respond to information in the Madrone Environmental study. Option C provides improved integration of green space and wildlife connections.

Large Scale Commercial

The Draft Preferred Land Plan (Appendix I) shows the large commercial area located on the west side of Highway 15. Although the majority of questionnaire respondents at the November open house preferred Option A for the location of the large scale commercial area, TransLink

representatives indicated that the access to the eastern portion of the proposed commercial area adjacent to Golden Ears Way will be limited to only one access point at 180 Street.

Due to the limited access to the previously proposed commercial area on the east of Highway 15, the Preferred Land Use Plan now shows the commercial area fully located on the west side of Highway 15.

Industrial/Business Park Area

Feedback from the open house indicated that most respondents preferred Option B for the location of the Industrial/Business Park. The transportation agencies did not have a concern with the proposed location of this land use. As a result, the Draft Preferred Land Use Plan proposes the Industrial/Business Park designation as one continuous area along Highway 1.

Village Commercial

The majority of the questionnaire respondents preferred two smaller village commercial areas, rather than one larger parcel on the west side of 184 Street. The Draft Preferred Land Use Plan proposes two smaller commercial areas rather than one larger area. These smaller areas will allow for a village-like feel and will be similar in size to the other village commercial areas proposed in the plan.

The following table summarizes the main differences between Option A, Option B and the Draft Preferred Land Use Concept (Option C).

Land Use	Option A	Option B	Option C Preferred Option
Large scale Commercial at Highway 15	Located on both the east and west side of Hwy 15	Located fully on the east side of Highway 15	Located fully on the west side of Highway 15
Industrial/Business Park	One continuous area along Highway 1	Two areas separated by cluster residential	One continuous area along Highway 1
Village Commercial at 184 Street and 92 Avenue	One larger 5-acre parcel on the east side of 184 Street	Two smaller 2.5 acre parcels located on the east and west side of 184 Street	Two smaller 2.5 acre parcels located on the east and west side of 184 Street

Park and Conservation Areas

The Madrone Environmental Study has resulted in additional changes to the land use concept. Park, trail, riparian and cluster housing designations have been re-aligned in some areas to better integrate and connect green spaces in the NCP area. These green areas serve as wildlife corridors, providing connections to ecological hubs in the agricultural lands to the south and Tynehead Park and Leoran Brook to the north. The Ecological Hubs/Sites and Corridor Opportunities Map, attached as Appendix IV, illustrate the green areas within the NCP and connections to the ecological hubs outside the plan area.

Next Steps

It is proposed that the draft Preferred Land Use Concept (Appendix I) be presented at a public open house. The open house is tentatively scheduled for June 9, 2010. Subject to Council authorization, invitations will be sent to area residents and advertisements placed in the local newspapers.

Feedback from the open house will be considered by staff in refining the final Preferred Land Use Concept that will be presented to Council in conjunction with a Stage 1 NCP report. The Stage 1 report will discuss the land uses, environmental areas, and transportation network in detail.

The Stage 2 component of the NCP planning process will commence immediately upon Council approval of Stage 1. This will entail engineering studies and related financing strategies, preparation of design guidelines and resolution of outstanding land use matters. A minimum of one additional open house will be held during the Stage 2 process. It is anticipated that a final and complete NCP will be forwarded to Council for consideration in late 2010.

CONCLUSION

A Draft Preferred Land Use Concept (Option C) has been developed for the Anniedale-Tynehead NCP, based on elements of Draft Land Use Option A and Option B presented at a November 25, 2009 public open house. Based on the above discussion, it is recommended that Council authorize staff to hold a public open house to seek feedback on a draft Preferred Land Use Concept for the Anniedale-Tynehead NCP, as illustrated in Appendix 1 of this report.

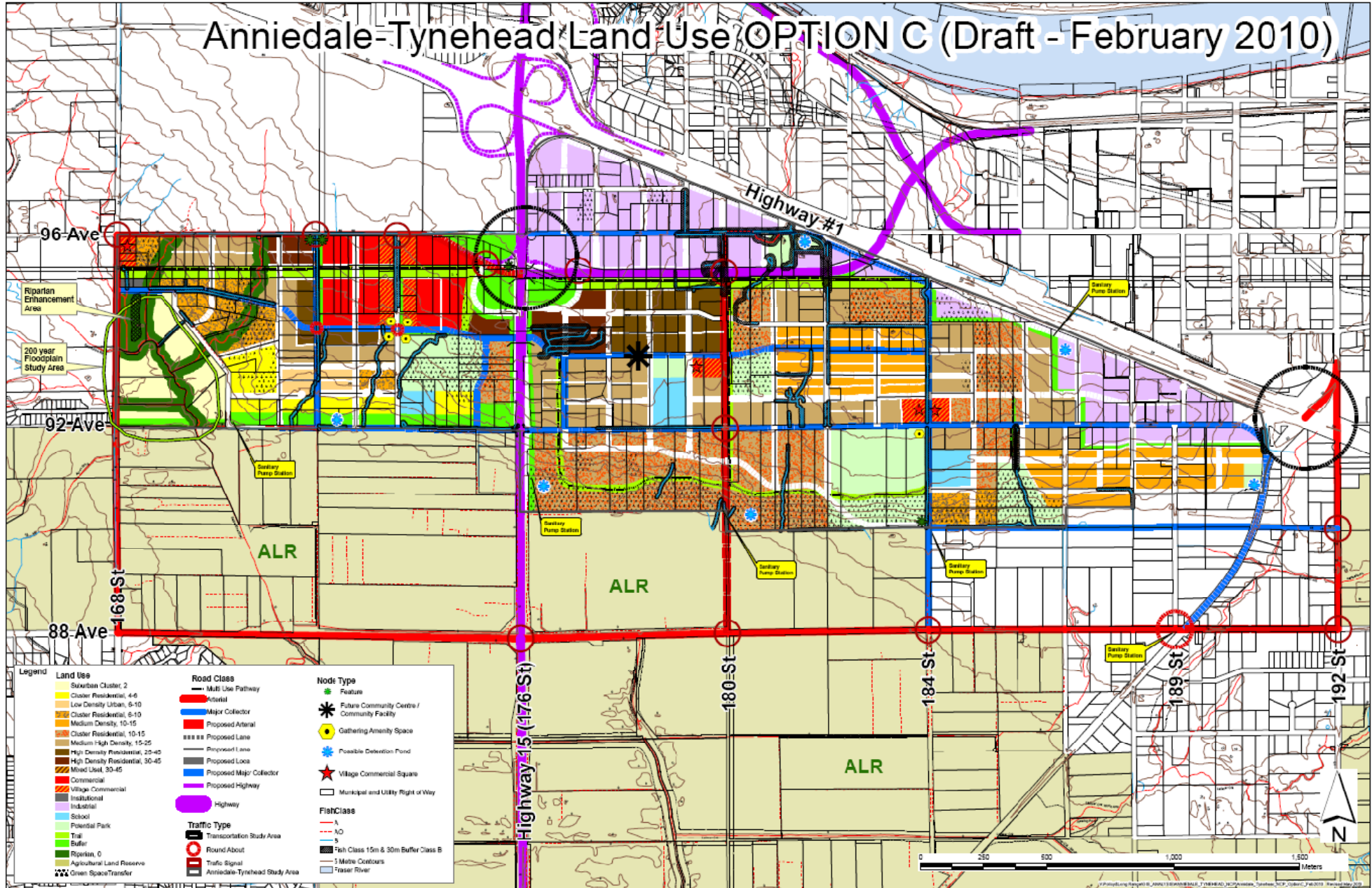
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Jean Lamontagne
General Manager
Planning and Development

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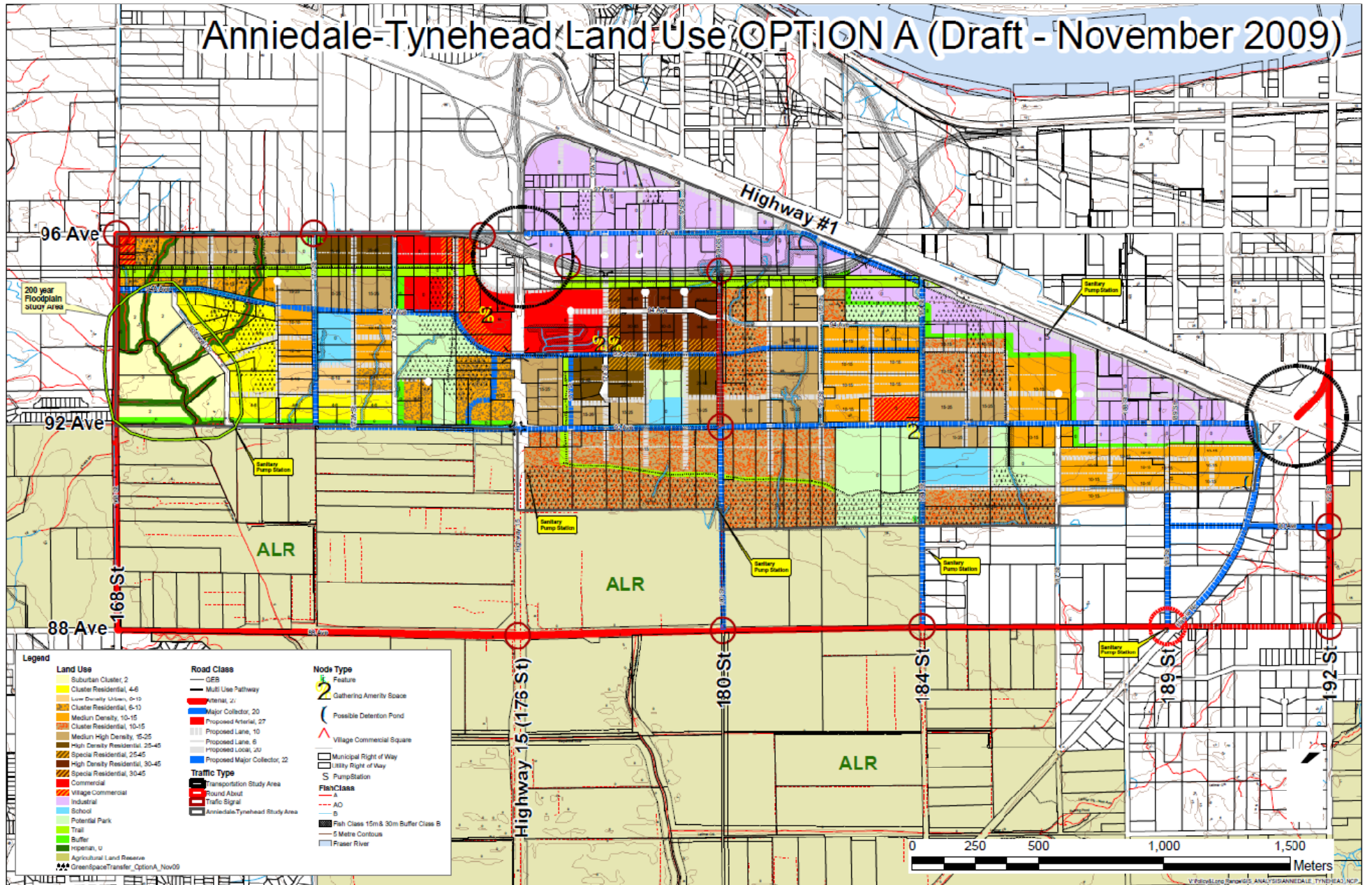
Attachments:

Appendix I Option C- Draft Preferred Land Use Concept
Appendix II Option A presented at November 25, 2010 Open House
Appendix III Option B presented at November 25, 2010 Open House
Appendix IV Ecological Hubs/Sites and Corridor Opportunities Map

Anniedale-Tynehead Land Use OPTION C (Draft - February 2010)



Anniedale-Tynehead Land Use OPTION A (Draft - November 2009)



Land Use	Road Class	Node Type
Suburban Cluster, 2	GES	Feature
Cluster Residential, 4-6	Multi Use Pathway	Gathering Amenity Space
Low Density Urban, 0-10	Arterial, 27	Possible Detention Pond
Cluster Residential, 6-13	Major Collector, 20	Village Commercial Square
Medium Density, 10-15	Proposed Arterial, 27	Municipal Right of Way
Cluster Residential, 10-15	Proposed Lane, 10	Utility Right of Way
Medium High Density, 5-25	Proposed Lane, 6	Pump Station
High Density Residential, 25-40	Proposed Local, 20	
Special Residential, 25-45	Proposed Major Collector, 22	
High Density Residential, 30-45		
Special Residential, 30-45		
Commercial		
Village Commercial		
Industrial		
School		
Potential Park		
Trail		
Buffer		
Wetland, U		
Agricultural Land Reserve		
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