



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

## **BACKGROUND**

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

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

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

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

## **DISCUSSION**

### **Planning Process**

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

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

- nine meetings with the CAC;
- three public open houses;
- Inter-agency meetings on June 17, 2009 and October 16, 2009;
- Meetings with Gateway, TransLink and Ministry of Transportation and Infrastructure (MoTI);
- Meetings with a Surrey School District Representative;
- Meetings with the Agricultural Advisory Committee, the Environmental Advisory Committee and the Heritage Advisory Commission; and

- Numerous discussions with stakeholders and area residents.

### Planning Vision and Objectives

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

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

### June 9, 2010 Public Open House

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

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

Comment Sheet Tally:

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

Of the 65 properties:

- 29% (19 of 65 properties) indicated that they generally support the Land Use Concept;
- 57% (37 of 65 properties) indicated that they generally support the Land Use Concept, but have one or more concerns; and
- 9% (6 of 65 properties) indicated that they do not support the Land Use Concept.

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

The most frequently cited concerns on the comment sheets were:

- the lack of access to the Industrial area in the "triangle" between Highway 1, Highway 15 and Golden Ears Way; and

- the density being too low in the floodplain area along the Serpentine River in the western part of the Plan area.

## **Response to Public Consultation**

### ***Lack of Access into the "Triangle"***

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

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

As part of the Stage 2 NCP work further detailed transportation modelling will be completed to analyze network performance based on changes made to previous land uses scenarios for the area. Results of the transportation modelling work will:

- provide information about the level of integration of the triangle with the overall transportation network;
- determine traffic impacts on the approved access points; and
- analyze traffic impacts of access into the triangle using the Golden Ears Way/96 Avenue and Highway 15 interchange ramps.

### ***Lower Densities along the Serpentine River***

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

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

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

## **Overview of the Proposed Land Use Concept**

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

### ***Employment Lands***

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

### **Business Park/Industrial Area**

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

Access into the western portion of the proposed Business Park/Industrial area that is bounded by Highway 1, Highway 15 and Golden Ears Way (the "triangle") is limited to two access points along Golden Ears Way, one existing access at 180 Street and the second proposed at Highway 1. Further transportation modelling work, carried out during Stage 2 of the process will help to determine the volume of traffic generated at these intersections. The results of traffic modelling will be used to help determine the specific type of Industrial/Business Park uses that can be supported within the triangle.

### **Commercial Areas**

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

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

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

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

### ***Residential Uses***

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

#### High and Medium-High Density

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

#### Medium Density

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

#### Cluster Residential

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

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

### Suburban Cluster

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

### ***Heritage***

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

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

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

### ***Placemaking and Neighbourhood Squares***

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

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

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

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

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

### ***Environmental Preservation***

In developing the land uses for the NCP area, an Environmental Assessment Study was carried out by Madrone Consulting during the summer of 2009. The study provided an up-to-date inventory of all the vegetated areas, sensitive ecosystems, potential wildlife linkages, and other ecologically important features. The study also made recommendations for habitat restoration and enhancement of stream flows.

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

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

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

### ***Parks and Open Space***

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



### Park Sites

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

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

### Trails and Greenways

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

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

### ***School and Community Amenities***

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

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

### **Overview of Engineering Servicing**

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

## ***Transportation***

The Stage 1 transportation servicing strategy currently proposes a road concept plan for the Anniedale-Tynehead area, based on guiding principles contained in the Transportation Strategic Plan. The proposed modified grid road system and off road greenways integrate with existing municipal and regional transportation networks.

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

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

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

### Integration of Regional Network Traffic

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

To protect the functionality of the regional roads while supporting NCP generated traffic, the preliminary modelling work for the Stage 1 servicing strategy proposes:

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

Total preliminary cost estimates for these four interchange/overpass structures amount to \$101 million with costs that could be attributable to the NCP as high as \$34.5 million. MoTI, TransLink, and Transportation Investment (TI) Corporation (the crown corporation administering the Gateway Program) have been involved in the Plan process and are supportive of the proposed interchange and overpass structures. However, it may be many years before the proposed projects are accepted and funded.

### ***Water***

The existing water infrastructure in the area has insufficient capacity to service the proposed NCP development. New water supply sources and distribution and feeder mains are required. The Stage 1 servicing strategy proposes a connection to the existing feeder main at Cherry Hill Crescent, located at 168 Street on the north side of Highway 1. This source will provide water to the lands located within the higher elevations of the NCP area, and will also service lower elevations for an interim time period (to approximately 2016) until a second water source connection becomes available.

When the Cherry Hill Crescent water source reaches its capacity, a second source is expected to come from a new reservoir Metro Vancouver plans to construct next to the Fleetwood Pumping Station, located a significant distance away at 154 Street and 90 Avenue (Meagan Anne MacDougall Park). This new reservoir will eventually become the sole source of water for the lower elevations in the study area.

### ***Sanitary Sewer***

There are no existing municipal sewer systems in the area. The Stage 1 servicing strategy proposes an extensive system of sanitary infrastructure, including five new pumping stations and a network of gravity sewers and forcemains discharging into the existing Metro Vancouver North Surrey Interceptor on the north side of Highway 1. The preferred servicing strategy provides the most flexibility to accommodate growth within the various sewer catchments of the NCP area.

### ***Stormwater***

The Stage 1 servicing strategy for stormwater includes a collection system of trunk mains and six detention ponds that discharge into the various watercourses located throughout the NCP area. During Stage 2 of the NCP planning process, on-site, landscape-based source controls based on Best Management Practices and Low Impact Development will be considered and the strategy refined accordingly.

### ***Preliminary Financial Analysis***

The need for new water and sanitary and storm sewer infrastructure, detention ponds, arterial road construction and four overpass/interchange structures in the NCP required a detailed preliminary financial analysis to assess the viability of the Plan. This analysis has provided a better understanding of estimated construction costs and potential DCC revenue shortfalls. In some cases reductions to the share of DCCs attributed to the NCP were made where cost sharing from other agencies is anticipated or where the proposed infrastructure improvements provide broader intra-regional benefits and should only be partially funded through general DCCs.

Even with these reductions, the significant costs of all the infrastructure elements for this area of the City make this a relatively expensive NCP to service. As documented in Figure A, a DCC revenue shortfall is expected for each of the engineering utilities. This may necessitate additional development fees to allow development in this area of the City.

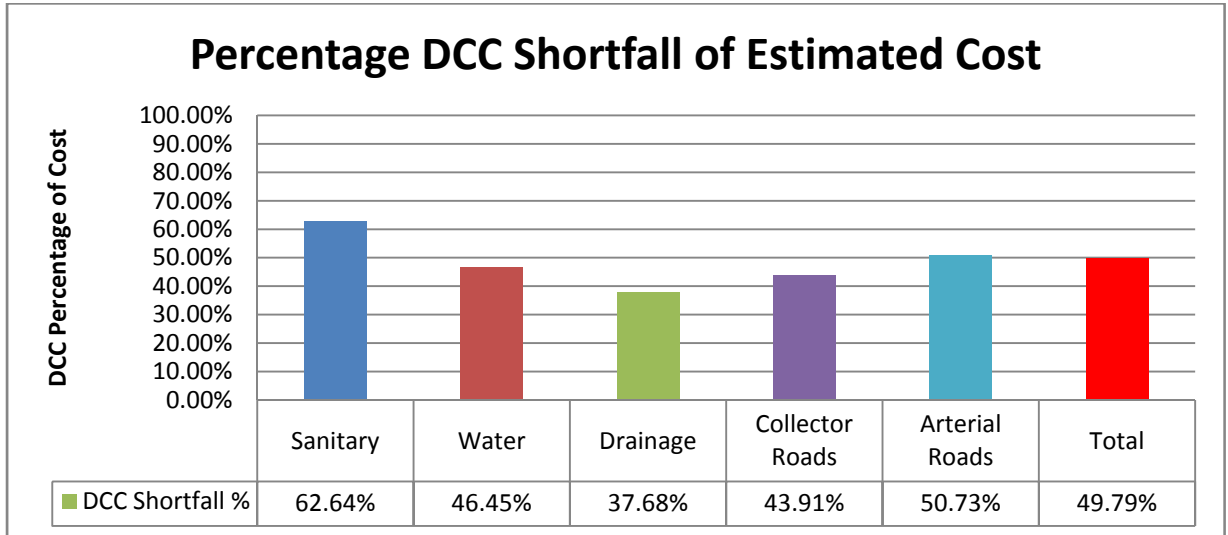


Figure A

Preliminary calculations show a potential area-specific infrastructure servicing shortfall of approximately \$102,000/acre that will need to be recovered through alternate financing strategies like Development Works Agreements. Staff will continue to explore options for reducing this significant revenue shortfall during Stage 2 of the NCP planning process as detailed servicing plans and cost estimates are prepared as part of the final financial strategy for the NCP.

### Population Projections

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

### Next Steps

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

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

- Development of Design and Development Guidelines for Residential, Commercial, Industrial and Business Park, Heritage, Trails, Viewpoints and View Corridors, Community Gathering Spaces and Gateway Features;

- Complete the review of the Floodplain Study Area to determine the appropriate development densities in this area;
- Determine amenities to serve the area, including ongoing park acquisition analysis, park development costs, fire and police protection, library needs and the establishment of appropriate amenity contributions for the NCP area;
- Complete the transportation modelling and financing study and work with MoTI, Gateway, and TransLink regarding large infrastructure works;
- Complete Stormwater, Sanitary Sewer and Water Servicing Plans for each of the utilities on the basis of the strategies included in this report;
- Undertake a technical and financial viability study for the provision of a district energy system. While the timing and feasibility for the implementation of a district energy system is dependent on energy market conditions and available technologies, the development potential of this area provides an excellent opportunity to formulate a district energy strategy. Potential energy sources for a district energy system in this area can include natural gas or low-GHG energy sources, such as sewer heat recovery, geoexchange, and biomass; and
- Develop a Financing, Phasing and Implementation Strategy. While the details associated with servicing the NCP area will be determined through the Stage 2 process, a preliminary analysis has been undertaken to confirm the feasibility of the proposed land uses and densities. As part of Stage 2 of the NCP planning process, staff will explore options for dealing with the significant DCC revenue shortfall after more detailed servicing plans and costs are prepared.

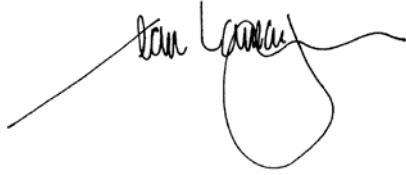
The complete servicing, phasing and financial plan will be presented to the public for review and comment. It is anticipated that the Stage 2 component of the NCP will be completed in the spring of 2011.

## CONCLUSION

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

- Approve the Stage 1 Land Use Concept for the Anniedale-Tynehead NCP as described in this report and as illustrated on the map attached as Appendix I; and
- Authorize staff to undertake the Stage 2 component of the NCP planning process on the basis of the Stage 1 Land Use Concept, including:
  - The resolution of outstanding road classifications that may arise from further transportation modelling work as identified in this report;
  - The preparation of design and development guidelines; and

- The completion of an engineering servicing plan and a comprehensive financial plan that will provide adequate funding for servicing infrastructure, phasing of development and the provision of community amenities.



Jean Lamontagne  
General Manager  
Planning and Development



Vincent Lalonde, P.Eng.  
General Manager  
Engineering

PH/saw/VL/brb

Attachments

Appendix I Draft Stage 1 Land Use Concept

Appendix II Guiding Principles

Appendix III Green Infrastructure Map



## **Anniedale-Tynehead NCP Guiding Principles**

### **General**

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

### **Housing and Housing Densities**

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

### **Sense of Place and Identity**

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



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

### **Commercial/Industrial**

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

### **Agricultural**

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

### **Parks, Open Space, Recreational and Natural Areas**

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

### **Roads/Transportation/Pedestrian and Bicycle Circulation**

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

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

### **Infrastructure and Servicing**

1. The NCP will be designed to ensure the cost-efficient provision of adequate City services including sewer, drainage, water, roads, and utilities, without placing a financial hardship upon the City's resources.
2. Best practices will be used in the design of the drainage system, and the protection of water quality.

### **Coordination**

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

