



**SURREY**  
**CITY OF PARKS**

# **South Port Kells General Land Use Plan**

**May 30, 2005**

## ACKNOWLEDGEMENTS

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## **PURPOSE OF THIS DOCUMENT**

This General Land Use Plan for the South Port Kells area of Surrey is a culmination of a one and one-half year planning and community consultation process, coordinated by staff of the City of Surrey. This document reflects the ideas, suggestions and input received from the South Port Kells community, with review and input from the South Port Kells Citizen Advisory Committee (the "CAC"). It also reflects requirements and technical input by government agencies, the School District, environmental, heritage and engineering consultants, and other stakeholders.

The purpose of the land use plan and policies in this document is to provide an overall planning framework that will act as a guide for the preparation of Neighbourhood Concept Plans ("NCP"s) that will allow for the servicing, development and build-out of South Port Kells as a comprehensively planned community. South Port Kells will be a community that will provide existing and new residents with the opportunity to live, work and play in a high quality, healthy and livable community. This new community will consist of several cohesive, vital and sustainable neighbourhoods, designed with respect for the natural environment and for the historical and natural attributes of the South Port Kells area.

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## **1.0 SOUTH PORT KELLS GENERAL LAND USE PLAN AND POLICIES**

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

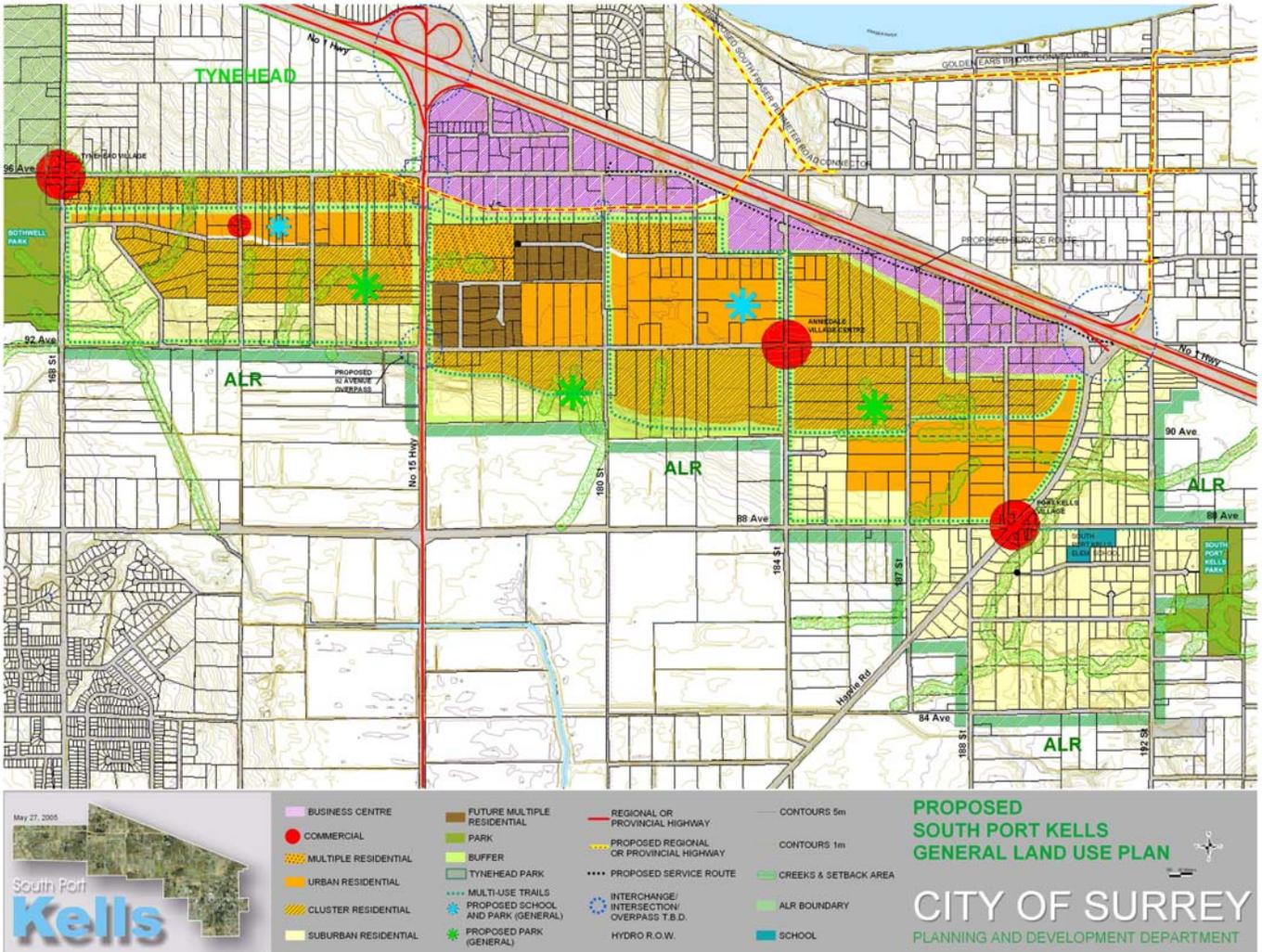
The land use concept illustrated in *Figure 1*, envisages South Port Kells as a complete community with local commercial nodes, a business area, a mix of residential uses and densities, community facilities, schools, parks, pathways and protected areas.

South Port Kells will have its own identity and community focus through well-designed and well-located neighbourhood school/park sites, community halls and commercial and institutional uses integrated within three "village centres" located in the Tynehead, Anniedale and the historic Port Kells village areas.

To provide local employment opportunities, a comprehensively designed workplace/employment centre is proposed to be focused on the "triangle" bordered by Highway 1, Highway 15 and the new Golden Ears Connector Road which runs parallel to and on the south side of 96 Avenue. This "business centre" may also extend easterly along Highway 1 toward 192 Street, depending on a detailed review at the next stage of planning.

The pastoral ambiance of South Port Kells will be maintained through the retention, where reasonable, of watercourses, trees and vegetation of environmental significance, through respect for the adjacent Agricultural Land Reserve ("ALR"), through protection of key view corridors of the mountains and lowlands and through the retention of lower densities in the vicinity of the Latimer and Serpentine Rivers. A modified grid road system combined with greenways will enable residents to walk or cycle to all of the main schools, parks, services and community facilities. The projected population at full build out, subject to detailed planning and the preparation of NCPs, under the proposed General Land Use Plan is expected to be approximately 17,000.

Figure 1: South Port Kells Land Use Concept

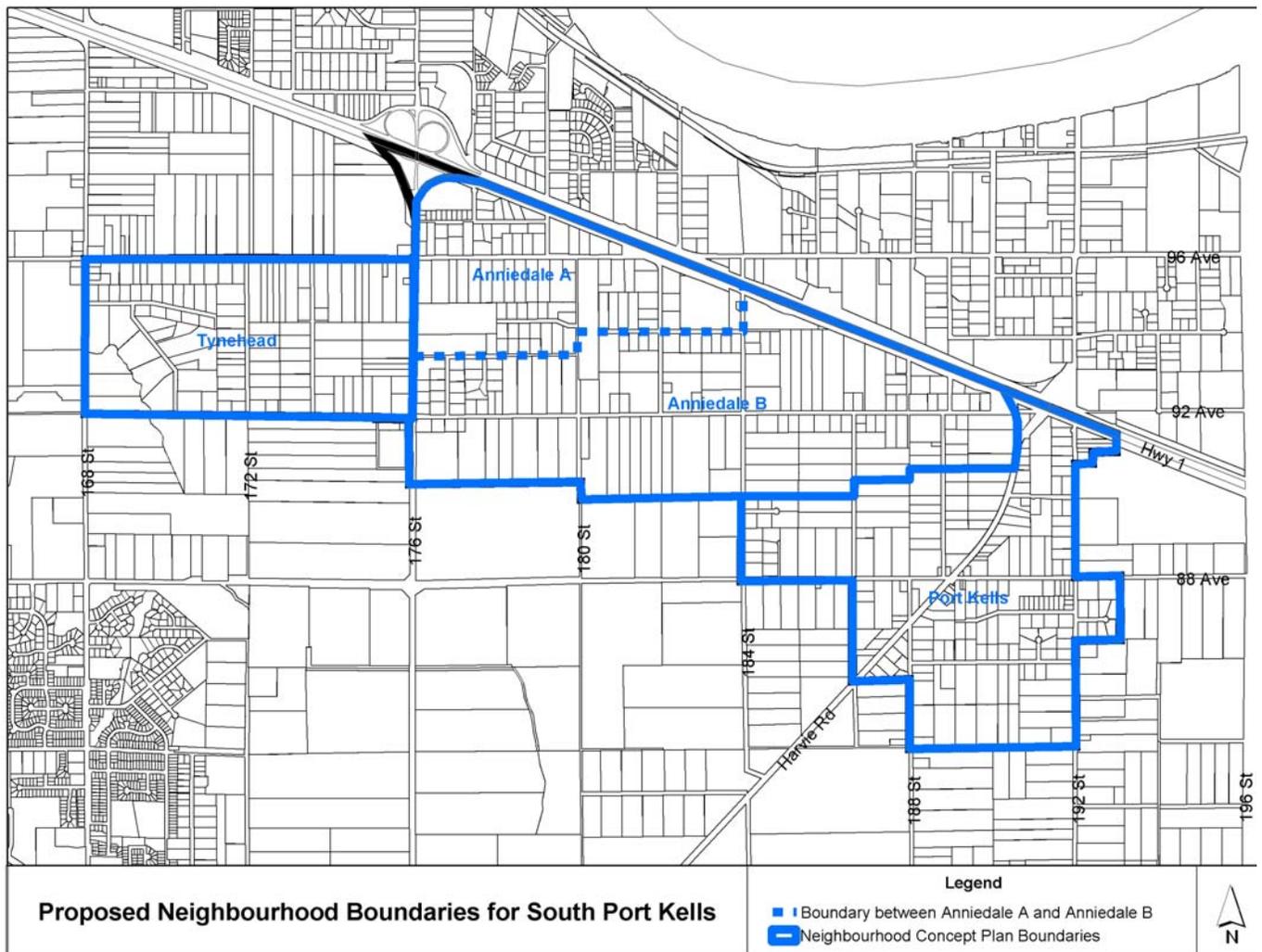


## 1.2 Land Use Policies – Community Structure and Character

- a. South Port Kells will have its own community identity and focus by having school/park sites, community halls, commercial uses and institutional uses integrated within three "village centers" located in the Tynehead area, the Anniedale area, and the Port Kells Village area.
- b. South Port Kells will be comprised of three distinct neighbourhoods as well as a business/commercial area as identified in *Figure 2* for the purpose of more detailed NCPs. Urban development will not proceed until such plans have been completed, including further public consultation processes and approval by Council. At that time, issues such as the type and form of development and the details of adequate transition areas between the ALR, urban areas and low density/rural areas will be addressed in detail.

- c. The three new neighbourhoods in South Port Kells will be known as Anniedale [A (Business Centre) and B], Tynehead and Port Kells. Each will have a neighbourhood commercial focus and a centrally located school/park site.
- d. The South Port Kells community will be self-contained in that residents will be able to obtain everyday shopping items and participate in recreational and social activities within the boundaries of their neighbourhoods.
- e. The pastoral ambiance of South Port Kells will be maintained through the retention, where reasonable, of watercourses, trees and vegetation of environmental significance, respect for the adjacent ALR, protection of key view corridors of mountains and the lowlands, and the retention of lower densities in the vicinity of Latimer Creek and the Serpentine River.
- f. A modified grid road system combined with greenways will enable residents to walk or cycle to all of the main schools, parks, services and facilities.
- g. The projected population at full build out of South Port Kells, subject to detailed planning and preparation of NCP, is expected to be approximately 17,000. There will be approximately 5,700 dwelling units of varying types at full-build-out, which will occur over the next 15 to 20 years.

**Figure 2: NCP Areas in South Port Kells**



**1.3 Land Use Policies – Residential (Cluster housing, single family, multiple family and mixed-use residential/commercial)**

- a. There will be a variety of housing types in South Port Kells, including suburban lots, single-family lots, small lots and multiple-family residential forms of development.
- b. The highest residential densities will generally be located adjacent to Tynehead Regional Park along the south side of 96 Avenue and south of the proposed "business centre" along the future Golden Ears Connector.
- c. Due to the nature of existing development and the presence of a significant creek system, the southeast area of South Port Kells will remain generally suburban in nature, except that urban development will be considered in the area northwest of the Port Kells Village, west of Harvie Road. The

most westerly area of South Port Kells near 168 Street and the ALR boundary, will remain suburban in nature, due to the presence of the Serpentine headwaters and proximity to the ALR.

- d. Consideration will be given to cluster housing forms at urban densities in certain locations identified in the land use concept. This designation involves the clustering of development in order to protect significant stands of trees, to protect areas of environmental sensitivity, to work with site topography, to protect the ALR and to provide for adequate buffer areas. Tree surveys will be undertaken by qualified professionals in the preparation of NCPs to determine the portions of the sites, which are most suitable for development. Zoning and other mechanisms to accommodate clustered forms of development will also be determined at the NCP stage.
- e. To accommodate the gradual change in densities over the long-term, several existing one-acre subdivision enclaves are identified as "future multiple residential" on the land use concept. This means that they may be developed in the future at multiple-family densities, depending on the motivation of the property owners and other circumstances that may change over time. Until the time of planned and coordinated redevelopment, these areas will remain as suburban enclaves.
- f. Within the village centre areas, residential units may be incorporated into mixed use developments, with local commercial uses, at locations and in a form/density determined at the NCP stage.

#### **1.4 Buffering and Land Use/Density Transition Policies**

- a. Suburban residential densities will generally be located adjacent to the ALR. The details of buffering and density transitions adjacent to the ALR and adjacent to existing one-acre subdivisions, will be defined through the NCP processes.
- b. Where cluster residential is located adjacent to the ALR, there will be substantial open space left undeveloped to ensure the protection of the ALR and any sensitive slopes and soils. The cluster housing areas adjacent to the ALR are a departure from Council's policies for one acre lots adjacent to the ALR. The policies are proposed to respect slope conditions, provide for a wider buffer and provide for an equal or better degree of separation between urban and ALR lands.
- c. Transitions in land use and density may be achieved through means identified at the NCP stage, which may include:
  - Gradual changes in the size of lots from large to small;
  - Compatible frontage widths for lots facing each other along a street;

- Building designs that are compatible in height and massing for buildings facing each other along a street;
- Landscaped buffers designed to provide for a compatible transition in land use or density; and/or
- Other means determined through the NCP process.

### **1.5 Land Use Policies - Village Commercial Areas**

- a. The three new neighbourhoods in South Port Kells will each have a "village centre" comprised of a mix of local commercial services, community amenities and residential development. The name identification of each of these village centres will be determined in consultation with the community at the NCP stage and may be based upon historical neighbourhood development. For the purposes of the General Land Use Plan, the neighbourhoods are known as Anniedale, Tynehead and Port Kells.
- b. The size of the village centres and the precise mix of land uses and densities will be determined at the NCP stage. This determination may involve a commercial needs and land requirement analysis.
- c. Urban design guidelines to define the character and design of the village centres, including the buildings, public spaces and roads will be prepared in conjunction with the NCPs.

### **1.6 Land Use Policies - Business Centre**

- a. To provide local employment opportunities, a comprehensively designed workplace/employment centre will be located within the "triangle" bordered by Highway 1, Highway 15, and the new Golden Ears Connector Road.
- b. This "business centre" may also extend easterly along Highway 1, toward 192 Street, depending on site conditions, the existence of slopes and environmentally sensitive lands, and the availability of access/egress from the regional road system. A service road will service lands east of the "triangle" and a bridge or overpass will cross the Golden Ears Connector on the south side of Highway 1. This also may require lengthening the proposed tunnel/bridge under Highway 1.
- c. The size, extent and range of uses in the "business center" will be confirmed through the NCP process. The precise mix of business uses (i.e., commercial, industrial, office) will be determined at the NCP stage and may require a commercial/industrial needs analysis to be undertaken at that time.

- d. The types and location of the business land uses will also, in part, be determined as access and egress conditions in the area are resolved through transportation studies, the NCP process and as the plans for regional road improvements are refined.

### **1.7 Land Use Policies - Schools, Parks and Community Amenities**

- a. In addition to the existing Port Kells Elementary School and park, two additional elementary schools will be located in the general areas indicated on the land use concept map. Elementary schools will be associated with neighbourhood parks. The precise location of each of the schools/parks, of approximately 5.3 hectares (13 acres) in area, will be determined at the NCP stage. Each new NCP area will require a school/park site.
- b. A new secondary school is planned to serve the South Port Kells and North Clayton areas. Ultimately, a site will be selected to serve the area between 72 Avenue and Highway 1, east of 168 Street and west of 196 Street, as determined by Surrey School District #36.
- c. The provision of park space in South Port Kells will be based on the following areas of park per 1,000 estimated new residents:
  - 5 acres for City parks;
  - 2 acres for community parks;
  - 1.5 acres for neighbourhood parks; and
  - 4 acres for nature preserves and linkages.

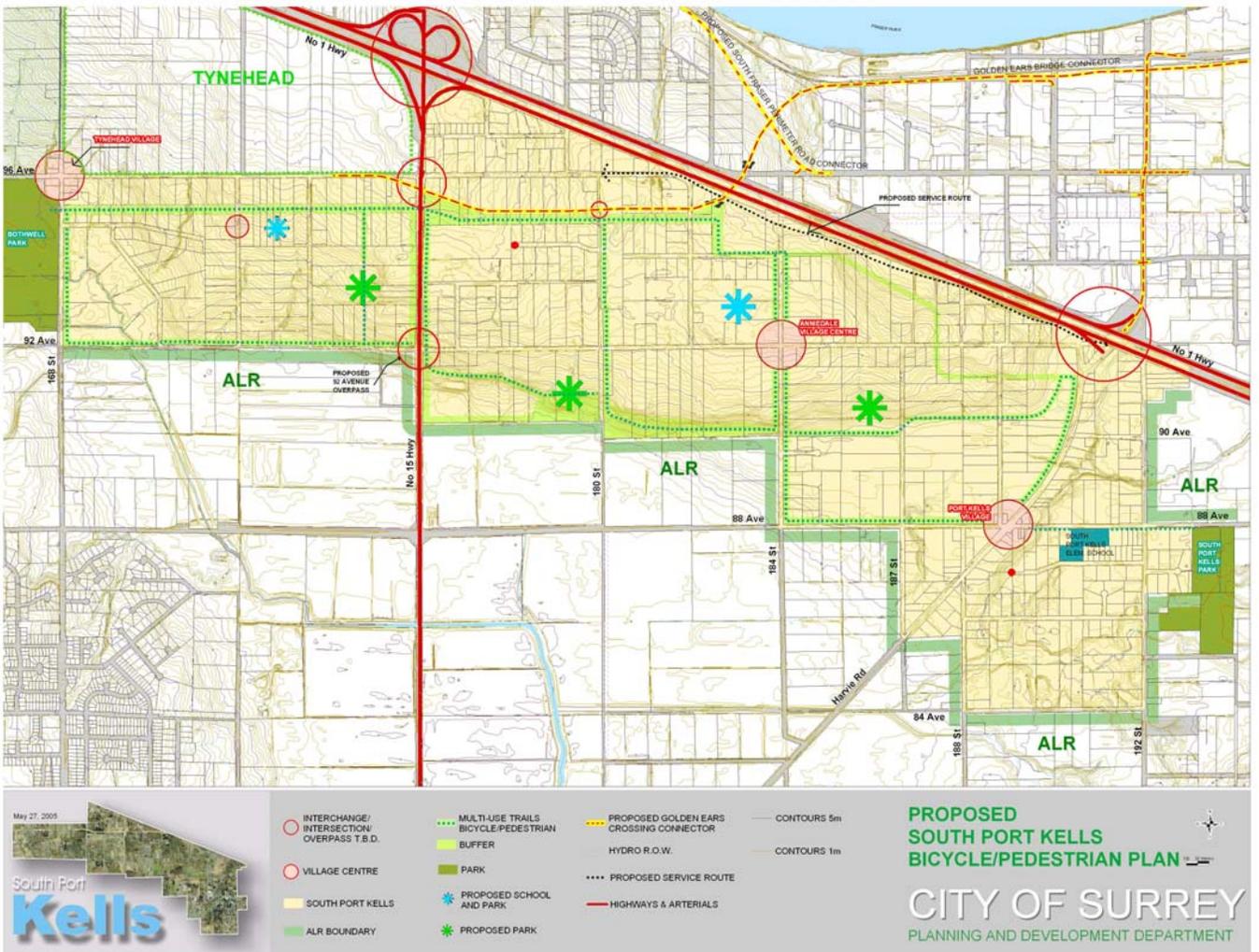
For illustrative purposes, based on the projected population in South Port Kells, there may be the following approximate areas devoted to parks:

- 60 - 80 acres for City parks;
  - 24 - 32 acres for community parks;
  - 18 - 24 acres for neighbourhood parks; and
  - 48 - 64 acres for nature preserves and linkages.
- d. Port Kells Park will be retained and enhanced, and will be connected with the community through linkages and open space corridors.
  - e. Storm water detention ponds, if and where necessary, will be constructed as community amenities and features or as natural park areas.
  - f. A plan showing the general pedestrian/bicycle circulation system and connections within South Port Kells is illustrated in *Figure 3*. A major east/west pedestrian/bicycle greenway will be located along the Terasen Gas right-of-way, south of 96 Avenue and along the toe of the slope on the south side of the plan area, and will be integrated with the trail system around the GVRD's Tynehead Park. The location and design of additional

pedestrian/bicycle links to parks, neighbourhood village centres and other special features in the area will be defined at the NCP stage.

- g. The capital costs of developing the public parks and pathways will be determined at the NCP stage and will be paid for through amenity contributions and Development Cost Charges ("DCC"s), as per established City policy.

Figure 3: Plan Showing General Pedestrian/Bicycle Circulation System



## 1.8 Land Use Policies - Environment and ALR Protection

- a. A broad environmental study of the South Port Kells area has revealed that there are several significant forest blocks and watercourses that should be protected as development occurs in the area. The most significant forest block is located mostly in the ALR at the southern edge of the Plan area between 176 Street and 180 Street. Another significant treed area is located west of 176 Street north of 92 Avenue. These potentially sensitive areas will be further evaluated at the NCP stage and appropriate measures will be incorporated in the NCP to preserve and enhance areas defined as environmentally significant.
- b. *Figures 4 and 5* respectively, depict the potential environmentally significant features and wildlife habitat areas and the main vegetation blocks in South Port Kells.
- c. There are a number of watercourses that will be protected through the application of development setbacks in accordance with Federal Fisheries, Provincial and City policies and regulations.
- d. To achieve protection of the identified environmentally sensitive areas, while permitting some form of adjacent development, alternative development methods (e.g. gross density zoning, density bonusing, cluster zoning, alternative design standards, etc.) will be explored during the NCP process.
- e. Based on the findings and recommendations contained in the environmental study, the following will be undertaken through the NCP processes:
  - Development of habitat management plans to identify environmentally sensitive areas or features that should be protected, restored, replaced or enhanced, as appropriate to retain habitat diversity and compliment other planning objectives;
  - Encouragement of development strategies that are environmentally sensitive, such as housing which clusters development on the least environmentally sensitive portion of a site;
  - Identification of linear park opportunities that also preserve natural vegetation, provide secondary wildlife preservation areas, link other habitat features, and/or provide buffers to residential neighbourhoods;
  - Consideration of the creation of development permit areas to set conditions and vary or supplement the City's bylaws for the protection of specific environmental features;
  - Incorporation of the principles of sustainable development, including innovative servicing, storm water management, and road standards as proven effective in other areas of the City; and

- Design of development to mitigate the potential impacts of water runoff from upland areas on agricultural lands.
- f. The policies in Surrey's OCP and other Council policies, which promote compatibility between the ALR and non-agricultural land uses, will be applied. This includes the use of buffers and land uses that are compatible with farm operations; consideration of significant grade changes, major roads, and natural features such as watercourses in determining measures to ensure an appropriate transition between non-agricultural and ALR uses.

**Figure 4: Wildlife Habitat Map**

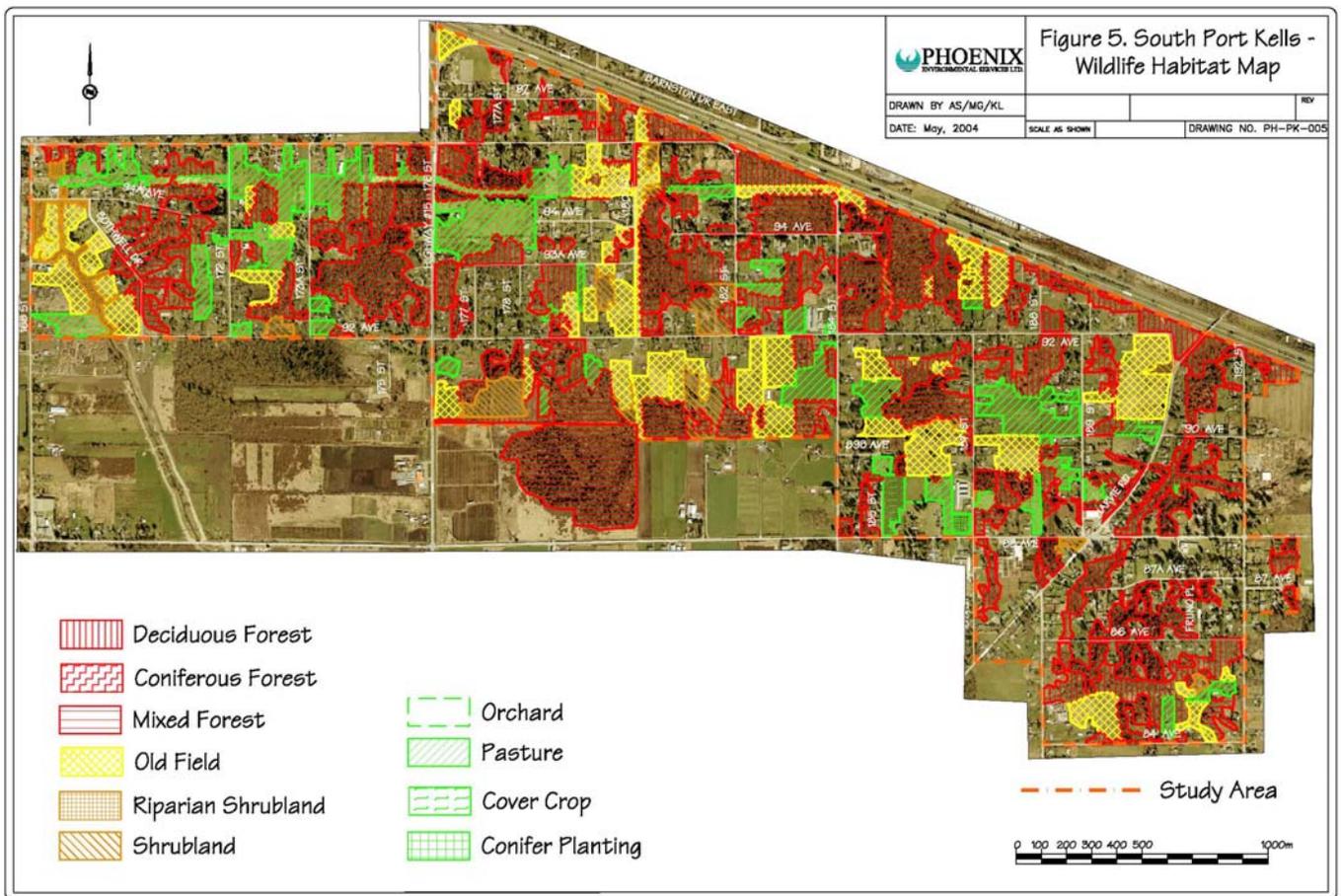
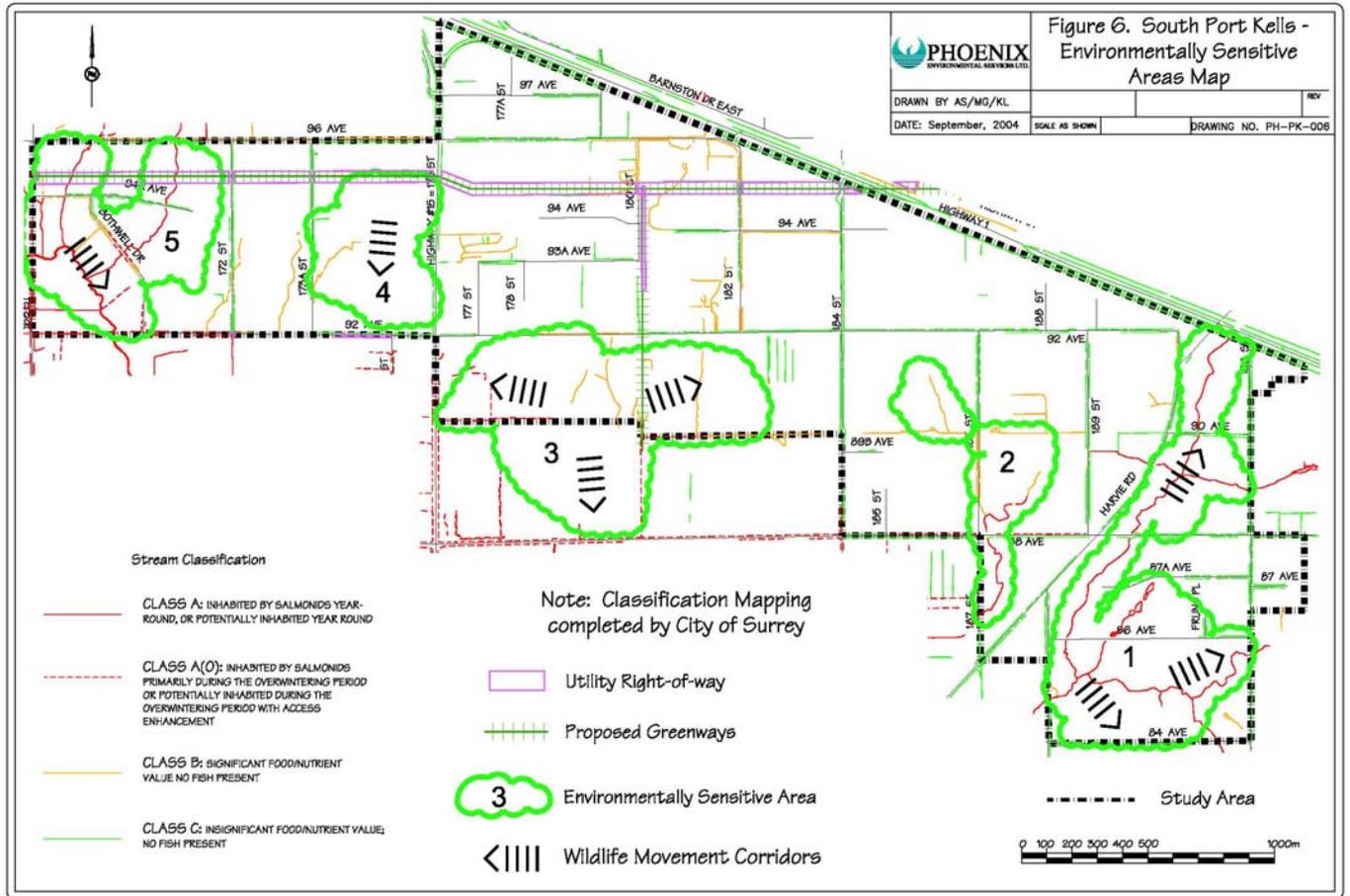


Figure 5: Environmentally Sensitive Areas Map



## 1.9 Community Heritage Policies

- A study of the heritage features and characteristics of South Port Kells was undertaken as part of the process of preparing this General Land Use Plan. *Figure 6* identifies the significant heritage resources, which have been identified in South Port Kells.
- Priority will be given to incorporating the heritage features and community history into the design and character of the three new neighbourhoods. Design and character guidelines will be prepared during the NCP processes to accomplish the preservation and retention of heritage buildings and features in Tynhead, Anniedale and Port Kells historical centre.
- Local history and heritage groups will be consulted during the NCP process to ensure that the important heritage character and buildings in the area are adequately addressed and that the desired community character is achieved.

- d. The heritage study made five recommendations as follows:

*(1) Conserve two Heritage Precincts*

Concentrate heritage conservation activity in two areas -the old centre of Port Kells, where there is the greatest concentration of identified resources, and the area surrounding Tynehead Community Hall. Develop Heritage Conservation Area controls with special design guidelines.

*(2) Retain Heritage Register Sites*

The most crucial sites for conservation have been identified through the Heritage Register evaluation process. All sites on the Heritage Register should be targeted for retention.

*(3) Preserve Other Sites of Heritage Value as Possible*

For other identified sites, preservation would be achieved when possible. This could involve an array of conservation options, based on the level of meaningful conservation that can be achieved. Given the proposed level of redevelopment, it is expected that few of these resources will actually be preserved, and if they are, likely the building will be preserved but the context will be altered.

*(4) Documentation and Commemoration*

As some of these modest resources will disappear within the context of new development, they should be documented as to the standards described in this study, and commemorated where possible through an interpretation plan.

*(5) Heritage Interpretation*

The history of the area can be celebrated in a number of ways, which may include:

- Interpretation of First Nations history, based on on-going consultation and further archaeology and research;
- Re-enforcement of historic neighbourhood boundaries;
- Re-introduction of historic street names; and
- Use of pioneers' family names whenever possible.

- e. Priority will be given to incorporating the heritage features and community history into the design and character of the three new neighbourhoods. Design and character guidelines will be prepared during the NCP processes to accomplish the preservation and retention of heritage buildings and features in Tynehead, Anniedale and Port Kells historical centre.

- f. Local history and heritage groups will be consulted during the NCP process to ensure that the important heritage character and buildings are adequately addressed and that the desired community character is achieved.

**Figure 6: Heritage Features and Characteristics of South Port Kells**



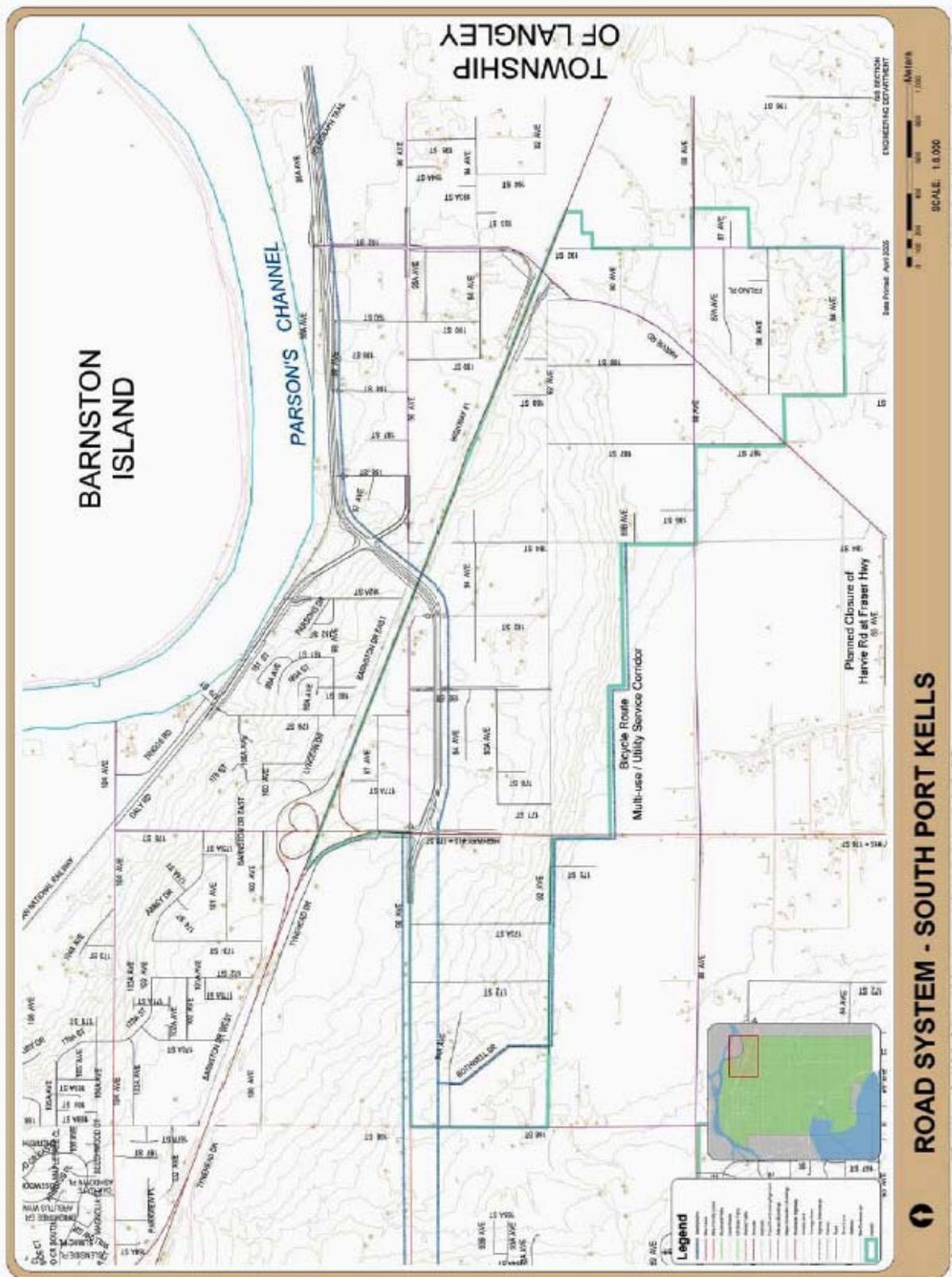
### 1.10 General Transportation Policies

- a. A plan illustrating the general major transportation system for South Port Kells is shown in *Figure 7*.
- b. City staff will continue to work with and bring together the senior transportation agencies undertaking changes and additions to the regional and provincial road network affecting South Port Kells. Ensuring good access to lands within South Port Kells is a priority and is being studied as

part of a transportation servicing plan for the area and will be further refined at the NCP stage for each neighbourhood.

- c. A modified grid road system in new development areas will be combined with greenways which will enable residents to walk or cycle to all of the main schools, parks, services, and facilities. The density of the road network will be determined by the density of the land use. The NCP process will address neighbourhood inter-connectivity and connectivity from neighbourhoods to the regional and provincial road networks. For example, neighbourhood connectivity may involve an overpass connecting the east and west neighbourhoods over Highway 15.
- d. New road infrastructure such as a bridge, overpasses and other major works necessitated by development and growth in South Port Kells will be paid by development. This may involve extra DCCs or other fees levied on new development to cover the costs of the new infrastructure and works. Senior levels of government will be expected to pay for bridges, intersections and other facilities necessitated by regional and provincial road improvements that are needed to provide access to the South Port Kells community.
- e. Transportation systems within NCP areas will be designed to encourage walking, to slow down traffic, to provide good access to the South Port Kells area yet minimize the short cutting opportunities for through-traffic. The road network will also be designed so as to encourage and provide for transit service to the new neighbourhoods in South Port Kells.
- f. In addition to the existing municipal and regional roads in South Port Kells, some additional key roads and intersections proposed in the South Port Kells area are:
  - 180 Street, which will be signalized at the Golden Ears Connector and be constructed southward to 88 Avenue;
  - Right-in/right-out access from the Anniedale A area to the Golden Ears Connector, possibly at 178 Street;
  - 188 Street is expected to be built on the west side of Port Kells Village where it will connect with 88 Avenue and Harvie Road. Through the Village it will be down graded and designed to integrate within a "village heritage" atmosphere; south of Harvie Road, 188 Street will be an arterial designation and will eventually connect to Fraser Highway through East Clayton; and
  - A redesigned interchange/road system in the vicinity of Highway 1, Harvie Road and 192 Street may occur in connection with the Golden Ears project and be delivered by the Ministry of Transportation. MoT as committed to consulting the immediate community before finalizing the design of the half interchange for this location.

Figure 7: General Transportation Plan for South Port Kells



### 1.11 General Servicing and Infrastructure Policies

- a. Conceptual plans showing the potential general servicing strategies for sanitary sewer, water and storm water management/drainage are shown in *Figures 8, 9 and 10* respectively. Much more detailed work will be required at the NCP stage to confirm infrastructure needs and determine the financial details.
- b. The water system will be designed to provide for:
  - Water main looping to ensure reliability and fire flow protection;
  - Utilization of interim servicing options available with the existing infrastructure, as long as supply, including fire flows, can be ensured. Interim strategies will only be considered if they do not delay the ultimate plan; and
  - Supply to higher pressure zones from pump stations, and supply to lower pressure zones through gravity lines from GVRD connections at 164 Street and 96 Avenue and through a system of PRVs.
- c. Sanitary Sewer Servicing will be designed to ensure the lowest life cycle costs, (i.e., maximizing areas to be serviced by gravity sewer and minimizing pumping costs). There is no sewer capacity available for this entire area before the GVRD completes the North Surrey interceptor to 176 Street and 104 Avenue. It is not anticipated to be completed before 2007.
- d. Lot layouts will be planned to have no rear or side yard services and road layouts should be such that services can be provided by gravity flow. Staging will be planned so that no properties would be "land locked" from connecting to the City's services.
- e. Interim servicing strategies may be considered at owners/developers expense as long as ultimate servicing is not encumbered or delayed as a result.
- f. Drainage plans will be developed to minimize impacts related to land use changes (quality and quantity).
- g. Impact mitigation strategies will be developed to reflect the environmental sensitivity of the plan area and downstream watercourses. Existing soil conditions are to be considered in developing impact mitigation strategies.
- h. Specific drainage criteria will be developed to ensure appropriate level of service while meeting environmental preservation objectives.
- i. Site planning criteria will be developed at the NCP stage to encourage the maintenance of pre-development hydrology.

Figure 8: Conceptual Servicing – Sanitary Sewer

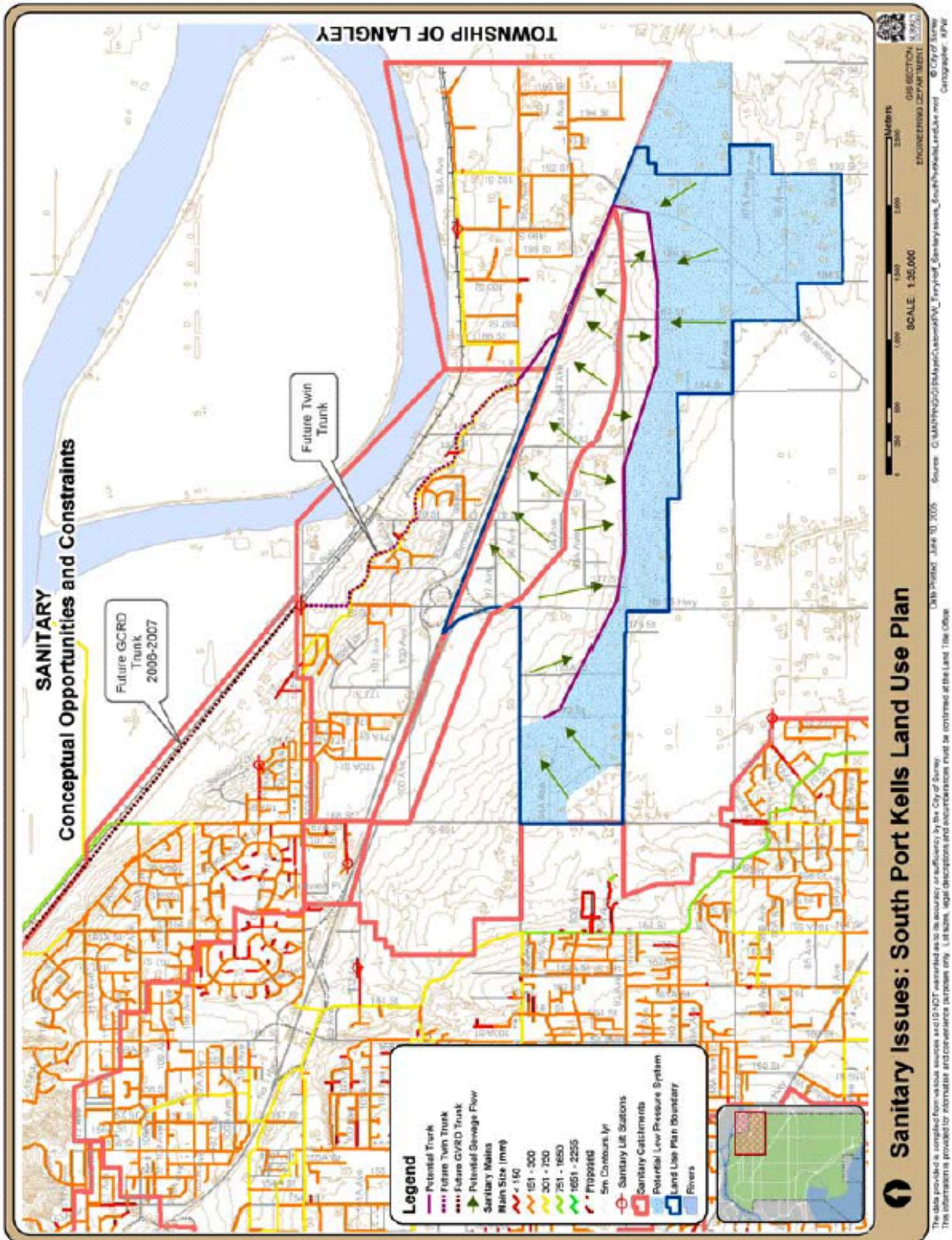
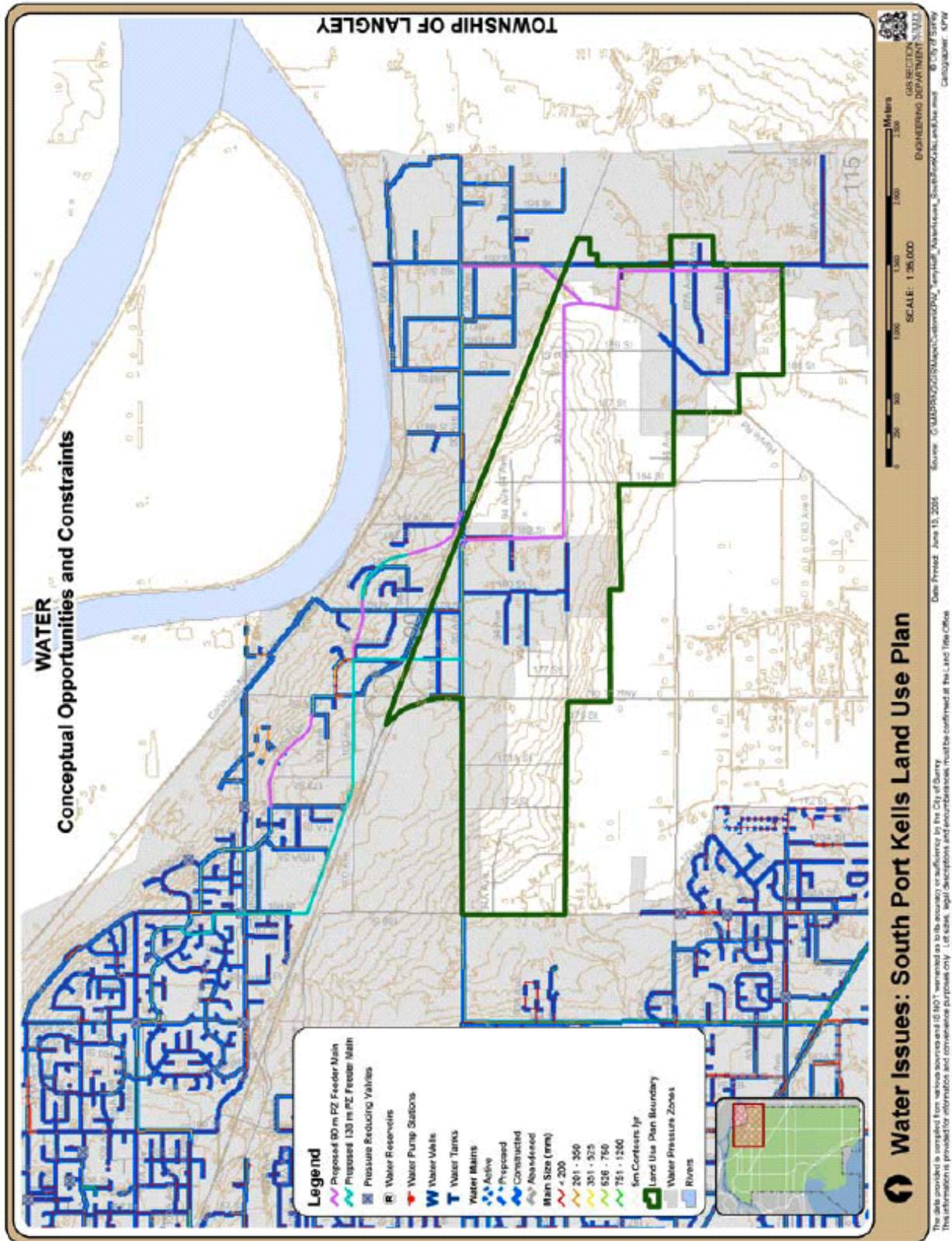


Figure 9: Conceptual Servicing – Water





## **2.0 GENERAL LAND USE PLAN – IMPLEMENTATION**

### **2.1 Neighbourhood Concept Plans**

- a. South Port Kells will comprise three distinct neighbourhoods for the establishment of more detailed NCPs. The boundaries of these NCPs are identified in *Figure 2* (Section 1 of this report).
- b. The three new neighbourhoods in South Port Kells will be known for the purposes of NCP planning as Anniedale [A (Business Centre) and B], Tynehead and Port Kells. Each will have a neighbourhood commercial focus and a centrally located school/park site.
- c. The general content and process associated with the preparation of NCPs is contained in Section 5 of Surrey's OCP. Before an NCP will proceed for any neighbourhood in South Port Kells, a terms of reference for the preparation and public consultation process must be approved by City Council.
- d. Urban development will not proceed until NCPs have been completed through further public consultation processes and have been approved by Council. At that time, issues such as the type and form of development and the details of adequate transition areas between the ALR, urban areas, and low density/ rural areas will be addressed in detail.

### **2.2 Funding**

- a. The capital costs of constructing neighbourhood amenities and new police, fire, and library facilities will be borne by new development in accordance with the City's NCP amenity contribution practices. This will also include park, pathway development and the construction of any civic plazas and other amenities.
- b. South Port Kells will be planned and developed in accordance with the City's "developer pay" principles requiring that new development pay the costs for the infrastructure and amenities required to serve the new populations.

### **2.3 Phasing**

- a. The first NCP to be prepared will be in the area of Anniedale adjacent to Highway 1 (Area "A").
- b. NCP processes will not commence until a Terms of Reference for the planning and consultation process are approved by City Council. The timing and development of NCPs will also be dependent on the City's resources, the motivation and interest expressed by the community and

property owners and on the need for the City to accommodate growth within its boundaries.

- c. NCPs will be prepared and development will be managed in accordance with the feasibility of servicing, transportation management, and the ability of owners/developers to "front-end" the costs of development.
- d. In general, development cannot occur in South Port Kells until a large sewer main is constructed by the GVRD north of the plan area near the Fraser River. This sewer main is expected to be under construction by 2007.

#### **2.4 Sustainable Development Practices**

- a. As South Port Kells presents an ideal opportunity to implement principles of sustainability by introducing standards and development practices consistent with global and regional sustainability objectives. Detailed planning for the South Port Kells area will incorporate principles of sustainable development, which are to be given attention in the development of the NCPs.
- b. The detailed NCP process for the three NCP areas in South Port Kells will be expanded to explore innovative servicing, storm water management, road standard and neighbourhood planning ideas.

### **3.0 GENERAL LAND USE PLAN - OBJECTIVES AND PRINCIPLES**

Planning objectives for South Port Kells were identified through discussions with the South Port Kells CAC, through consultation with internal and external stakeholders, and through consultation with the public. The planning objectives for South Port Kells, which provided direction for preparing the General Land Use Plan and will be carried forward to the NCP planning stage, are contained in Appendix "A".

## **Appendix "A" to the General Land Use Plan**

### **Planning Objectives for South Port Kells**

#### **General**

1. To establish South Port Kells as a "complete community" whereby it is generally self-contained with a range of housing, services, and employment opportunities.
2. To establish a distinct community identity for South Port Kells.
3. To ensure that South Port Kells is planned, coordinated, and developed in efficient stages over the long term (10-20 years).
4. To establish individual neighbourhoods designed to have their own recognizable structure while also forming part of the larger identifiable South Port Kells community.
5. To ensure that South Port Kells will have an abundance of open space, green corridors and protected wildlife areas to allow the residents to enjoy passive and active outdoor activities and to keep some of the rural ambience, which currently exists in South Port Kells. The character of Port Kells Village should be retained, and the rural ambience should be incorporated through any increase in density.
6. To focus on the principles of sustainability.

#### **Housing and Housing Densities**

1. To provide a variety of housing types to accommodate a range of lifestyles.
2. To recognize and protect existing established residential subdivisions and to recognize that they have set a certain character that should be carried through the plan area where appropriate.
3. To locate higher density residential development adjacent to commercial and business areas, especially in the centres/villages, where there should be mixed use designations.
4. To incorporate urban densities along the south ridge of the plan area.
5. Generally, higher densities should be implemented throughout the area to promote walking and make servicing feasible.

#### **Commercial/Industrial**

1. To provide local shopping opportunities and to establish neighbourhood village centres to provide some local neighbourhood services.
2. To accommodate economic development and create local jobs by establishing a workplace area within South Port Kells near Highway 1.

3. To enable the future residents of South Port Kells to have the opportunity to work close to home.
4. To capitalize on "Gateways" into the community at 176 Street and 96 Avenue.
5. To locate non-residential land uses or urban densities along arterial roads.

### **Agricultural**

1. To recognize and protect the ALR Boundary and its interface with suburban/urban development.
2. To take advantage of the view opportunities provided on the slopes adjacent to the ALR.
3. To establish buffers between development and the ALR as open space, pathways, habitat areas and other linear links.

### **Parks/Open Space/Natural Areas**

1. To retain significant environmental features including creeks and important stands of vegetation.
2. To ensure that South Port Kells has a variety of sizes and types (e.g. active and passive) of parks to serve the residents.
3. To locate neighbourhood parks, open space and recreational facilities where they can be reached by South Port Kells residents on foot or by bicycle.
4. To ensure that there is equitable distribution of park areas throughout South Port Kells.

### **Cultural/Social Facilities, Schools, and Institutions**

1. To retain significant cultural and heritage features, including historic buildings.
2. To provide the necessary schools and playing fields to serve the projected population of South Port Kells.

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

1. To incorporate bikeways, linear, natural areas and walkways into the plan.
2. Buffers should be incorporated along all highways
3. To use the road system and road standards to help define the character of South Port Kells.
4. To ensure that South Port Kells is well served by public transit.

5. To create walkable neighbourhoods by creating opportunities for pedestrian/bicycle routes to link the focal points in the community and the parks and agricultural lands.
6. To ensure that South Port Kells is well served but self-contained in terms of a transportation network and that regional vehicular traffic is not routed through neighbourhoods but routed around them.
7. To ensure that residential areas are not negatively affected by traffic on the Highways and other major traffic routes.

### **Infrastructure and Servicing**

1. 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. To improve and well-manage drainage and water quality through development.

### **Coordination**

1. To recognize the interrelationship of South Port Kells with Langley and adjacent Town Centres in Surrey, especially with respect to commercial, institutional, and transportation needs.