

CHAPTER VII: POLICY AND PROGRAMME

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1. Tyehead Community Hall

Believed to be the second oldest community hall in Surrey built in 1907, in a rural home-stead style consisting of a simple front gabled box with shed roof along the side and hipped roof entry vestibule.



2. Old Anniedale School

Single rectangular box layout with plain double hung ribbon windows. One of the first schools in Surrey, built c. 1899, and the oldest still standing, originally at 96 Ave and 184 St, used until 1954 and moved in 1975.



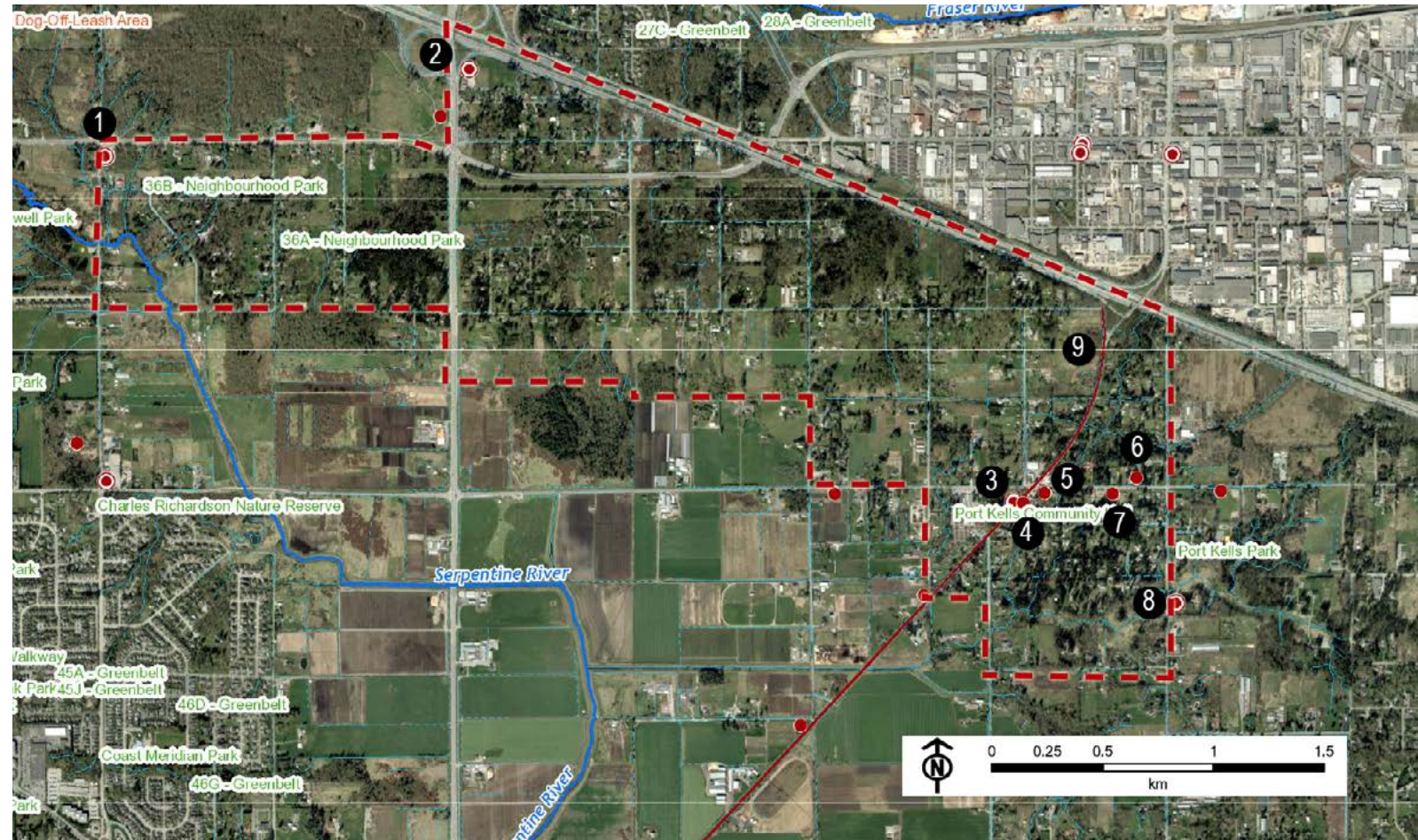
3. Bulman's Garage

Commercial vernacular style built c. 1948 as gas station and auto service for Port Kells. Virtually unaltered, features triple bay garage doors, stepped parapet element on front centred symmetrically.



4. Port Kells Post Office

Built by Chales Percy Smith in 1929 to serve the Port Kells area, following removal of railway tracks along what is now Harvie Road. Roy Stevens Loney, son of Mud Bay pioneers, operated Post Office from 1946 to 1961.



9. Heritage Route-Great Northern Rail Right-of-Way

A 22 mile rail line opened in 1891, operated by the New Westminster – Southern Railway and then by the Great Northern Railway. For a time this was the only rail link between the US and Canada west of the Rockies. It was instrumental in the economic development of Cloverdale. A portion of the former rail bed skirting the eastern end of Grandview Heights has been identified. This exemplifies the significant role of rail transportation in stimulating growth and contributing to the historical identity of Surrey.

The Semiahmoo and Kwantlen First Nations People had settled in Surrey for more than 6000 years before European explorers, road-builders, loggers and settlers first came to this area. Surrey has a rich history of people with diverse ethnic backgrounds, which makes it become one of BC's most unique communities. And early community life in Surrey centred on hunting, fishing, tidal resources of shellfish, river supplies of salmon, herring and oolichants. Surrey has two two international border crossings into the U.S.A., a well managed transportation network including six major highways, rail and deep sea port.



5. Port Kells Fire Hall No. 7

Built in 1923 originally as meeting hall for Port Kells Farmers Institute, used as a fire hall since 1947. It has been subjected to a number of alterations over the years, but its role in the early development of Port Kells is significant.



6. Church Manse

Modest bungalow built in early 1930's, porch now enclosed. It was located on the property well before the relocation of the church. Its history prior to the relocation of the church is not known.



7. Port Kells elementary school

Built in 1907, the site has been a focal point of Port Kells since 1891. Neo-Georgian influence in original massing, original siding has been replaced with stucco. Roof form is symmetrical hip with flared eaves, and double gables flank main entry. Wooden brackets supporting a generous overhang at front faced have been replaced by steel brackets.



8. Latimer Residence

This simple single-storey house was built c. 1928. The site has ties to the Latimers, a pioneer family on the east side of Surrey and J. Latimer, a member of Surrey's second Council, after whom Latimer Road (192 St.), adjacent Latimer Creek, and nearby Latimer Hill are named.

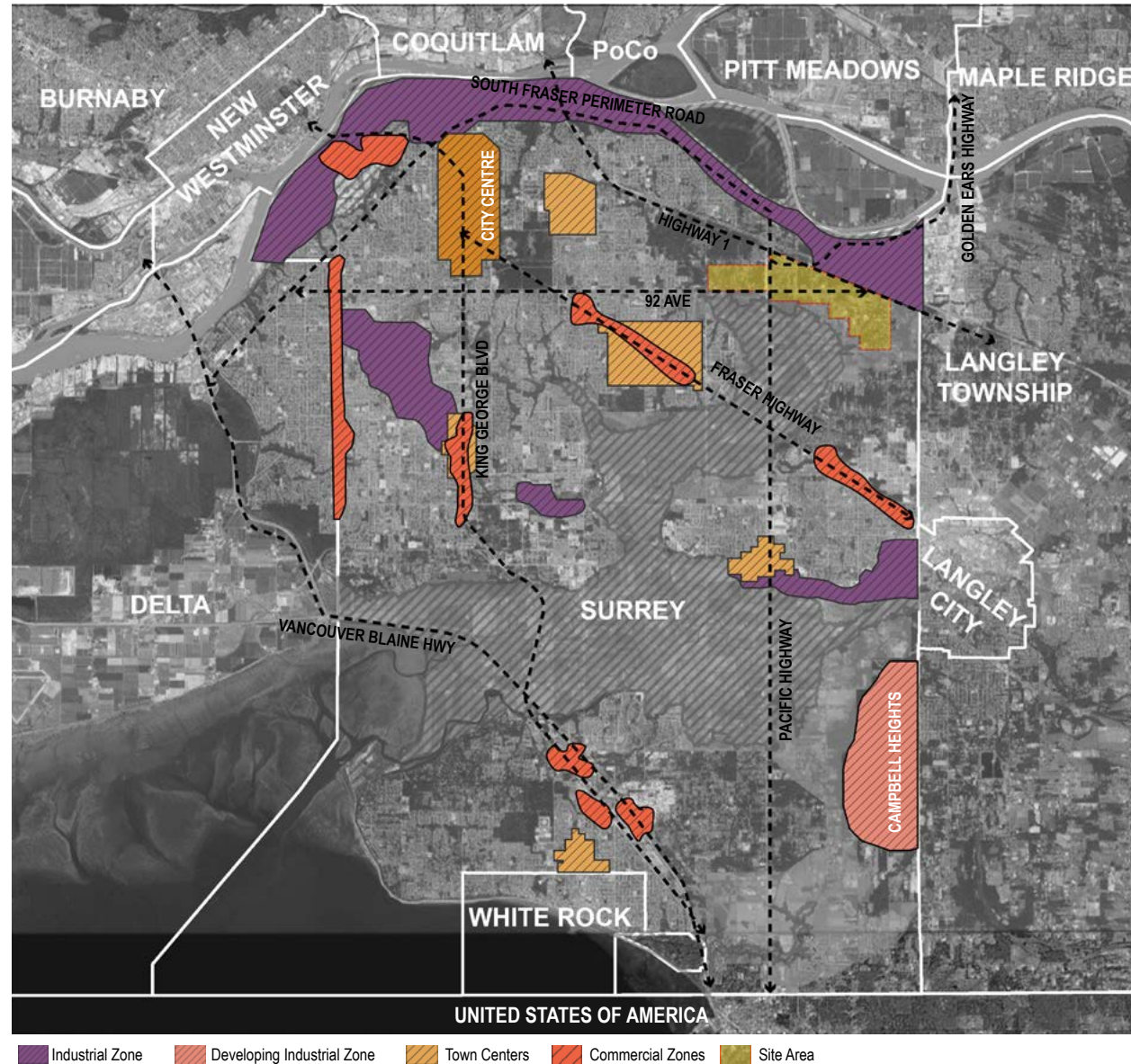


Figure 1: Regional Map of Surrey showing major Industrial zones & Commercial centres, Town and City Centres and connectivity with neighbouring cities and towns like Delta, Langley, Maple Ridge, New Westminster, Burnaby, Coquitlam and Pitt Meadows through major highways.

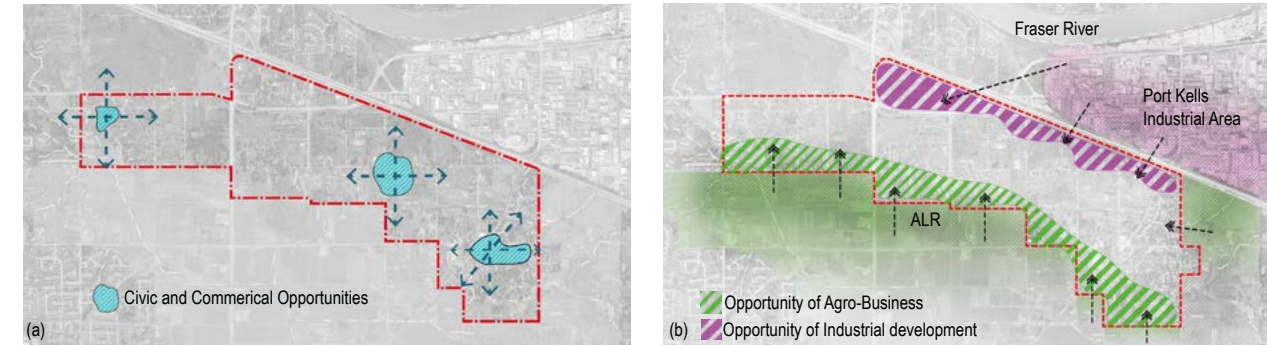


Figure 2: Issues and Opportunities: (a) Opportunity nodes for Civic and Commercial Development, (b) Opportunity for expansion of Industrial and Agricultural economies within the site area by taking advantage of proximity to ALR on the South and Industrial zones on the North

Civic and Regional Role

The City of Surrey has the potential to be competitive and to pro-actively encourage local economic growth retention and expansion of existing businesses to achieve a mix of jobs that support different market sectors and, in turn, a balanced economy. The City supports vibrant urban centres (i.e. City Centre and Town Centres) and corridors that provide employment, services and a community focus for local and regional populations. These centres have a tendency to expand and grow over time along major transit corridors.

The site has a strong regional connectivity with the town centres and commercial centres via major transit links. This helps in transportation of goods and services in industrial areas and provides interdependency and connectivity with surrounding neighbourhoods. The Pacific Highway running North to South is a direct link to the United States. The site is also bounded by ALR on South and Highway 1 on the North. The presence of the ALR establishes a provincially mandated urban growth boundary. The Highway 1 connects the City of Surrey to Langley and other ports near region of Delta in the Southwest. The new 10 lane Port Mann Bridge and widening of Highway 1 have improved the access to and egress from the corridor for goods movement.

Civic and Commercial Nodes

The site has the potential to grow from nodes (Figure 2 (a)) that have a mix of heritage sites, major roads or existing infrastructure and are easier to provide services. The regional connectivity for these nodes is strong which can initiate the future development process by leveraging the existing land use. Tynehead Park is one of the important attractions for the site. Adding on to that, the nodes can build up the identity and character for the neighbourhood.

Diversity in Economies

The Site area has proximity to Agriculture Land Reserve on the South and Industrial zone on the North. These land uses create opportunities for residents to work close to home by bringing diversity in economies and encouraging light industries, industrial parks, live-work typologies and other agriculture based activities in and around the site. The mature industrial area on the North is home to a well-developed network of local industrial suppliers and services. It acts as an opportunity to attract various income groups and businesses to settle or trade inside the site area, increasing value of the neighbourhood. Thus, the site has the potential to grow as socio-cultural, economic and affordable neighbourhood.



Figure 3: Precedents to achieve the objectives of live-work relationship and diversities in economics: (a) Conceptual sketch of Live-Work Opportunities, (b) Live-Work prototype of Retail and residential zones, (c) Live-Work prototype of light Industries, commercial and Residential zones, (d) Prototype for reusing old industrial buildings to retrofit commercial activities.

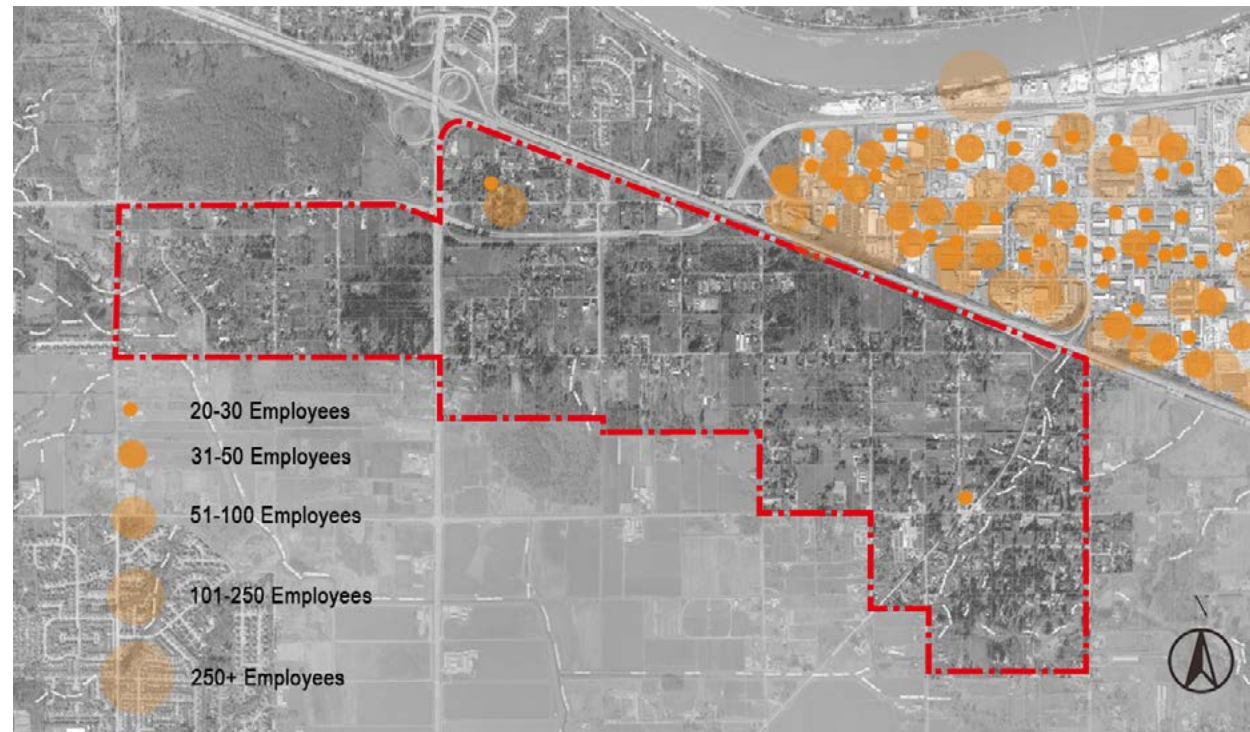


Figure 4. Spatial distribution of industrial land and corresponding employee size in Port Kells, Surrey.

Port Kells is primarily zoned for light industrial uses and presents opportunities for higher-intensity industrial development. Outdoor storage is permitted in the area and The City of Surrey is currently developing a Neighbourhood Concept Plan for Anniedale-Tynehead to enhance the infrastructure. Infrastructure and servicing, including sanitary sewer, water, drainage, and transportation have been constructed to satisfy the current needs and support future growth opportunities within and beyond the Port Kells industrial area.

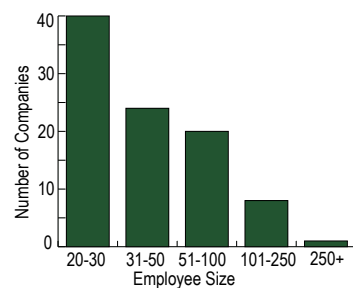


Figure 5(a). Distribution of Employees size in Port Kells Industrial Zone

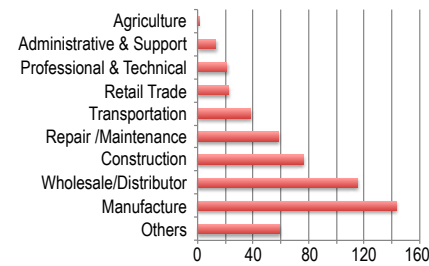


Figure 5(b). Top 6 Port Kells Distribution of Businesses by North American Industry Classification

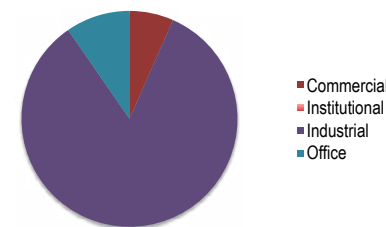


Figure 5(c). Employee Proportion by Industrial Area in Port Kells Industrial Zone



Figure 6(a). Distribution of Agriculture & Food Industries.

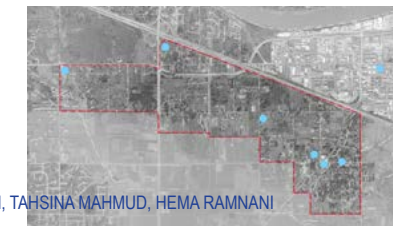


Figure 6(b). Distribution of Institutions.

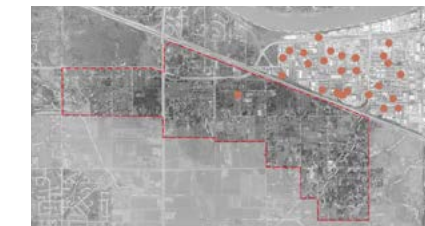


Figure 6(c). Distribution of Manufacturing.



Figure 6(d). Distribution of Retails.



Figure 6(e). Distribution of Supplies.

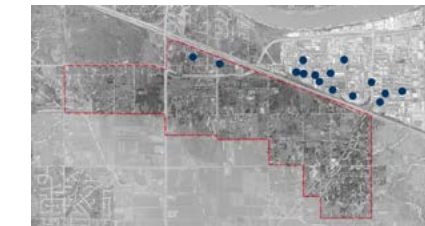


Figure 6(f). Distribution of Warehouses & Transportation.



Figure 6(g). Distribution of Wholesales.



Figure 6(h). Distribution of Repairs & Maintenance.

Figure 6 (a-h): The largest land uses are manufacturers, wholesalers and construction. (Figure 6(c), 6(f), 6(g)). Manufacturers and wholesalers are located close to the major arterials for transportation of goods and services. Majority of the companies have 20- 30 employees as 50% of the industrial use is for commercial purposes like manufacturers and distributors. The area is mix of offices, commercials and industries making it an economic hub for the region.

Challenges

- Lack of an industrial development strategy and a strong gateway image.
- Lack of an integral development plan between the study area and the City Centre.
- Lack of an organized form of industry-related commercial and service facilities.
- Lack of a fine-grained road system in order to achieve an efficient and flexible industrial area.
- Lack of a truck-free pedestrian movement system.

References:

1. Sustainability Dashboard: <http://dashboard.surrey.ca>
2. Business Directory: <http://www.surrey.ca/business-economic-development/6790.aspx>
3. Live-Work-Loop, London (<http://www.urbanprojectsbureau.com/project/live-work-loop/>)

Way Forward

- Aim to make a liveable neighbourhood by connecting economies to green systems and existing infrastructure.
- Explore an integrated road system for truck movement, bikes, pedestrians and cars.
- Understand the growth pattern of existing industries in order to provide more employment opportunities in Anniedale Triangle, which can support the surrounding land use and encourage light and agro-based industries to bring diversity in economies in other parts of the site area.
- Considering the option to provide affordable housing typology for live-work relationship within the neighbourhood to cater the economic growth.

4. The importance of Live/Work by Elizabeth Ward (<http://kronbergwall.com/blog/>)
5. 798 District Limited, Beijing, China (<http://www.798district.com/>)



Future Transit Network

TransLink has identified light rail transit (LRT) infrastructure improvements for Surrey as a priority in its 10 year transit plan. Of relevance to the Anniedale-Tynehead study area, this would provide investment to the nearby Guildford Town Centre, as well as along the Fraser

Highway. The Guildford Town Centre LRT stop would likely place a transit station within 5-15 km (8-20 minute drive) of the study area. With adequate facilities, the northwest portions of the study area could be within a 15 minute (6.5km) cycle catchment of the Guildford Town Centre LRT stop.

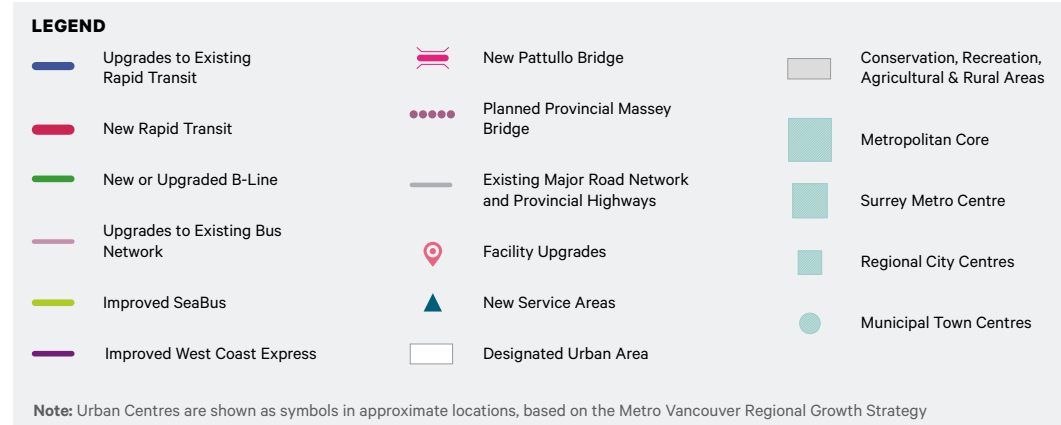
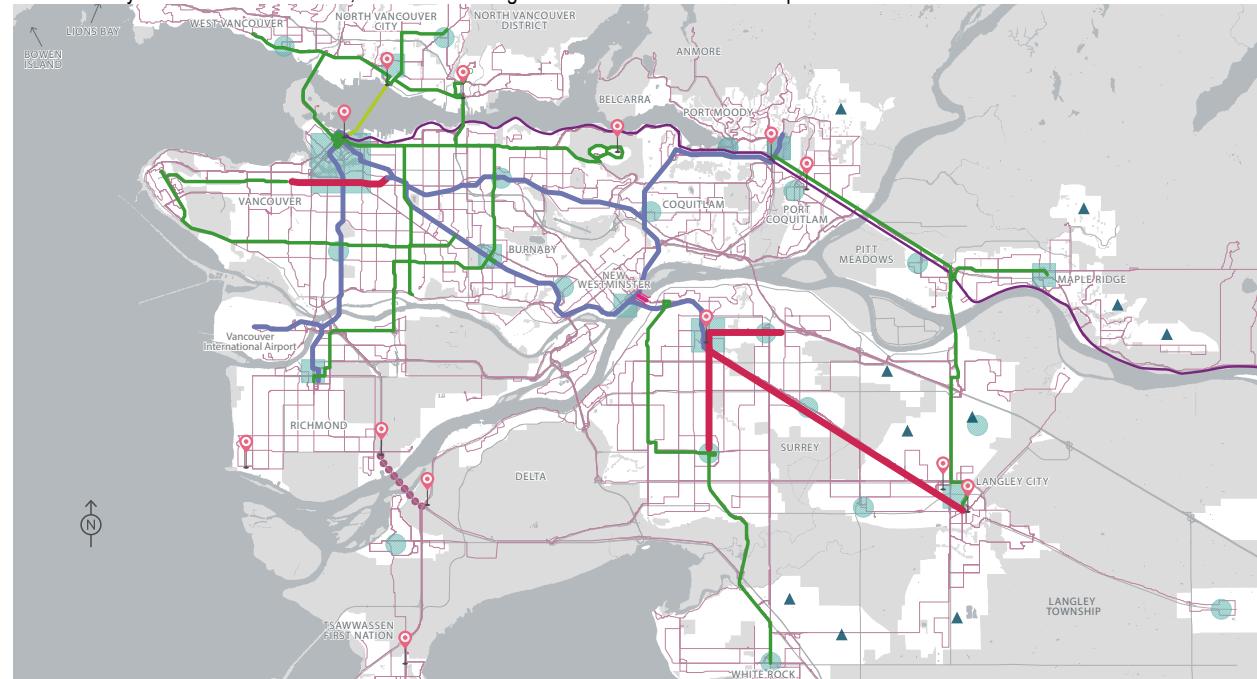


Figure 1 Mayor's Council on Regional Transportation Investments (modified).
Source: Regional Transportation Investments a Vision for Metro Vancouver, Mayor's Council on Regional Transportation, 2014.

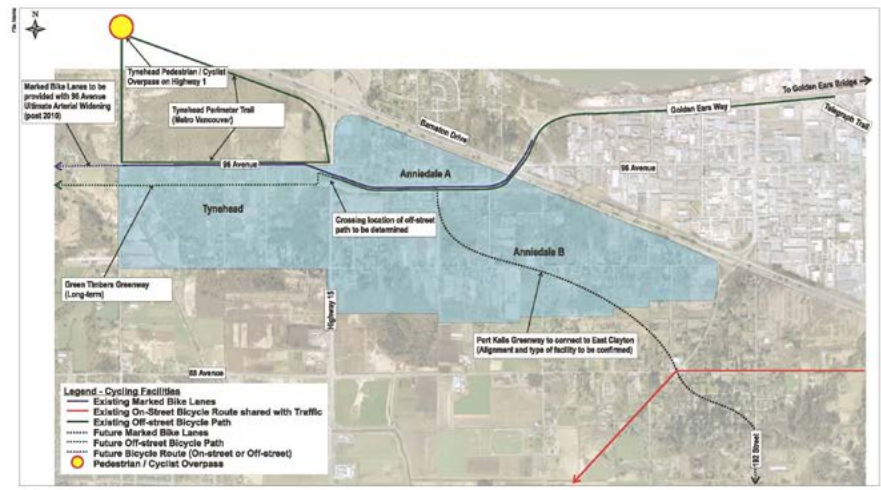


Figure 5.3 Existing / Currently Planned Bicycle Network Elements

Figure 2: Existing / Currently Planning Bicycle Network Elements proposed as part of the Anniedale-Tynehead Neighbourhood Comprehensive Plan as envisioned in the Bicycle Plan.
Source: City of Surrey (2012). Anniedale-Tynehead Neighbourhood Comprehensive Plan

Cycle Network Infrastructure

In 2012, Surrey developed a Bicycle Plan for the Municipality. As part of the Anniedale-Tynehead plan the municipality developed for the study site, the existing and proposed cycling infrastructure in the area was mapped, as shown to the left.

Maintaining these critical connections is key to ensuring overall cycling network connectivity, and general alignments and connections should be preserved in proposed designs.

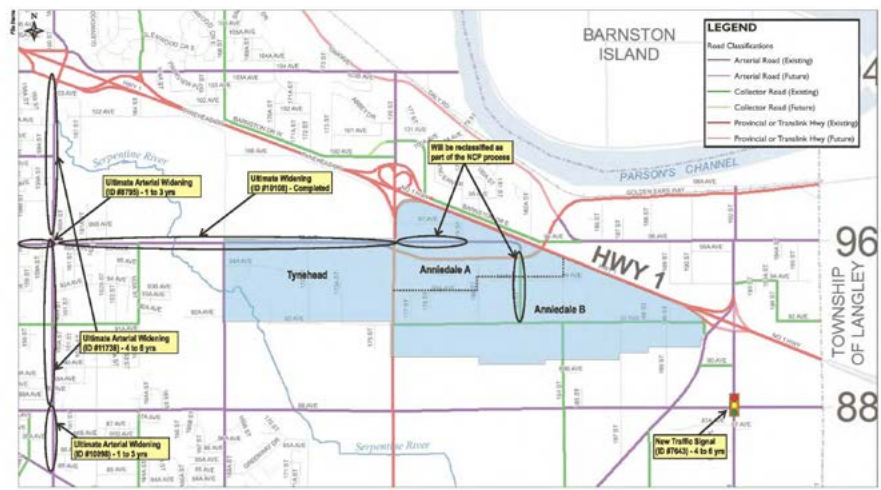


Figure 5.5 R91 Road Network Plan & Current 10 Year Servicing Plan Improvements

Figure 3: Road Network Plan & Current 10 Year Servicing Plan Improvements.
Source: City of Surrey (2012). Anniedale-Tynehead Neighbourhood Comprehensive Plan

Road Network Infrastructure

At the time of publishing of the 2012 Anniedale-Tynehead NCP, most roads within the study area were operating well. The exceptions as noted by Surrey's Engineering Department are 88 Avenue and Harvie Road due to delays at the southbound approach on Harvie Road. This is due to 'This is due to the heavy southbound through and right-turn volumes travelling from the Port Kells Industrial area north of Highway 1, which share a single lane approach to this 4-way stop controlled intersection.' Other improvements identified as part of the municipality's 10-year servicing plan are shown to the left.

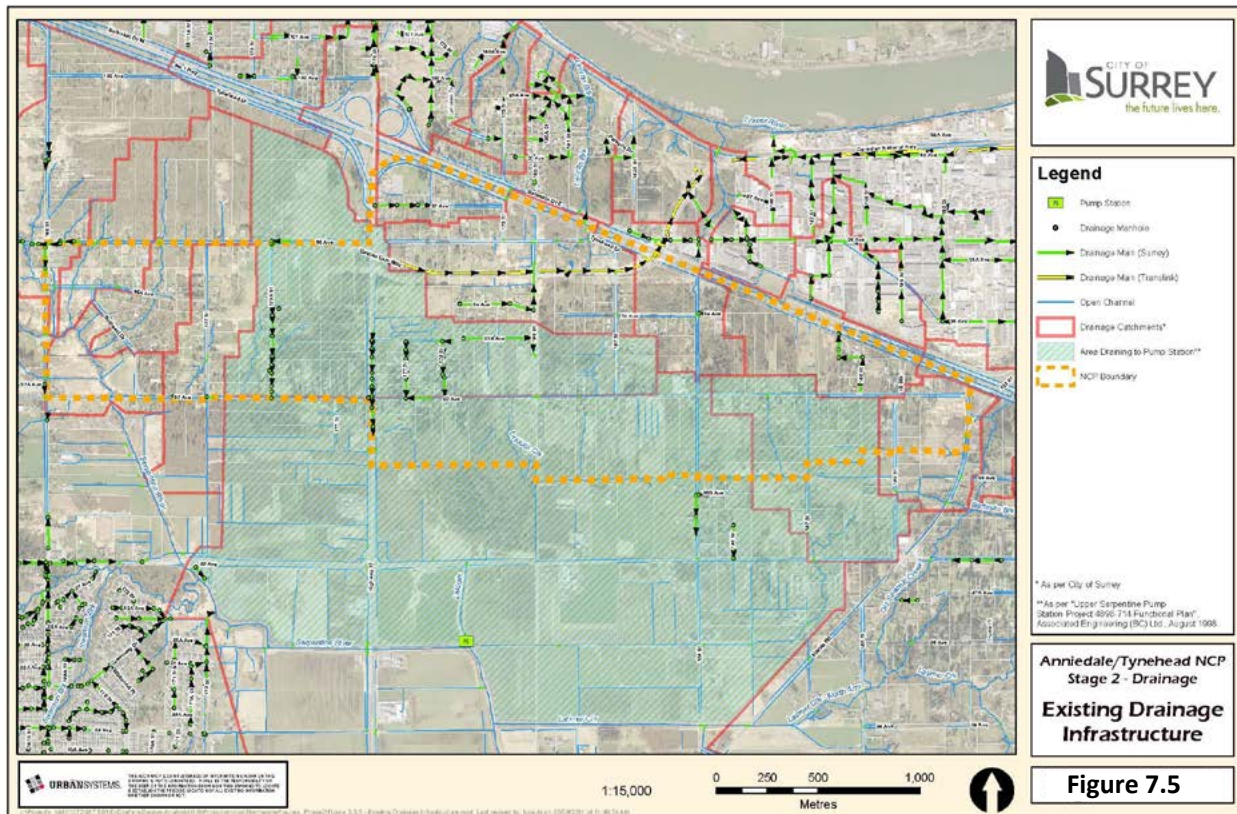


Figure 4: Existing / Currently Planning Bicycle Network Elements proposed as part of the Anniedale-Tynehead Neighbourhood Comprehensive Plan as envisioned in the Bicycle Plan.

Source: City of Surrey (2012). Anniedale-Tynehead Neighbourhood Comprehensive Plan

Stormwater Drainage Infrastructure

In the Anniedale-Tynehead area, drainage is directed towards the Serpentine River to the south and Fraser River to the north.

The existing drainage infrastructure in the study area currently uses open ditches, culverts and a limited number of storm sewers. The NCP notes that about two-thirds of the stormwater runoff from the study site will drain towards the agricultural lowlands, and facilities must be able to handle any increases in runoff due to future development in order to prevent localized flooding in the valley. Water quality must also be preserved in order to prevent damage to downstream salmonoid-bearing watercourses.

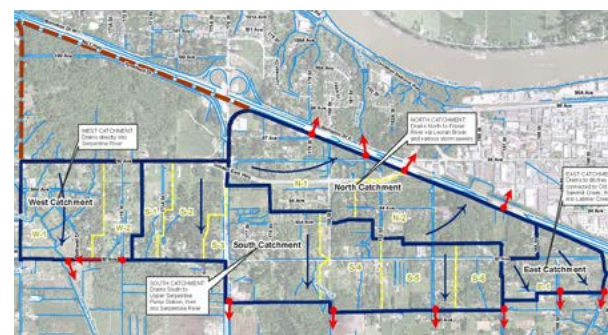


Figure 5: NCP Proposed Stormwater Drainage Catchments
 Source: City of Surrey (2012). Anniedale-Tynehead Neighbourhood Comprehensive Plan

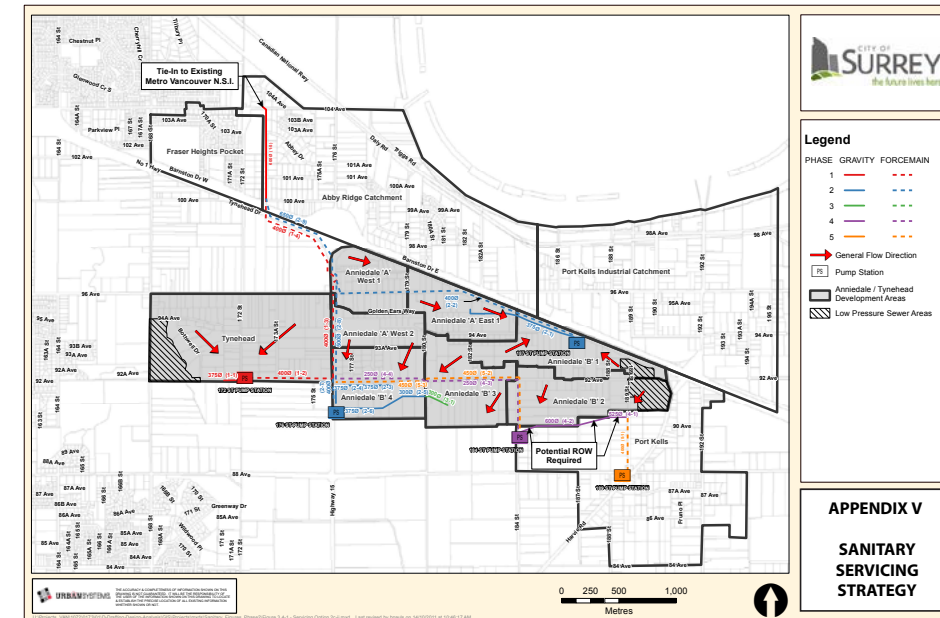


Figure 6: NCP Proposed Sanitary Sewer Servicing Strategy showing forcemains and pump stations.

Source: City of Surrey (2012). Anniedale-Tynehead Neighbourhood Comprehensive Plan
Agricultural Irrigation & Needs

The first infrastructure priority for action in Surrey's Agricultural Strategy is to "Investigate ways of improving access to an adequate and safe water supply for livestock watering, crop irrigation, produce washing and food processing uses." Currently, water used in the agricultural sector largely comes from the regular potable drinking water supply, which has gone through an expensive level of treatment unnecessary for livestock watering and crop irrigation.

One solution discussed in 2012 was diverting water from the Fraser into the Serpentine and Nicomekl River systems to serve farms, although the costs of such a system would undoubtedly be high, as well as potentially pose environmental risks from inter-basin transfers.

Sewer Mining

Sewer mining is the practice of combining decentralized water facilities and water reuse practices. In this process, municipal sanitary sewer wastewater is treated on-site for use as nonpotable water needs. While practices vary, typically, biosolid (sludge) is returned to the sanitary sewer system for downstream treatment at a centralized facility.

Sanitary Sewer Infrastructure

The study area has no public sanitary sewer infrastructure in the study area, with the site serviced entirely by septic tanks.

Like any sanitary sewer system, infrastructure will need to be primarily moved by gravity to lower servicing costs. The length of forcemains required to pump waste towards the MV North Surrey Interceptor (104 Avenue and 173 Street north of Highway 1) is extremely expensive. If alternative servicing strategies could be used successfully, it could significantly reduce underground infrastructure costs for future development. Development phasing should begin from downstream infrastructure and expand to the periphery to ensure continuity.

If employed in the Anniedale-Tynehead study area, these types of water reuse practices could potentially reduce risks and costs to agricultural water access, as well as reduce infrastructure costs for sanitary sewer forcemains and pumping stations as well as stormwater infrastructure.

References

Nagel, Jeff. Surrey North Delta Leader. June 15, 2012. Metro Vancouver rejects water subsidies for farms. Retrieved from: <http://www.surreyleader.com/news/159261195.html>

Postel, Sandra. National Geographic. January 8, 2015. Securing Water for Urban Farms. Retrieved from: <http://voices.nationalgeographic.com/2015/01/08/securing-water-for-urban-farms/>

Postel, Sandra. National Geographic. January 16, 2012. "Sewer Mining" – Efficient Water Recycling Coming to a Community Near You. Retrieved from: <http://voices.nationalgeographic.com/2012/01/16/sewer-mining-coming-to-a-community-near-you/>

City of Surrey. 2012. Anniedale-Tynehead Neighbourhood Comprehensive Plan. Retrieved from: https://surrey.ca/files/Anniedale-Tynehead_NCP_Complete_Document_April_2012_Low_Resolution.pdf

City of Surrey. 2012. Engineering Servicing Strategy and Related Financial Strategy for the Anniedale-Tynehead Neighbourhood Concept Plan (NCP) – Stage 2. Retrieved from: http://www.surrey.ca/bylawsandcouncilibrary/CR_2012-R077.pdf



The Density in North Surrey:

The map on the right shows the North Surrey area, that is categorized into three major groups which correspond to the amount density in the area. As displayed, the Anniedale-Tynehead neighbourhood (boundary shown in red) belongs to the category with the lowest density.

The site occupies the majority of the yellow zone where there is the potential to extend and expand development in pursuit of connecting the surrounding denser neighbourhoods located at its east and west.

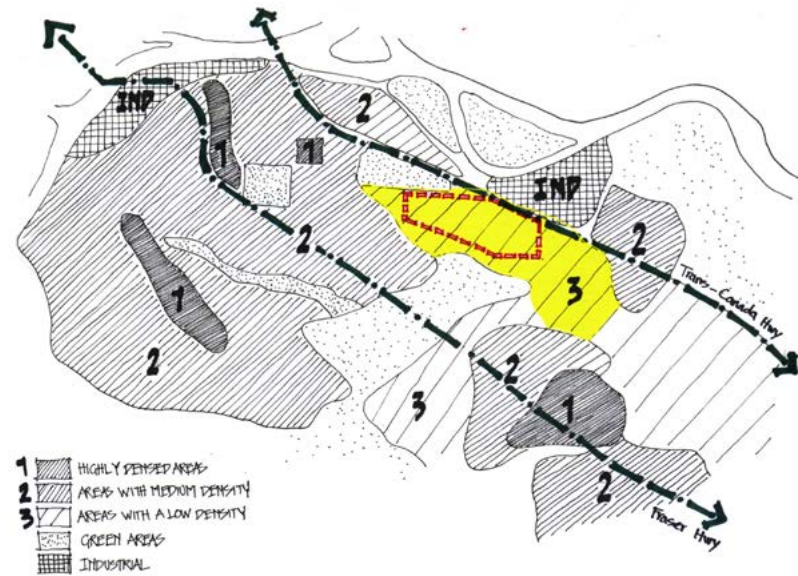


Figure 1: Density map in North Surrey

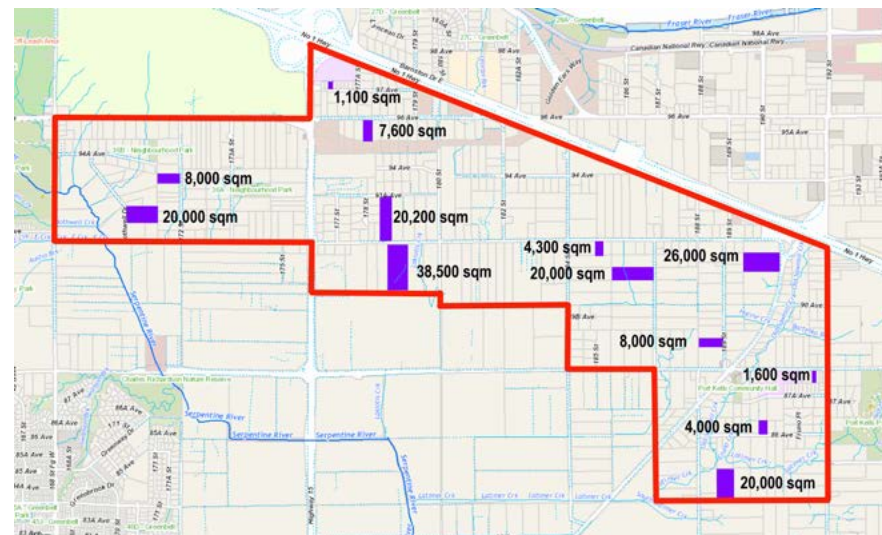


Figure 2: Parcel size in Anniedale-Tynehead area

The size of the properties in Anniedale-Tynehead area:

This neighbourhood is bounded by Highway 1 to the north, 168 Street to the west, Harvie Road to the east and the Agricultural Land Reserve to the south.

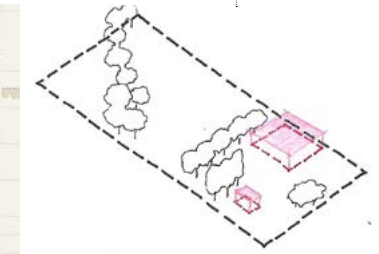
The smallest parcel sizes in this area are approximately 1000 square meters and the biggest ones are around 40,000 square meters. That means most of the properties in the area are classified in type 1.

Residential Buildings' Typologies In Surrey:

In general, Surrey's residential developments can be grouped into six major housing forms and related densities:

1- Suburban Residential (Estates)

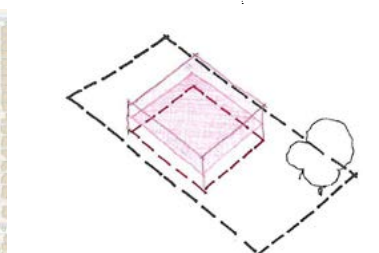
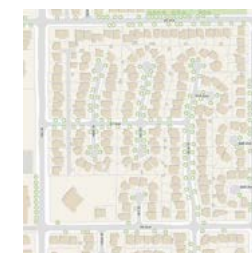
In some neighbourhoods of Surrey, there are single-family (detached) homes in very big lots (some are as big as 20 acres), while generally are one acre or semi-acre lands. A maximum of 4 units per acre can be found in this typology.



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|-----------------------|---------------|
| Type of Residentials | Single-family |
| Average Lot Size | 8000 sqm |
| Average Unit per Acre | 2 |

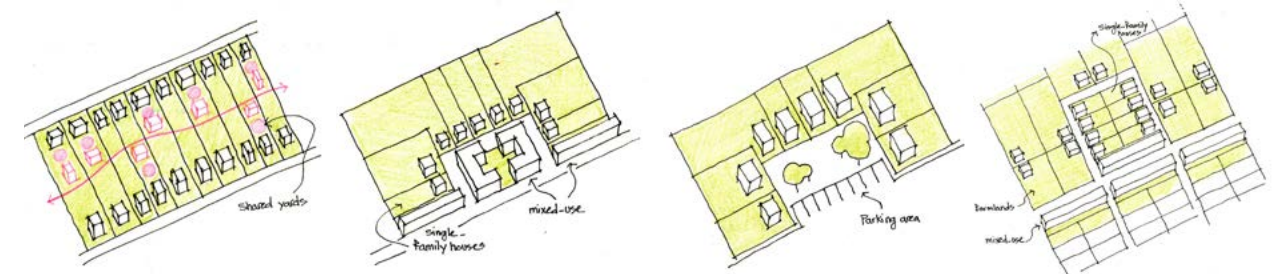
2- Low Density Urban Residential

This typology includes single-family homes and duplexes on lots of approximately 370 sqm to 415 sqm, up to a maximum of 560 sqm. These are developed with and without lanes at densities between 6 and 10 units per acre.



| | |
|-----------------------|---------------|
| Type of Residentials | Single-family |
| Average Lot Size | 460 sqm |
| Average Unit per Acre | 8 |

For those of the land which are located on the edges of ALR, different arrangements can be suggested in order to have a denser neighborhoods.



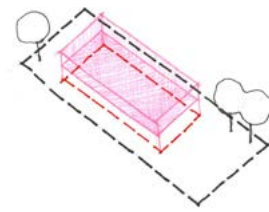


3- Medium Density Urban Residential

Medium density typology can consist of single-family residential homes in more compact neighbourhoods and two-family dwellings (i.e., duplexes) on narrow -270m² to 360 sqm- with service lanes at densities between 10 and 15 units per acre. Coach houses and Secondary units may also be part of this range of housing types.



| | |
|-----------------------|-----------------------------|
| Type of Residential | one or two-family dwellings |
| Average Lot Size | 315 sqm |
| Average Unit per Acre | 12.5 |

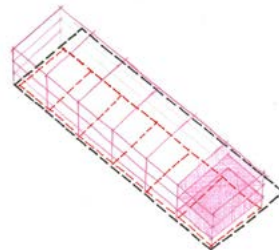


4- Medium-High Density

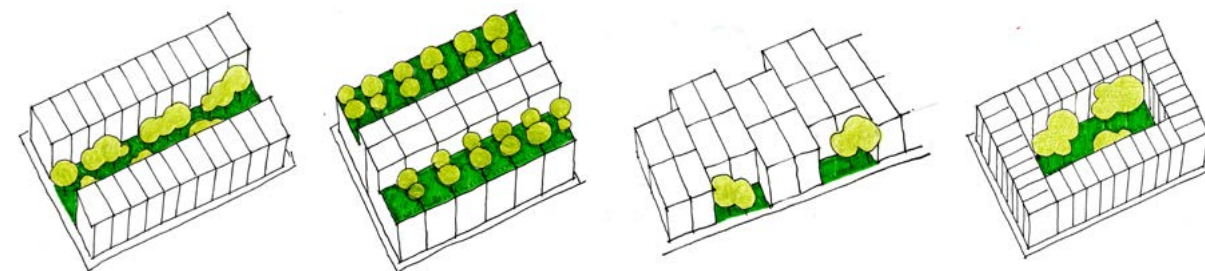
Medium-high density development can comprise semi-detached, single-family duplexes, triplexes, and fee-simple row houses. At the higher density range, integrated townhouse developments are between the ranges of 15 and 35 units per acre. The average lot size in this typology is between 370 to 3000 sqm.



| | |
|-----------------------|---------------------------------|
| Type of Residential | duplexes, triplexes, row houses |
| Average Lot Size | 1680 sqm |
| Average Unit per Acre | 25 |

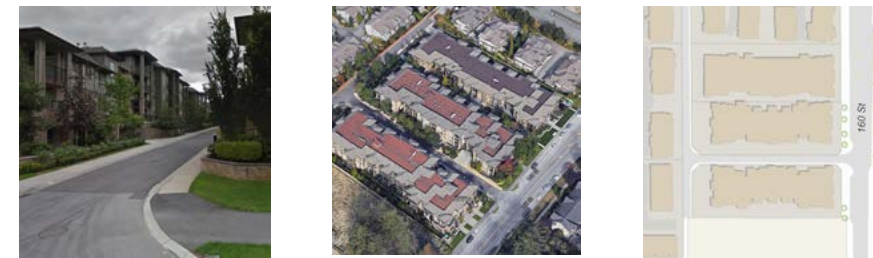


The third and fourth typology can be arranged in many different forms, such as following drawings.

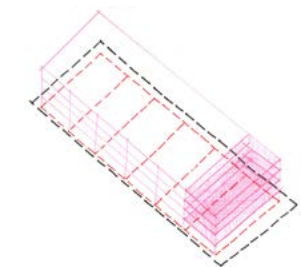


5- High Density Urban Residential

High-density residential development is in the ranges of 25 and 45 units per acre with an average density of 35 units per acre. High-density areas are comprised of stacked townhouses, row houses, and/or garden apartments. The average lot size in this typology is between 3000 to 3700 sqm.

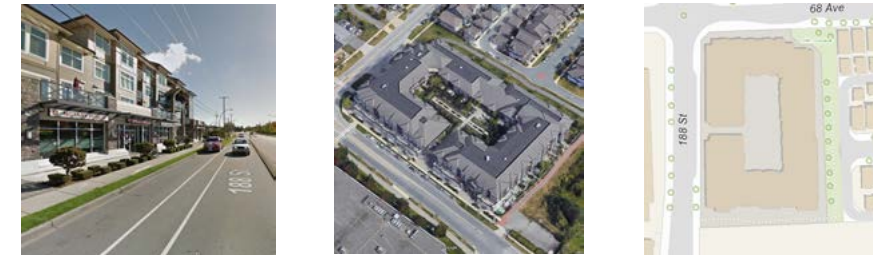


| | |
|-----------------------|---------------|
| Type of Residential | Single-family |
| Average Lot Size | 3350 sqm |
| Average Unit per Acre | 35 |

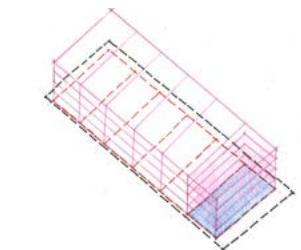


6- Mixed-Use Main Street Special Residential

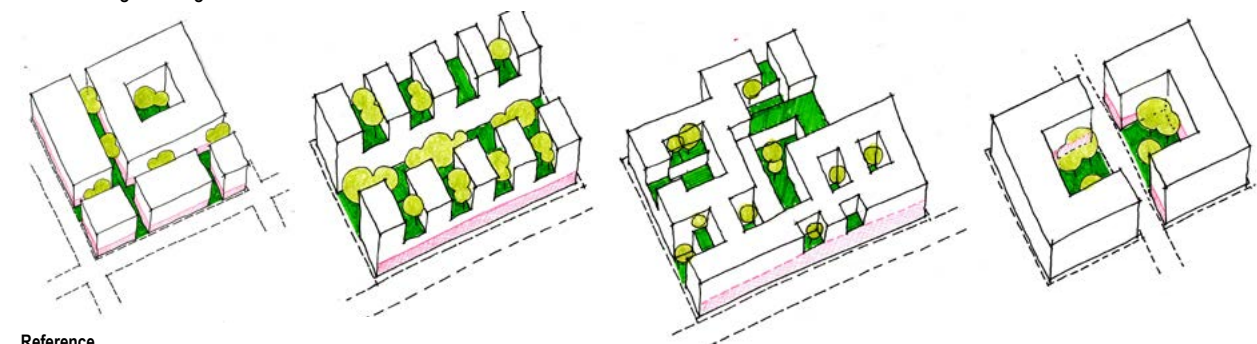
High-density residential units of densities between 25 and 45 units per acre are within the context of a mixed-use neighbourhood, with average densities of 35 units per acre and commercial floor area, light industry, civic, institutional facilities, or recreational spaces.



| | |
|-----------------------|---------------|
| Type of Residential | Single-family |
| Average Lot Size | 3350 sqm |
| Average Unit per Acre | 35 |



Fifth and sixth typology can have different arrangements. Some of the possible ones are presented in the following drawings.



Reference

City of Surrey. "Building and Construction." surrey.ca. <http://www.surrey.ca/city-services/1368.aspx>

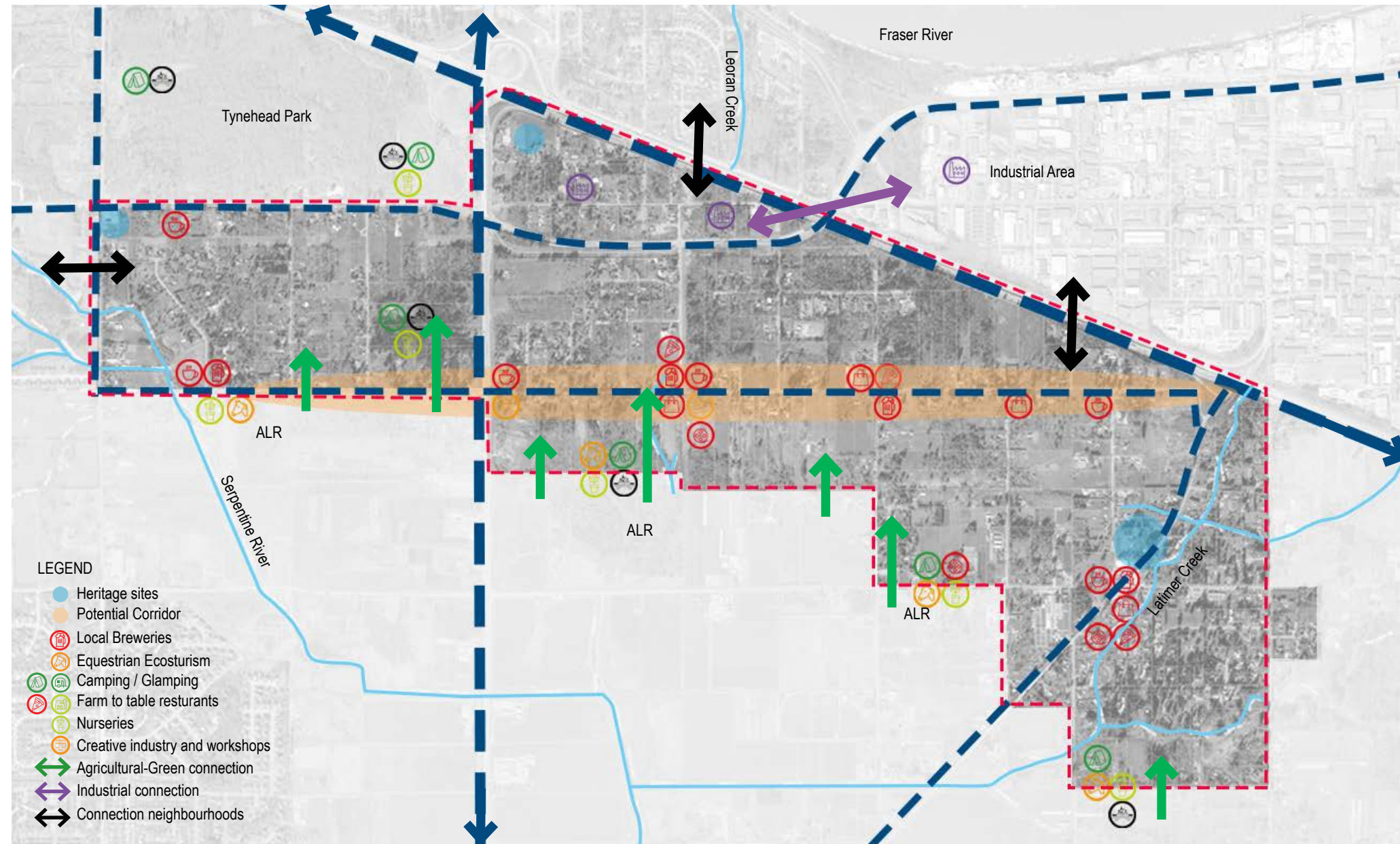


Figure 1. Plan

The site has a considerable potential for development as a result of its unique location adjacent to the Agricultural Land Reserve, the industrial area of Port Kells, the Trans-Canada Highway and the Pacific Highway, main connection to the US. Through innovative thinking we can distinguish the neighbourhood from the rest of the city by challenging the current status quo. Innovative development attributes could create identity, authenticity and thematic distinction to the area. The proximity of the site to the Agricultural Land Reserve gives an opportunity for innovation in the land use. As the green areas and farmlands become more exploited and vulnerable, ecotourism and innovative retail minimizes impact, fosters environmental awareness and plays an important role in conservation. Components as Equestrian ecotourism, local breweries or “farm to table” restaurants can involve the community benefiting local people and producers.

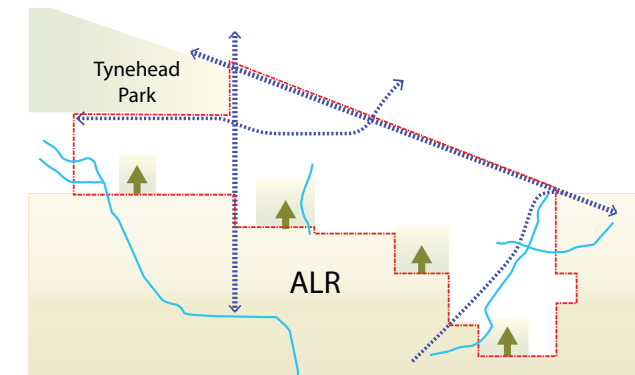


Figure 2. Farmlands and green areas go from the ALR into the city, to create an alternative and flexible land use.

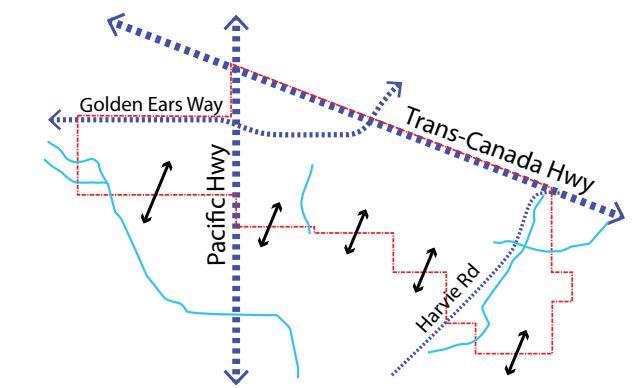



Figure 3. The Trans-Canada highway plays an important role for the development of the area and the Pacific Highway is the main connection to the US.

 Local Breweries




Craft brewers get involved in their communities through donations, volunteerism and sponsorship of community events. By supporting craft brewers we can create jobs and support community citizens who in turn support their local towns and back yard communities.

 Equestrian Ecotourism




Taking advantage on the closeness to the ALR equestrian ecotourism minimizes impact, fosters environmental awareness, plays a role in conservation, and benefits local people and producers.

 Locally grown and sold. Nurseries




Nurseries provide people with the opportunities to plant different kinds nurture and endemic plants, connecting people with nature.

 Farm to table. Agriculture Produce.



Eating and buying locally can be beneficial to both the environment and your health. To buy local products activates local economy by supporting local farmers and producers. Supporting local food systems generally means less energy, emissions and food miles associated with our food.

 Creative Industry and Workshops



Due to the closeness of the site to Trans-Canada Highway and the Pacific Highway, the development of light industry as land use is essential, but there can also be provided innovative workshops for a creative industry that could attract tourism to the area. Locals and tourists could enjoy an artistic experience by participating in workshops and getting involved in cultural activities.

 Camping / Glamping



Camping can enrich people's leisure and entertainment life, letting people feel the nature. High-level camping (provide cinema, catering, etc) can make people experience life better in the non-working period.

Opportunities on the edge:

Here in this area, the highway cut the urban landscape and has divided it into two separate areas. Integrating the urban fabric and exploiting the opportunities that highway bring to the site, could completely change the current characteristic of the district from a car-oriented zone to a place for recreation. To do this, we should turn our view from the highway as a means of access to a highway as an arterial which support the quality of space in the urban area. Thus, we propose a new future for the area by designing a cohesive landscape and providing connections between Fraser River in North and Agricultural Lands in South of the highway. The mutual relationship between these sectors will create opportunities for growth. Not only these links make a cohesive urban landscape, but also establish a great social and economical connection between the separated neighborhoods and evaluate the sense of unity in this urban area. To create this connection, we proposed some continuous green pathways from agricultural lands to Fraser River. To pass the highway through this green pathways, we suggest some bridges above the highway with ecological configuration and characteristic. Also, the landscape can be extended up to the edge of the road, so that the junction starts to be recognizable as part of the urban landscape of the district



Figure 3. Green bridge as a connector. Source: Google Image



Figure 4. Highway as a green belt. Source: Google Image



Figure 5. Converting the morphology of the highway from a means of access to a recreational place. Source: http://maxwan.nl/projects/knopen-drechtsteden/#t_2677

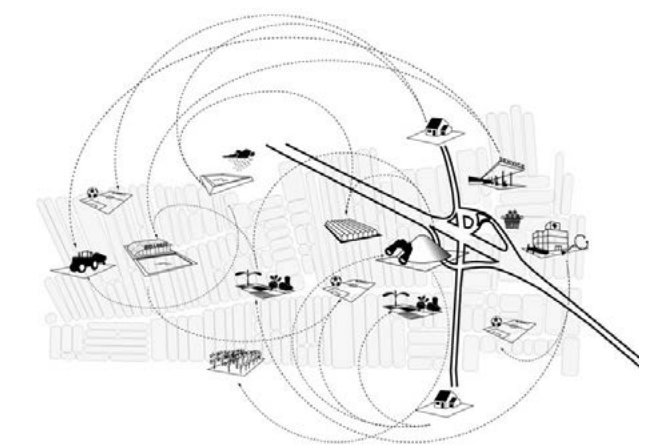


Figure 6. Organizing a variety of activities around the highway rather than abandoning it. Source: <http://maxwan.nl/projects/knopen-drechtsteden>

Having a cohesive urban landscape is one of the most important features of sustainable designing. To achieve this goal, we propose to integrate urban area with agricultural land at some specific point. Currently, ALR has a straight boundary which has separated the neighborhood from its adjacent farmlands. It has divided this area into two different part with a lowest level of interaction. The size of properties in this area is suitable to integrate them and to make a big piece of land. By doing so, we enable to dedicate part of this big lot to the community gardens and develop the rest as a residential area. Establishing the concept of condominium in this area is to the benefit of both owners and community.



Figure 7&8. Combining urban area with Agricultural Lands rather than separating them. Source: <http://www.dpz.com/Initiatives/AgrarianUrbanism>



Site Context & Existing Constraints

The challenges associated with this site consist of issues around the servicing of the land (sewerage being the most difficult to provide new infrastructure for) the major transportation routes and thoroughfares owned by separate industries, the transport of dangerous goods at high speeds, the narrow nature of the site and the steep topography of the site. The challenges that revolve around the major transport routes Highway 1 and the Pacific Highway that leads to the United States lie in their ownership and ability to make design changes and proposals around them. As these two major routes lie within the centre of the site any major changes made to these highly utilized roads may effect the traffic or flow along these highways. Secondly tampering with the speed or size limit of these roads would prove inefficient as this is their primary route of transit. Furthermore there are significant challenges associated with producing services for the site, the steep nature of the topography on site offers a huge challenge as the closest sewerage treatment plant is located along the other side of a large hill. This would require a large pumping station to be funded and located within the site to support any large scale urban development. With this being a large requirement for upfront development it poses a cost issue for the first developer.



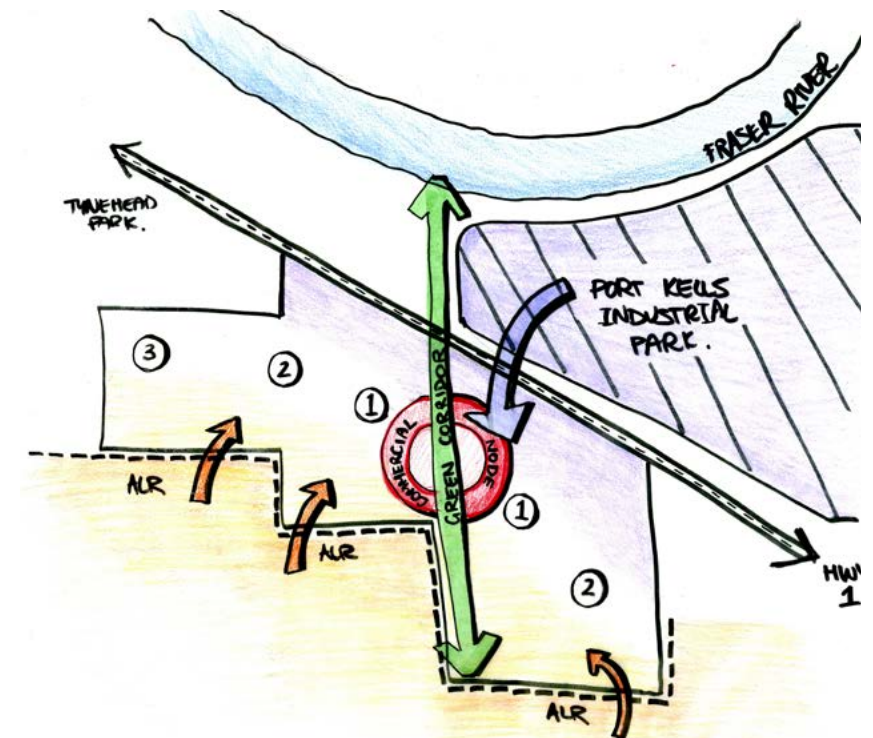
Opportunities

Opportunities that exist within the site are its proximity to Tynehead Park and the Fraser River located at the north of the site. The Fraser River provides an important route to Surrey's port and many other industrial locations in Vancouver, including it being the main ship passageway to China. The site is south of Port Kells Industrial Park, which provides land to many manufacturing and storage companies. This site and Port Kells Industrial Park lie in a highly strategic location, being located along such vital highways such as Highway 1 and the Pacific Highway gives it the advantage of being easily accessed by Vancouver or the United States. Its location lies between Vancouver and the US meaning it could be an important stop for industrial companies to pack, store or manufacture goods before transporting them off again via cargo ship or highway. The narrow nature of the site also means its very near to the Agricultural Land Reserve (ALR), this presents opportunities for agricultural land uses or activities to be integrated into the urban development.

Initial Design Sketch

During the initial processes of producing a transformational strategy for the Anniedale site, we explored and studied the idea and process of gentrification, trying to understand the stages and environments that allowed for urban areas to be so desired and popular. Our design strategy relies on injecting some of the same core principles that occur in gentrification to our site. This form of guided gentrification allows us to move a certain demographic of people into the area and assists their local businesses to thrive and flourish in this designed environment.

The stages in which we proposed the transformational strategy to occur in Anniedale consisted of firstly obtaining the land from municipality and restricting sub division of land, as it will be easier to acquire the land in its current larger land parcels. Next for the top triangular portion of the site and some below of this will be leased for industrial uses. Leases will be somewhat short term ranging from 20-50 years. After industrial companies have moved onto the site, they will themselves cover all upfront costs for servicing the land. With the revenues collected via leasing this portion of land out to industries, capital can then be injected into specific nodes or commercial cross sections to promote growth and mixed use development. After the targeted locations where revenue has been invested into begins to flourish, the land value of the surrounding area will inevitably increase, creating higher demand over the industrial park locations.



This should coincide with the industrial land leases ending, allowing new uses and programs to move onto the site. By keeping these industrial architectural shells intact, the best suited program to move into this site, with minimal retrofitting and changes made to the existing character or physical entities would be artist, market, and studio spaces. This will help prompt specific and guided uses to inhabit the 'new' industrial park.



Precedents

Inspiration and best practice frameworks were taken from international and national examples such as • Granville Island, BC Canada, Fremantle, WA Australia, Christchurch, New Zealand, Parco Dora, Torino, Italy.



Parco Dora, Torino, public space and public events



Granville Island, Public space and market



Fremantle, Australia, Local Brewery



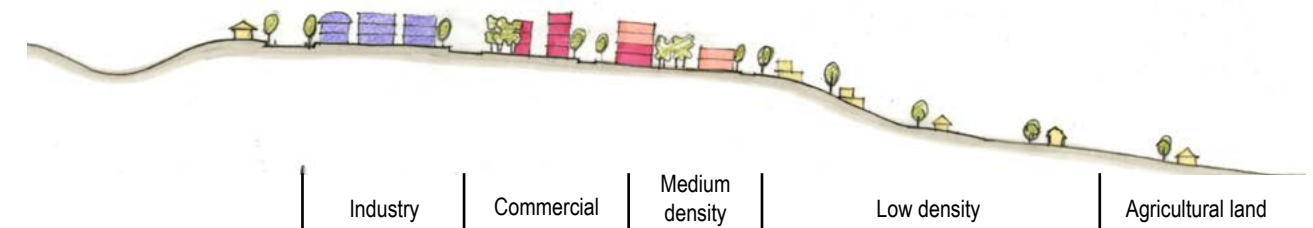
New Zealand, Container mall, startup offices, commercial stores



Oakland, United States, Art centre

Final Design

The study site for this design prototype is located in the north-eastern portion of Surrey; just south of Tynehead Regional Park. The dens and animals such as sheep.



Section diagram shows land use transition from industrial area to agricultural land



Perspective shows the site topography