



TSAWWASSEN FIRST NATION
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TSAWWASSEN FIRST NATION

SOUTH NEIGHBOURHOOD PLAN



Adopted February 4, 2015

As per Executive Council Order #018-2021 to adopt the TFN Community Area Plan on March 9, 2021, the TFN Community Area now includes the South Neighbourhood Plan Area except the approved multi-family development area in the East Precinct. In response, this South Neighbourhood Plan no longer applies as a regulatory document and shall be referenced for historical purposes.

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1 – Land Use and Circulation Concept Plan

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1 SOUTH NEIGHBOURHOOD PLAN PURPOSE

The South Neighbourhood Plan builds upon the framework and certainty established in the Tsawwassen First Nation (TFN) Land Use Plan (January 12, 2009), which provides a long-term vision for TFN land development. The South Neighbourhood Plan provides detailed policies aimed at facilitating development within the South Neighbourhood Plan Area in the near-term and longer term. The purpose of this plan is to facilitate a new neighbourhood which:

- Respects TFN's historical and cultural context
- Reflects best practices in community development
- Establishes a high quality community that serves the needs of TFN, its members, and all future residents, and
- Guides development of both Tsawwassen Fee Simple Interest lands and lands owned by the TFN Government.

The report begins with a summary of a context report (see separate report for full text) describing the plan area setting, higher level plans and regulatory instruments that have an important impact on land use and circulation in the plan area. Together with results of initial consultations, the context provided the basis to develop a vision and guiding principles. Plan policies flowing from those inputs are then described for major land use designations, public amenities, park and circulation elements. A Land Use and Circulation Concept Plan, consistent with the policies and regulatory framework, follows. The report ends with a description of the plan's linkages to Sustainability Elements of the TFN Land Use Plan and implementation actions arising from the plan.

2 SOUTH NEIGHBOURHOOD PLAN AREA AND OWNERSHIP CONTEXT

The South Neighbourhood Plan area is about 24 hectares (60 acres) in size, located immediately south and east of Highway 17, generally north of the existing Tsatsu Shores residential development, outside the toe of slope of the Tsawwassen Bluffs (English Bluffs), and bounded by the Salish Sea on the west and Corporation of Delta on the east. The plan area is illustrated on Figure 1.

Figure 1: South Neighbourhood Plan Context



Figure 2: Aerial View of Plan Area and East, Central and Foreshore Precincts



The aerial photograph above illustrates that in 2014 the plan area is mostly undeveloped, with approximately one-third of the area forested. There are a few single detached homes on the site, together with the Tsatsu Service Station, and a commercial paintball tenancy. Immediately south of the plan area, along the shoreline is the Tsatsu Shores strata condominium development. Above the site, at the crest of the Tsawwassen Bluff, are the Stahaken leasehold lots.

Approximately 60% of the plan area is privately titled to Tsawwassen Fee Simple Interest (TFSI) holders, with the balance under public jurisdiction (TFN or B.C. Ministry of Transportation and Infrastructure for road right-of-way). The area owned by TFN is along the Salish Sea shoreline. MoTI's

jurisdiction from the TFN Final Agreement is related to road access, design and safety within the Tsawwassen Drive corridor, as part of the Highway 17 Corridor.

South Neighbourhood lands have been divided into three precincts for planning purposes by Tsawwassen Drive. The largest is East Precinct, comprising 14 ha, located east of Tsawwassen Drive. Central Precinct is a 4 hectare of land mostly owned by TFSI holders and is south of Highway 17, north of Tsawwassen Drive. Tsatsu Service Station and homes of several TFN Members are in this precinct. The final precinct, approximately 6 ha in size, is the Foreshore Precinct bounding the Salish Sea shoreline and 100% owned by TFN.

Immediately south of the B.C. Ferries causeway, Parcel “U” is a sliver of land that falls between TFN Lands and the Salish Sea. This parcel is owned by the B.C. Transportation Finance Authority. Under Chapter 4 (Lands) of the TFN Final Agreement, Section 100 provides that Tsawwassen First Nation owns any lawful accretions to Tsawwassen Lands. Based on aerial photography from the past 50 years, the South Neighbourhood foreshore has historically been an area of accretion. If this process continues, future accreted lands may be potentially added to TFN.

There is a 30 m wide easement in favour of Tsawwassen Golf & Country Club Ltd. and TFN, located adjacent to Highway 17 and extending from Tsawwassen Drive to the east boundary of TFN with Corporation of Delta.

In preparing the plan, the broader context of the South Neighbourhood Plan area was considered, specifically its relations to the Tsawwassen Bluffs, the commercial lands to the north and east across Highway 17, the Tsatsu Shores apartment strata project to the south, waterfront to the west and Tsawwassen Spring golf course and community development in Corporation of Delta to the east.

Tsawwassen Drive South provides vehicular access from Highway 17 to the plan area. Through the Treaty Final Agreement, this road right-of-way is under the jurisdiction of the Province of British Columbia Ministry of Transportation and Infrastructure.

3 RELATED PLANNING LEGISLATION

Tsawwassen First Nation (TFN) has enacted legislation and regulations to guide land development on TFN Lands. The following TFN acts and regulations also serve to guide the implementation of the South Neighbourhood Plan:

- Tsawwassen First Nation Final Agreement, Effective April 3, 2009 (Treaty)
- Land Act
- Land Use Planning and Development Act
 - Regulations:
 - Zoning
 - Offsite Levies
 - Development Permit Areas (as of December 2013):
 - Floodplain
 - Environmental Protection
 - Heritage Conservation
 - Soil Stability/Landfill
 - Subdivision and Development
 - Building
 - Tree
- TFN Land Use Plan, 2009
- Metro Vancouver Regional Growth Strategy, 2011 as amended to 2014
- TFN Reports (approved by Executive Council):
 - Internal TFN Road Analysis Report, December 2013
 - TFN Bulk Water and Sanitary Sewer Trunk Master Plan, January 2014
 - TFN Integrated Rainwater Management Plan, 2013
 - TFN Supplementary Design and Construction Specifications, 2014

4 CONTEXT REPORT SUMMARY

Approximately 60% of the 24-hectare South Neighbourhood Plan area is privately held under Tsawwassen Fee Simple Interest title, one-third by TFN, and the balance is under road jurisdiction of the B.C. Ministry of Transportation and Infrastructure.

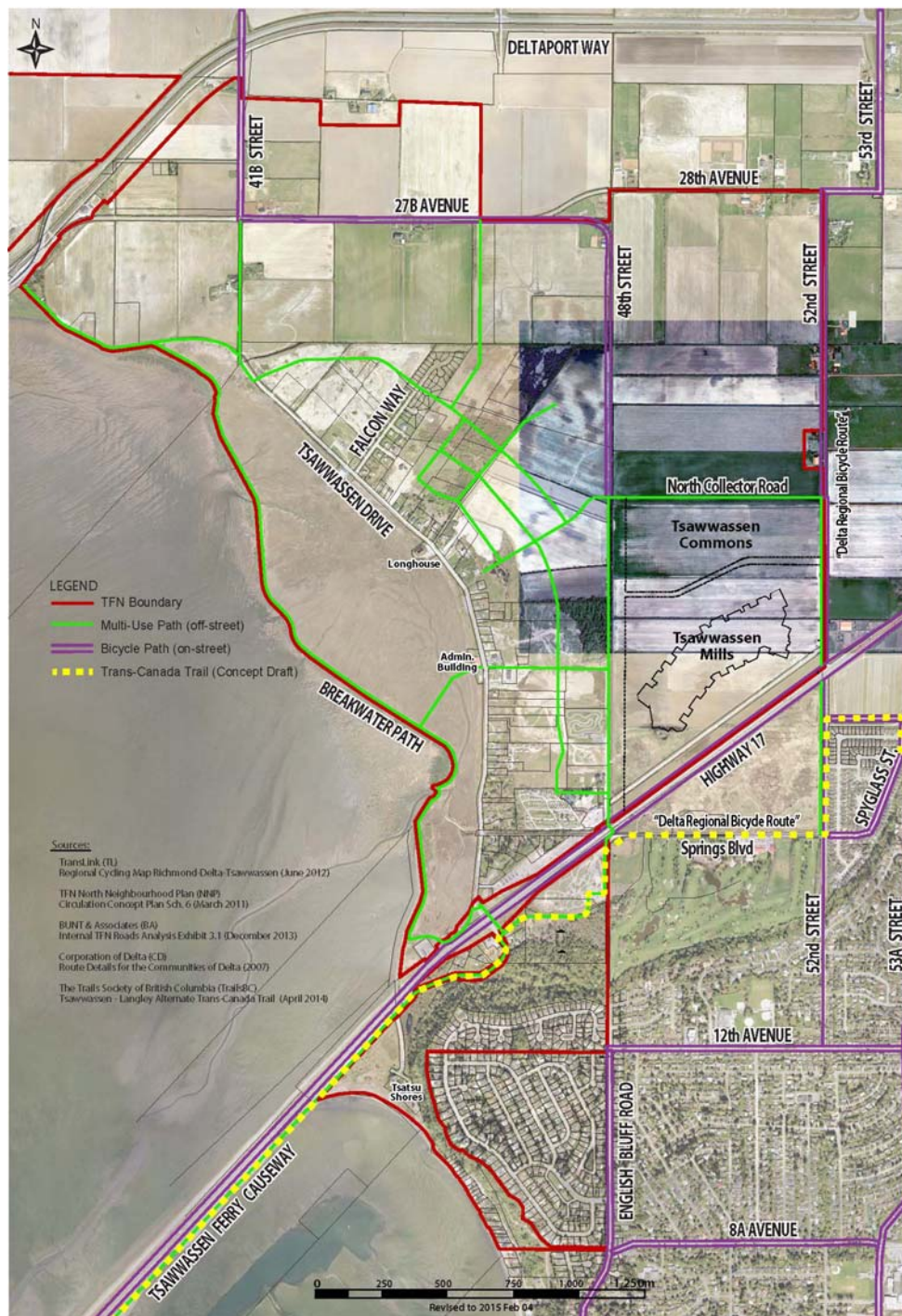
The 2009 TFN Land Use Plan, approved by community vote, provides considerable guidance to future development in the South Neighbourhood through its Multiple Family Housing, Bluff Area, Heritage Conservation, Park, Trail Network, Amenity, Sustainable Development, Transportation and Utility policy sections, as well as the Schedule 1 Land Use Plan designations map.

The 2009 TFN Land Use Plan is deemed consistent with the Regional Growth Strategy through the TFN Final Agreement (Treaty). A South Neighbourhood Plan which is consistent with the 2009 TFN Land Use Plan requires no further consultation with Metro Vancouver.

Regional road planning in relation to the South Neighbourhood has been refined in recent years, as contemplated by the TFN Land Use Plan. The existing Tsawwassen Drive South intersection at Highway 17 is to remain the main road link to the community. Access from Tsawwassen Drive North to Highway 17 is to eventually be closed after alternate access is available to from the new 48th Street.

A regional multi-use path network is also evolving, with important connections to and through the South Neighbourhood in cooperation with BC Ferries, Ministry of Transportation and Infrastructure, TransLink and Corporation of Delta, and consistent with the policies of the TFN Land Use Plan and a 2013 TFN Internal Roads Analysis report (Figure 3).

Figure 3: Regional Multi-Use Path Concept



Zoning entitlements are in place for all of the South Neighbourhood lands, with a mix of townhouse, apartment and park spaces. Townhouse density up to 40 units per hectare, and apartment density up to 120 units per hectare are allowed under current zoning. Single family use is permitted by the

TFN Land Use Plan and on Tsawwassen Fee Simple Interest lands in accordance with Section 4.6 of the Zoning Regulation. The Tsatsu service station is anticipated to be relocated under the TFN Land Use Plan, but has a lease expiry of 2053 and will remain a permitted use indefinitely in a C2 zone under the Zoning Regulation.

Designated areas for park and conservation uses are not identical under the zoning, TFN Land Use Plan and 2011 Regional Growth Strategy. A TFN-owned parcel is designated Conservation and Recreation in the Regional Growth Strategy, but is not in the P-1 park zone, and the P-1 zone includes land outside the Regional Conservation and Recreation designation in the East Precinct.



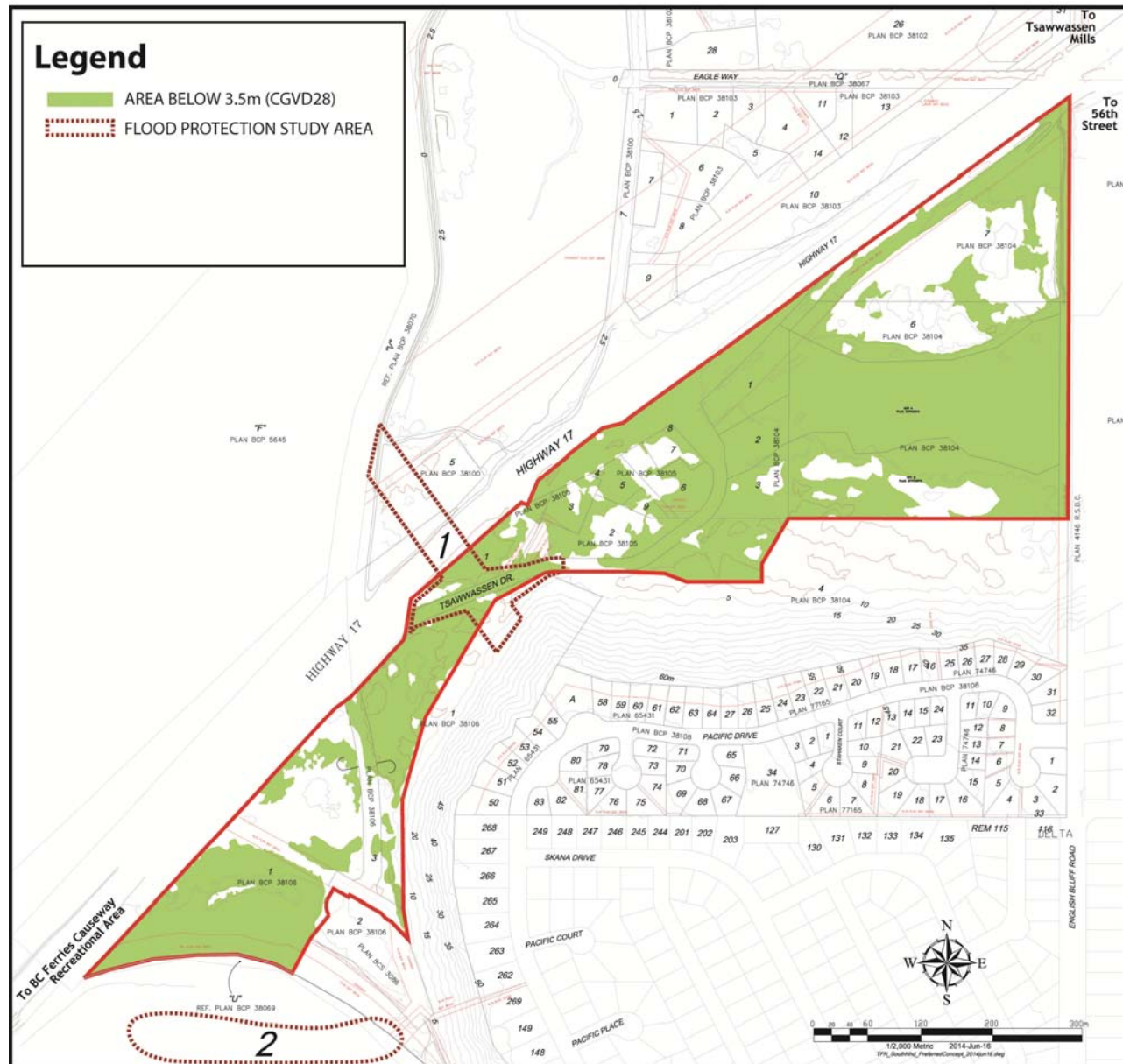
There are several relevant Development Permit Area regulations currently in place which will regulate future development applications in the South Neighbourhood; specifically floodplain, environmental protection, heritage conservation and slope stability.

New buildings must meet a minimum floor elevation of 3.5 metres, a height which will require fill for a substantial portion of the neighbourhood plan area as development occurs. Environmental protection is a requirement of every development application, and the Great Blue Heron Colony is an exceptional feature of the area. The Integrated Rainwater Management Plan provides specific water quality criteria to be met for riparian habitat health.

With the exception of the foreshore, where land has accreted to enlarge the beach area, development in the South Neighbourhood will also require a Heritage Conservation Development Permit, reflecting its historic importance as the original village site prior to construction of the ferry causeway.

Development of the South Neighbourhood has been anticipated in the master planning for bulk water and sanitary trunk mains, and in integrated rainwater management planning. Exact location and timing of new trunks and drainage connections will coincide with development applications and subdivision approvals.

Figure 4: Land below 3.5 M elevation, Canadian Geodetic Vertical Datum 1928, circa 2009



5 CONSULTATION FEEDBACK

Three land use scenarios were presented to various stakeholders in the fall of 2013 and feedback was obtained. Initial consultations included several family meetings and separate meetings with the Ministry of Transportation and Utilities, TransLink and B.C. Ferries Corporation. Internal reviews have been provided on municipal engineering, environmental regulatory framework and geotechnical input. The three scenarios were also presented to engage the members to generate ideas and feedback at the TFN Members Gathering held in Richmond in 2013. Four separate sessions were held, open to all TFN members attending the gathering. The planning team has worked with a potential developer and their consultants to review design concepts for the East Precinct for consistency with the TFN Land Use Plan and the context study results. A draft Plan was reviewed by Members at the November 2014 Members Gathering, at member meetings in Tsawwassen, Bellingham and Vernon in October 2014 as well as several family member meetings held over the course of the project.

In total approximately 200 people have participated in the consultations.

In general there has been support, and no expressed opposition, to the



multiple family land uses contemplated in the TFN Land Use Plan on the TFSI holders lands, which is also reflected in current zoning designations.

One of the areas of greatest interest at both member gatherings was the foreshore area owned by TFN. At both gatherings, this was broadly recognized as a special place, and a preferred space for families to enjoy the seashore at TFN, in a public park setting.



A common thread of the member consultations was to preserve public access and park space adjacent to the seashore, and not 'block' it by a solid wall of building. This sentiment reinforces the direction of the 2009 Land Use Plan where it provides 'development applicants will be required to provide public beach access for any new waterfront parcels'. At the same time, there was no clear consensus whether the entire foreshore should be conserved for park and open space use over the long-term; with some members expressing support for more active and revenue-generating uses for TFN or for cultural facilities.

There are several single detached homes of members in the Central Precinct, and prospects for additions to this stock. This use is endorsed by the TFN Land Use Plan and Section 4.6 of the Zoning Regulation. No contrary feedback was provided during the consultations.



6 VISION

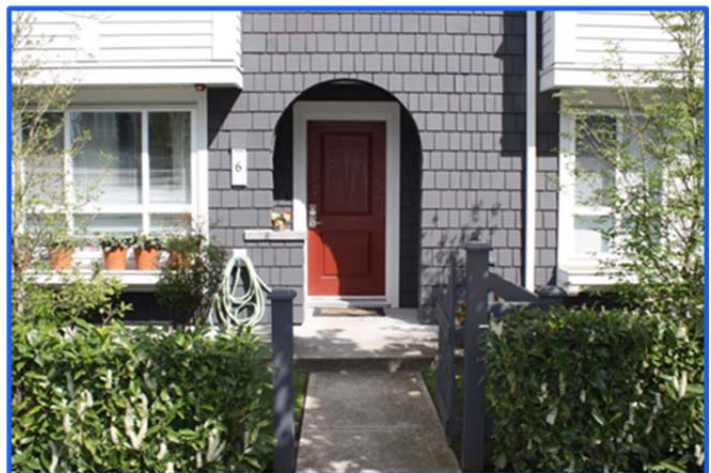
The South Neighbourhood Plan retains the elements of the vision adopted in the 2009 Land Use Plan:

Tsawwassen First Nation will be a safe accessible community, with infrastructure and services that will make it the perfect place to raise children and to live. Our community will be close-knit, with elders and youth at the core of the community. Our people will be proud of our culture, traditions and stories and the Hunq'um'T'num language will be enjoying a revival. Development will not intrude on the environment, views, and idyllic location of TFN lands.

7 DESIGN PRINCIPLES

A set of South Neighbourhood Plan design principles guide the plan:

- Publicly accessible beach area with public park space adjacent to the beach designed for enjoyment by all ages
- Safe accessible community
- Recreational & cultural opportunities are diverse and inviting
- Urban design and built-form reflect TFN community identity
- Provide a diversity of housing opportunities, by which we mean:
 - Apartment, Townhouse and Single Detached (limited) options
 - Housing appropriate for different ages, different family structures, low-to-upper middle income.
- Plan bike and major walking routes in concert with major roads – provide links to jobs and community nodes.
- Work with adjacent owners and agencies (such as B.C. Ferries and B.C. Ministry of Transportation and Infrastructure) for co-ordinated long-term protection of buildings and structures from flood hazard.
- Consider adoption of both shorter and longer term policies for land uses, where appropriate.



8 SOUTH NEIGHBOURHOOD PLAN POLICIES

In response to the context outlined in Section 1, initial consultations with TFN members and other stakeholders, and the vision and design principles in Sections 3 and 4, the following policies have been developed to apply across the South Neighbourhood Plan, and within the East, Central and Foreshore Precincts specifically.

The policies are organized as follows:

- Residential, including Townhouse, Apartment and Single Detached
- Public Realm Design
- Amenity Areas
- Park
- Neighbourhood Circulation
- Precinct Planning, and policies specific to the East, Central and Foreshore Precincts



8.1 RESIDENTIAL POLICIES

The South Neighbourhood Plan establishes a mixture of residential densities and housing options, which will support and encourage a cohesive community, with residents benefiting from distributed amenities.

Four (4) residential housing types are permitted within the Multiple Family Residential designation:

- Townhouse
- Duplex
- Apartment
- Single Detached

Definitions for these terms are found in Section 9, and are the same as in the Zoning Regulation Order 028-2009 (as amended to Order 008-2014). For purposes of the South Neighbourhood Plan, the Townhouse category includes duplexes.



8.1.1 TOWNHOUSE AND DUPLEX

A variety of Townhouse and Duplex unit types are encouraged within the South Neighbourhood Multiple Family Housing area. Unit variety may include ground-oriented, stacked, strata or street-townhouse units. Street townhouse units share a common wall(s) with adjacent units, but otherwise sit on an individually titled parcel similar to a Single Detached unit. Townhouse units may be grouped in a single strata-title project, or attached units each on their own individual lot. They may be stacked (i.e. one unit on the ground floor, with a unit above having direct access to the ground level). Ideally, townhouses will be located adjacent to, or across a street from, a public park, to ensure townhouse residents have accessible green space.

TOWNHOUSE AND DUPLEX POLICY

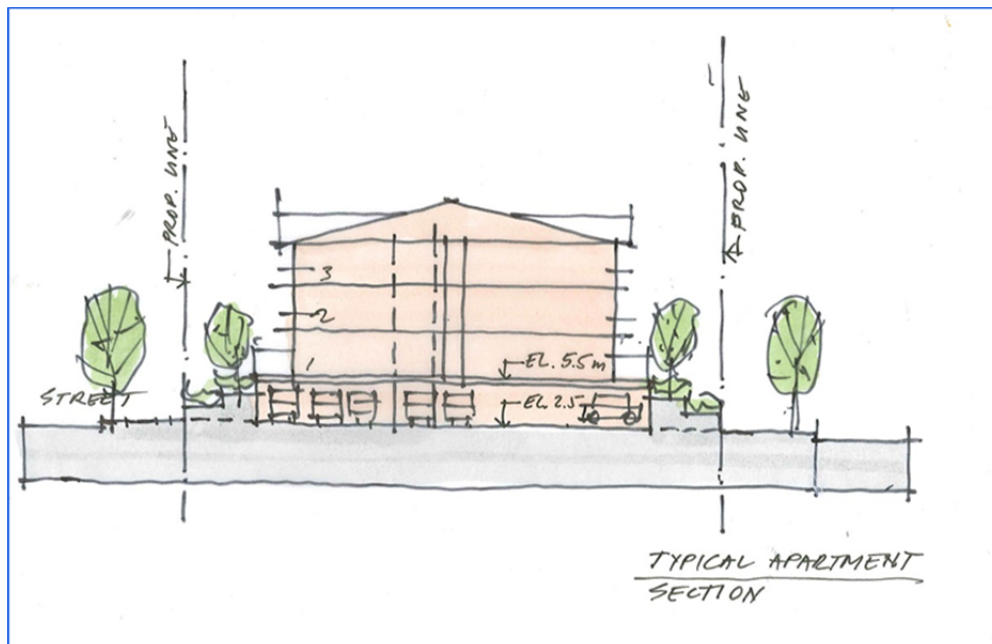
- 1 All Townhouse project sites are required to be located within 150 metres of a Park/Open Space or Amenity Area, as identified on Schedule 1, Land Use and Circulation Concept Plan.



8.1.2 APARTMENT

Inclusion of Apartment units helps achieves an attractive mix of housing options for prospective residents, thereby enhancing the ability to sustain a diverse population (e.g. age, family structures, income).

Figure 5: Apartment Example



APARTMENT POLICIES

- 1 The height of an Apartment building is permitted to be 5 storeys.
- 2 Apartment buildings must be located within 150 metres of a Park/Open Space as shown on Schedule 1, Land Use and Circulation Concept Plan.
- 3 Apartments are encouraged to locate on the eastern edge of the East Precinct, to maximize view potentials over the adjacent Tsawwassen Springs golf course, maximize access to the Tsawwassen Mills and Commons employment node and to maintain views of the Tsawwassen Bluff.

8.1.3 SINGLE DETACHED

The South Neighbourhood Plan supports a limited number of single detached housing units, restricted to Tsawwassen Fee Simple Interest lands in accordance with provisions of Section 4.6 of the Zoning Regulation. This policy recognizes historic use for single detached homes in this area, and endorses the continued use of these lands for this type of housing. This does not preclude TFSI owners from multiple family housing uses on these lands, as provided in both the current zoning and the TFN Land Use Plan.

SINGLE DETACHED POLICIES



- 1 New single detached housing units in the South Neighbourhood Multiple Family Housing areas of the TFN Land Use Plan are restricted to Tsawwassen Fee Simple Interest holder lands in accordance with provisions of Section 4.6 of the Zoning Regulation.

8.1.4 CALCULATION OF DENSITY FOR TOWNHOUSE AND APARTMENT USES

- 1 Adjacent environmentally sensitive areas (to a maximum of 10 m in width), and adjacent public road parcels or strata roadways (to centerline where shared with another developable parcel), are all to be included as part of the gross parcel area for purposes of calculating maximum permitted dwelling unit density for townhouse and apartment uses.



8.2 PUBLIC REALM DESIGN

- 1 An emphasis shall be placed on a quality 'public realm' --- treed boulevards, sidewalks for pedestrians, paths or quiet roads for cyclists, public spaces which can be transformed into places that celebrate Tsawwassen First Nation culture --- past, present and future.
- 2 The TFN Neighbourhood Plan Area Design Guidelines report, March 2012, specifically Sections 7.2 Residential Site Design Criteria, Section 8 Landscape and Open Space and Section 9 Components shall apply in the South Neighbourhood Plan area, unless supplemental or alternative guidelines are adopted by order of TFN Executive Council for part or all of the Plan Area.



8.3 AMENITY AREA

Amenity Areas are intended to enhance the quality of life of the existing TFN residents as well as new residents. In the South Neighbourhood, Amenity Areas consist of passive and active park spaces, and may in future include cultural facilities associated with longer term development in the Foreshore Precinct.

Park Amenity Areas are distributed throughout the South Neighbourhood Plan, encouraging active use by all residents. Park Amenity Areas are located adjacent to compatible land uses, or in locations that will help support community interaction.

8.3.1 AMENITY AREA PROVISION

Overall, 10% of the TFSI land in the South Neighbourhood Plan area (net of environmental setback areas, ESA) is to be set aside as Amenity Area.

Land is to be dedicated at time of subdivision. Cash-in-lieu, where acceptable to TFN, would be due as follows:

- a one-third on registration of a subdivision,
- b one-third within one year of the registration of a subdivision, and
- c the balance outstanding within two years of the registration of a subdivision.

The intent of the staggered payments is to approximate the time when cash flows would be received for the subdivided parcels, and the time at which users are likely to begin benefitting from the use of the amenity spaces.

Where lands are owned by the TFN government within the South Neighbourhood Plan area, and are appropriate for park or community use, these lands may result in amenity area for the neighbourhood exceeding 10%.

For purposes of calculating cash-in-lieu payments, the provisions of TFN Policy for Land Sale, Purchase or Exchange, December 2009 shall apply. If an owner is to pay cash-in-lieu, the valuation of the land is whichever of the following is applicable:

- (a) the average market value of all the land in the proposed subdivision calculated as that value would be on either:
 - (i) the date of preliminary approval of the subdivision, or
 - (ii) if no preliminary approval is given, a date within 90 days before the final approval of the subdivision,as though
 - (iii) the land is zoned to permit the proposed use, and
 - (iv) any works and services necessary to the subdivision have not been installed;
- (b) if the Tsawwassen First Nation and the owner agree on a value for the land, the value on which they have agreed.

For clarity, cash-in-lieu policy will be specifically considered in the Central Precinct, should development of non-single detached uses be proposed for sites of less than 2 hectares.

AMENITY AREA POLICIES

- 1 Amenity Areas, such as local parks, are to be distributed throughout the plan area.
- 2 Amenity Area locations are to be generally consistent with locations shown on Schedule 1, Land Use and Circulation Concept Plan.
- 3 As lands develop, each TFSI holder within the South Neighbourhood Plan area will contribute 10% of their land (net of ESA) to these purposes as either:

- a dedication from within the precinct acceptable to TFN up to a maximum of 10%, or
- b cash-in-lieu, where acceptable to TFN, for the value of the balance of the land area needed to raise the precinct amenity area to the 10% level.

8.4 PARK

The South Neighbourhood Plan area is in a breath-taking setting. Its backdrop is the 60 m high Tsawwassen Bluffs, which greet visitors arriving by sea. The Bluffs are home to one of the world's largest colonies of great blue herons, which, while raucous at home feeding their young, are also as silent as they glide out to seek their daily meals in the nearby tidal waters, or stand still in the marsh. Lands at the foot of the Bluffs have been and are used by the Tsawwassen people for cultural purposes, and the archaeological importance of this part of the neighbourhood speaks to that use.

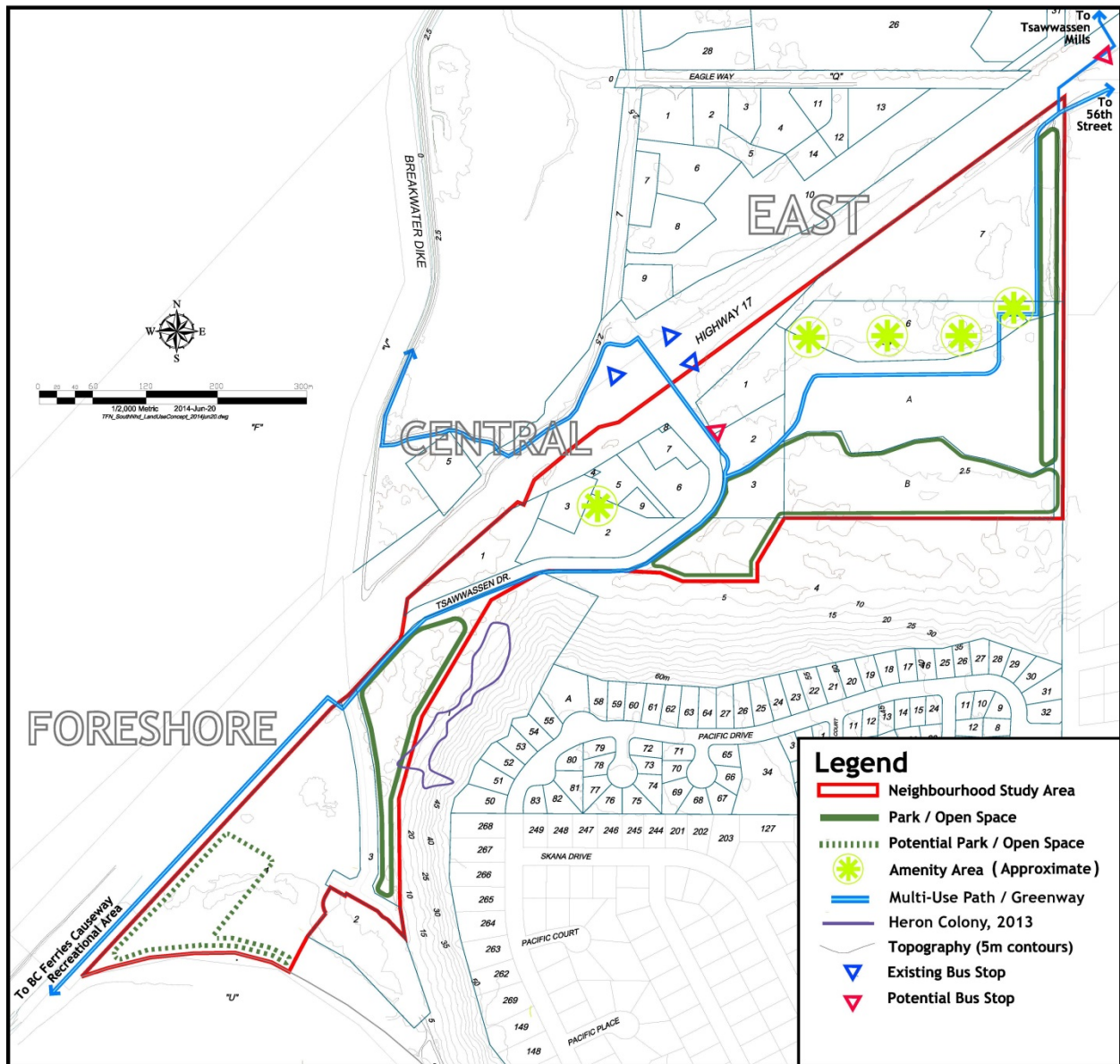


The South Neighbourhood is also waterfront property, abutting the Salish Sea. Tsawwassen means 'land facing the sea', and in the South Neighbourhood 'facing the sea' can be a daily experience.

Consistent with the current zoning, the Land Use Plan and the Regional Growth Strategy, lands at the foot of the Bluffs are proposed to be protected as park space on Figure 6 Park and Path Concept below, and in Schedule 1 Land Use and Circulation Concept Plan. This protected land includes the current extent of the heron colony. The Bluffs, outside of the South

Neighbourhood, remain protected through provisions in zoning, lease documents and the Land Use Plan. Preservation of the Bluffs serves environmental, drainage and slope stability functions. It is also a critical aesthetic of the Tsawwassen landscape. Views of and from the Bluffs are a significant community asset.

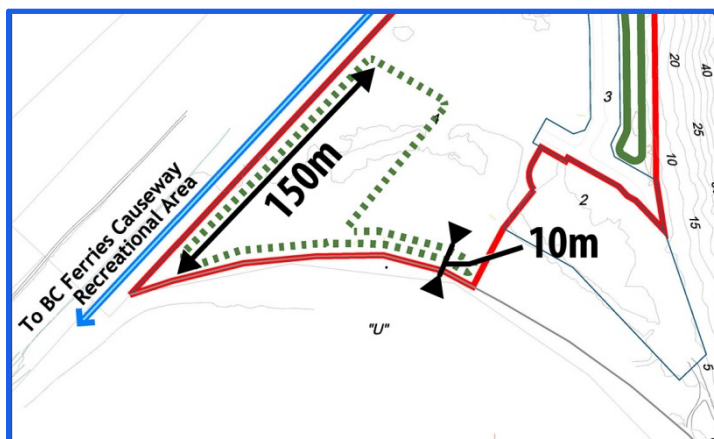
Figure 6: Park and Path Concept



SEASHORE

The government should retain ownership to areas within 10 m of the high water mark (Higher High Water Large Tide, HHWLT) of the Salish Sea (Georgia Strait) to ensure continuous public access to the beach areas, including at high tide. Back from this line, the plan provides that approximately half of the length of the existing shoreline, for a distance averaging 150 m in distance upland from the high water mark, be conserved at a minimum for potential park space, regardless of the ultimate use of the balance of the Foreshore Precinct. This park area is expected to be a minimum area, but conceptual in location pending detailed site planning.

Figure 7: Potential Foreshore Park/Open Space

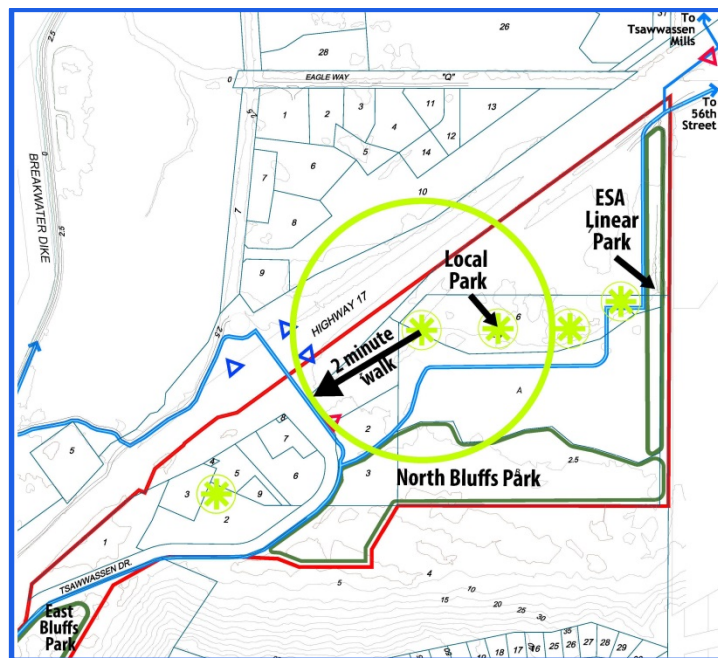


LOCAL PARK

In addition to the larger park spaces associated with the Bluffs and the Beach, other local parks are proposed to be located in generalized locations throughout the South Neighbourhood Plan area, within a 5-10 minute walk of future residences.

Local parks are primarily intended to provide outdoor space for residents who do not have private green space on their property. Land for these parks will be generated as part of the Amenity Area policy (Section 8.3.1), with park development funding provided by the Off Site Levies program.

Figure 8: Detail East Precinct Amenity, Bluff and Linear Parks



ENVIRONMENTALLY SENSITIVE AREA - LINEAR PARK

An Environmentally Sensitive Area adjacent to an existing watercourse is anticipated along the east edge of the plan area in the East Precinct. It will provide a visual buffer to the adjacent Corporation of Delta lands, and its width will be determined in accordance with the Zoning Regulation. A linear park to contain a multi-use path within a greenway may be co-located with this Environmentally Sensitive Area as illustrated conceptually in Figure 8. If, at detailed subdivision, the Environmentally Sensitive Area and greenway are co-located the minimum width of the resulting Linear Park/Environmentally Sensitive Area shall be 10 m. As referenced in Section 8.3, the Environmentally Sensitive Area portion of these lands are not included as part of any Amenity Area calculation.

PARK POLICIES

- 1 Parks are to be provided as illustrated on Schedule 1 Land Use and Circulation Concept with Amenity Areas shown in generalized locations to be finalized at time of subdivision.
- 2 Park area on Schedule 1 abutting the Tsawwassen Bluff is intended to serve multiple community objectives including conservation of important wildlife habitat such as the heron colony, retaining culturally significant features, providing a dramatic aesthetic backdrop to TFN, and finally for slope stability purposes.
- 3 Local Parks will be a minimum area of 1200m².

- 4 Linear parks must be a minimum of 10m in width.

8.5 NEIGHBOURHOOD CIRCULATION

8.5.1 ROADS

Schedule 1 illustrates selected local roads, which are considered critical to maintaining the integrity of the Land Use and Circulation Concept Plan and providing a minimum level of connectivity between precincts. Access is retained to Highway 17 from Tsawwassen Drive South at its existing location, and a new local road is proposed for a portion of the East Precinct, enabling efficient phasing of future residential projects.

MULTI-USE PATHS/GREENWAYS

Greenways are part of the TFN Supplementary Design Guideline and Construction Specifications and are specified as 3m wide hard-surface paths suitable for cycling or pedestrians, treed on both sides. They can be adjacent to local roads, or located within linear parks. Where multi-use paths are built adjacent to roads, they would add 2.7 m to the typical road right-of-way width.

They are identified on the Schedule 1 Land Use and Development Concept as Multi-Use Paths/Greenways. They will provide residents with alternative transportation options to cross the neighbourhood, minimizing encounters with vehicle traffic.

Further to providing safe alternative transportation routes, the paths will link key destinations, including local parks, the beach, the Comprehensive Shopping and Mixed Use (C-3 and C-4 zones) employment node, and ultimately connect with Metro Vancouver, B.C. Ferries, Corporation of Delta and TransLink's regional trail network plan.

An east-west Multi-use Path/Greenway is proposed through the heart of the South Neighbourhood linking the B.C. Ferries Causeway to the to the Mixed Use Shopping district and beyond to the industrial employment zone. It also links through the Corporation of Delta at 16th Avenue. A spur to the main path connects north across Highway 17, and ultimately to a multi-use path along the Breakwater Dyke.

With this network of direct, safe off-street cycling routes, ideal flat terrain, and job and recreational destinations within a 5 km radius, there is potential for above-average cycling usage in Tsawwassen First Nation.

CIRCULATION POLICIES

- 1 Pedestrian, cyclist, transit and road facilities shall be provided in accordance with Schedule 1 Land Use Plan and Circulation Concept Plan and the Supplementary Specifications of the MMCD adopted by TFN.
- 2 Consistent with the 2013 Internal Road Analysis, Tsawwassen Drive South is to be retained as the sole vehicular entry to the South Neighbourhood at its existing intersection with Highway 17.
- 3 A multi-use path shall link from the south side of the BC Ferries causeway continuously through the South Neighbourhood to connect to 48th Street/16th Avenue as well as across Highway 17 at Tsawwassen Drive South to connect to the Breakwater Path.
- 4 In the South Neighbourhood, TFN may consider reducing the 3 m standard width in the TFN Supplementary Design Guideline and Construction Specifications for a greenway path to a minimum of 2.5 m, where planting and future provision is made within the right-of-way to allow widening the path to 3 m should traffic demand warrant.

8.6 PRECINCT PLANNING

Balancing what is flexible against what is fixed in the Neighbourhood Plan requires a set of policies to be applied to specific Precincts. Precincts are defined by the location of Tsawwassen Drive South.

A preliminary example of what a precinct plan could look like is illustrated for the East Precinct in Figure 9.



Figure 9: Illustrative Site Plan - East Precinct



8.6.1 DEVELOPMENT PRECINCTS POLICY

- 1 Within the South Neighbourhood Plan area, East, Central and Foreshore Precincts are established as shown on Figure 2 for the purpose of allocating density, Amenity Area calculations and future detailed planning.

8.6.2 EAST PRECINCT

- 1 A local public road is to be constructed at the time of subdivision within the East Precinct, with a multi-use path and emergency vehicle access to 16th Avenue in Corporation of Delta, as conceptually illustrated on Schedule 1 and will be consistent with provisions of any existing access easements.
- 2 A mix of townhouse and apartment uses are allowed at densities of up to 120 units per hectare for apartment use and 40 units per hectare for townhouse use, calculated on a gross parcel area basis as described in Section 8.1.4 above.
- 3 A minimum of 15% of units in East Precinct are to be apartment units and a minimum of 50% are to be townhouse units.

8.6.3 CENTRAL PRECINCT

- 1 A mix of townhouse and apartment uses are allowed at densities of up to 120 units per hectare for apartment use and 40 units per hectare for townhouse use, calculated on a gross parcel area basis as described in Section 8.1.4 above.
- 2 A minimum of 15% of multiple family units in Central Precinct are to be apartment units and a minimum of 50% are to be townhouse units.
- 3 Zoning of Lot 7 (Tsatsu Service Station site) is to be brought into conformance with the TFN Land Use Plan.
- 4 Where subdivision of a parcel or parcels in the Central Precinct is for Single Family use in accordance with Zoning Regulation Section 4.6, the subdivision applicant may defer provision of Amenity Area provided a restrictive covenant is registered on title of the subdivided parcels which restricts the parcel use to Single Family and records the amount of Amenity Area deferral measured in land area.



8.6.4 FORESHORE PRECINCT

- 1 In addition to 10 m inland of the high water mark (Higher High Water Large Tide) to be reserved for public access, reserve for public park purposes an additional minimum of 50% of the seashore frontage to a minimum average depth of 150 m (measured from high water mark), generally as shown on Schedule 1 Land Use and Circulation Concept Plan.
- 2 Uses other than park and multiple-family use in the Foreshore Precinct (e.g. marine-related, institutional or commercial) are limited to accessory uses only, unless specifically approved by an amendment to the TFN Land Use Plan.
- 3 A minimum of 50% of multiple family housing units in the Foreshore Precinct are to be apartment units.

8.6.5 PRECINCT PLAN OPTION FOR MULTI-PHASE DEVELOPMENTS

Where a proponent chooses to subdivide or amend a zone for only a portion of a precinct, then a Precinct Plan is required at the time of the first subdivision application in a precinct, to ensure planning for each part of a precinct links logically to the whole precinct as well as to adjacent lands.

The Precinct Plan must demonstrate conformance with the Schedule 1 Land Use and Circulation Concept Plan, the policies of the South Neighbourhood Plan and the relationship to adjacent Precincts. If subsequent subdivisions are not in conformance with the current Precinct Plan, a Precinct Plan amendment is required. The Approving Officer is responsible for

determining whether a Precinct Plan is in conformance with the South Neighbourhood Plan, and whether a subdivision application is in conformance with a current Precinct Plan.

PRECINCT PLAN OPTION FOR MULTI-PHASE DEVELOPMENT POLICY

- 1 Where a zoning amendment application or subdivision application does not encompass the entire area of a Precinct, a Precinct Plan shall be prepared for the entire Precinct. A Precinct Plan shall:
 - a Provide a circulation layout for all public highways, lanes and pedestrian facilities, including rights of way and typical road cross sections.
 - b Demonstrate conformance to Schedule 1, Land Use and Circulation Concept Plan and to the policies, guiding principles and vision of the South Neighbourhood Plan.
 - c Identify proposed dwelling unit types, densities and demonstrate that they conform to the residential mix and density requirements of the South Neighbourhood Plan.
 - d Demonstrate how the Precinct Plan area connects with adjacent land parcels for roads, pedestrian facilities, greenways and utility services (including water, sanitary sewer, drainage, power, gas, phone and cable, and district heating (where applicable)).
 - e Include with the first and subsequent subdivision or Development Permit Applications, a table and supplementary information as required by the Approving Officer showing cumulative conformance to the use and density provisions of the South Neighbourhood Plan.



9 SUSTAINABILITY

The TFN Land Use Plan places a high level of emphasis on sustainability ‘to create a remarkable community that is a centrepiece for sustainable development’.

The Land Use and Circulation Concept Plan and policies respond to this challenge in the following ways:

- The allowable residential density has been retained from the current multiple family zoning in place, a density which itself is supportive of active transportation and transit options to single-occupancy vehicle use.
- A network of greenways provides convenient linkage within the South Neighbourhood, to other parts of Tsawwassen First Nation, and to the Metro region, and to Vancouver Island via the B.C. Ferries causeway.
- A diversity of housing is ensured through the South Neighbourhood Plan policies.
- Park space is distributed throughout the plan area, within convenient walking distance of users.
- Road cross sections are adopted as part of Supplementary Specifications to the MMCD which provide room for bio-swales to clean stormwater prior to

discharge, sidewalks for pedestrians, and with room to provide for district heating distribution, if demand warrants.

- The South Neighbourhood Plan area, because of its proximity to new job opportunities emerging in the commercial mixed-use area makes it possible for a significant number of work trips from the local area to be made by non-auto modes.
- As a market-oriented approach to land planning, the plan encourages affordable housing for the general population, and thereby economic sustainability.

Development Permit Guidelines for Multiple Family Housing form and character throughout TFN is supported, as this may further sustainability goals.

There is an opportunity to include TFN culture in the South Neighbourhood Plan Public Realm, to pursue cultural sustainability. This expression of TFN culture may consider the past, present and future TFN generations. The South Neighbourhood Plan encourages the inclusion of cultural identity in the public realm, particularly in the Foreshore Precinct.

10 LAND USE AND CIRCULATION CONCEPT PLAN

The Land Use and Circulation Concept Plan (Schedule 1) is a visual expression of the land use intents and policies described above, which in turn have been based on the understanding of opportunities and constraints from Section 1, initial consultations with stakeholders summarized in Section 2, the Vision and Guiding Principles of Sections 3 and 4 respectively.

Schedule 1 defines key concepts such as location of multiple family housing and park areas, road and multi-use trail (greenway) locations, slope and flood hazard study areas. Potential for future park area at the seashore and a marine/mixed-use option is broadly illustrated in the Foreshore Precinct.

Areas designated Multiple Family Residential comprise the majority of the plan area, permitting Townhouse, Apartment and Single Detached units (in the Central Precinct). It also includes associated roads.

Amenity Areas are to be provided through the subdivision process, with locations to be determined at time of detailed planning, and in conformance with the Amenity Area policies. Conceptual locations are shown on the Land Use and Circulation Concept Plan.

The Concept Plan also illustrates a potential roundabout near the future entry to the East Precinct. This has been discussed with both MOTI and a potential development proponent of the East Precinct. It will help calm traffic, and provides a convenient turn-around for a future community

shuttle bus service which has been contemplated in the Internal Roads Report (2013). A possible bus stop location is shown on Schedule 1 along Tsawwassen Drive South immediately north of the roundabout. Other bus stops are also shown, both existing and a future Route 620 stop on the south side of Highway 17, near 48th Street. These bus stop locations will provide convenient access for pedestrian and cyclists using TransLink transit services from the South Neighbourhood.

Park areas reflect the intent of both TFN to conserve the Bluffs to beyond the toe-of-slope, and the integrity of culturally significant lands and the great blue heron colony.

Slope stability study areas are defined on a parcel basis, and will be refined as development applications are made for specific parcels affected by the designation. These are somewhat larger study areas than currently provided in the Development Permit regulation, reflecting the parcel-based approach.

Flood Protection Study areas are also defined on the Land Use and Circulation Concept Plan. These areas are intended to reserve lands for potential flood protection measures, as one component of long-term planning for flood protection at TFN. They are consistent with recommendations for site-specific flood protection studies provided in the Integrated Rainwater Management Plan (2013). Implementation of any recommended improvements will require multi-agency cooperation on problem definition and strategies. Lands therefore are being set aside for potential works at this point in time. There may be no need for additional works, but a site-specific study is needed to establish viable options for the long term, both technically and financially.

11 DEFINITIONS AND ABBREVIATIONS

Amenity means uses as defined in the TFN Land Use Planning and Development Act Sec. 62 (2) including without limitation: community development, including community halls, museums, cultural centres, recreational facilities and schools; acquiring land for parkland or other community amenities;

Apartment means units which are accessed by a common or shared entrance facilities or interior passageway, where none of the dwelling units are rented or are available for rent or occupation for periods of less than 30 days.

CGVD28 means Canadian Geodetic Vertical Datum 1928. In the TFN Slope Stability/Fill Development Permit Regulation, CGD or Canadian Geodetic Datum is equivalent to CGVD28. In November 2013 a new vertical datum has been adopted in Canada, CGVD13. In Tsawwassen area, CGVD13

elevations will be approximately 0.2 m higher than CGVD28 elevations, so a 3.7 m CGVD13 elevation is the same as a 3.5 m CGVD28.

Development as defined within the Land Use Planning and Development Act – Subdivision and Development Regulation.

Duplex means a residential building, divided horizontally or vertically into two separate dwelling units (excluding secondary suites), each of which has an independent entrance either directly from the outside or through a common vestibule.

ESA means Environmentally Sensitive Area.

HHWLT means Highest High Water Large Tide, the average of the highest high waters, one from each of 19 years of predictions. Each day has two high tides, and the LT is the higher of the two daily high tides. For Tsawwassen, HHWLT in 2013 is 2.0 m CGVD28 or 2.2 m CGVD13. Mean tide is 0.0 m CGVD28.

IRMP means Integrated Rainwater Management Plan

m means metre

Metro Vancouver means Greater Vancouver Regional District

MOTI means British Columbia Ministry of Transportation and Infrastructure

MMCD means Master Municipal Construction Document Design Guide Manual (Platinum Edition 2009)

Single Detached means a detached building containing only one dwelling unit designed exclusively for occupancy by one household. They may be a single unit on a single lot, or a detached unit within a strata project.

Site Area means is a project site (e.g. townhouse or apartment) or a strata-title site (apartment, townhouse or single detached strata), including private roads and common areas. The individual parcel (or lot) is the site area for a single detached unit, not in a strata.

Substantial Completion for East Precinct construction means no later than three years following registration of the subdivision that completes parcel subdivision of 90% or more of the Multiple Family Housing area in the East Precinct as shown on Schedule 1.

TFN means Tsawwassen First Nation

TFSI means Tsawwassen Fee Simple Interest

Townhouse means a building not more than three storeys high divided into three or more dwelling units located side by side under one roof with private exits or entrances to each dwelling, with each dwelling sharing at

least one common wall or party wall, and have direct access from the unit to the exterior of the building, For purposes of the South Neighbourhood Plan, the townhouse category also includes duplexes.

12 REFERENCES

Tsawwassen First Nation Internal TFN Roads Analysis Final Report, December 5, 2013

Golder Associates, Landslide Risk Assessment English Bluff Area of TFN Lands, Tsawwassen, BC, Report 09-1411-5079 Final Report, November 18, 2010

Greater Vancouver Regional District Board, Regional Growth Strategy Bylaw 1136, 2010, Adopted July 29, 2011, as amended to Bylaw 1201, 2014 (May 23, 2014).

Tsawwassen First Nation Neighbourhood Plan Area Design Guidelines, March, 2012

Tsawwassen First Nation Bulk Water and Sanitary Trunk Master Plan, January 2014

Tsawwassen First Nation Integrated Rainwater Management Plan Final Report, December 2013

Tsawwassen First Nation, Government of Canada, Government of British Columbia, Tsawwassen First Nation Final Agreement, December, 2007

Tsawwassen First Nation Land Use Plan, January 12, 2009

Tsawwassen First Nation Supplementary Design Guideline and Construction Specifications, January 2014

SCHEDULE 1: LAND USE AND CIRCULATION CONCEPT PLAN

