Appendix VI

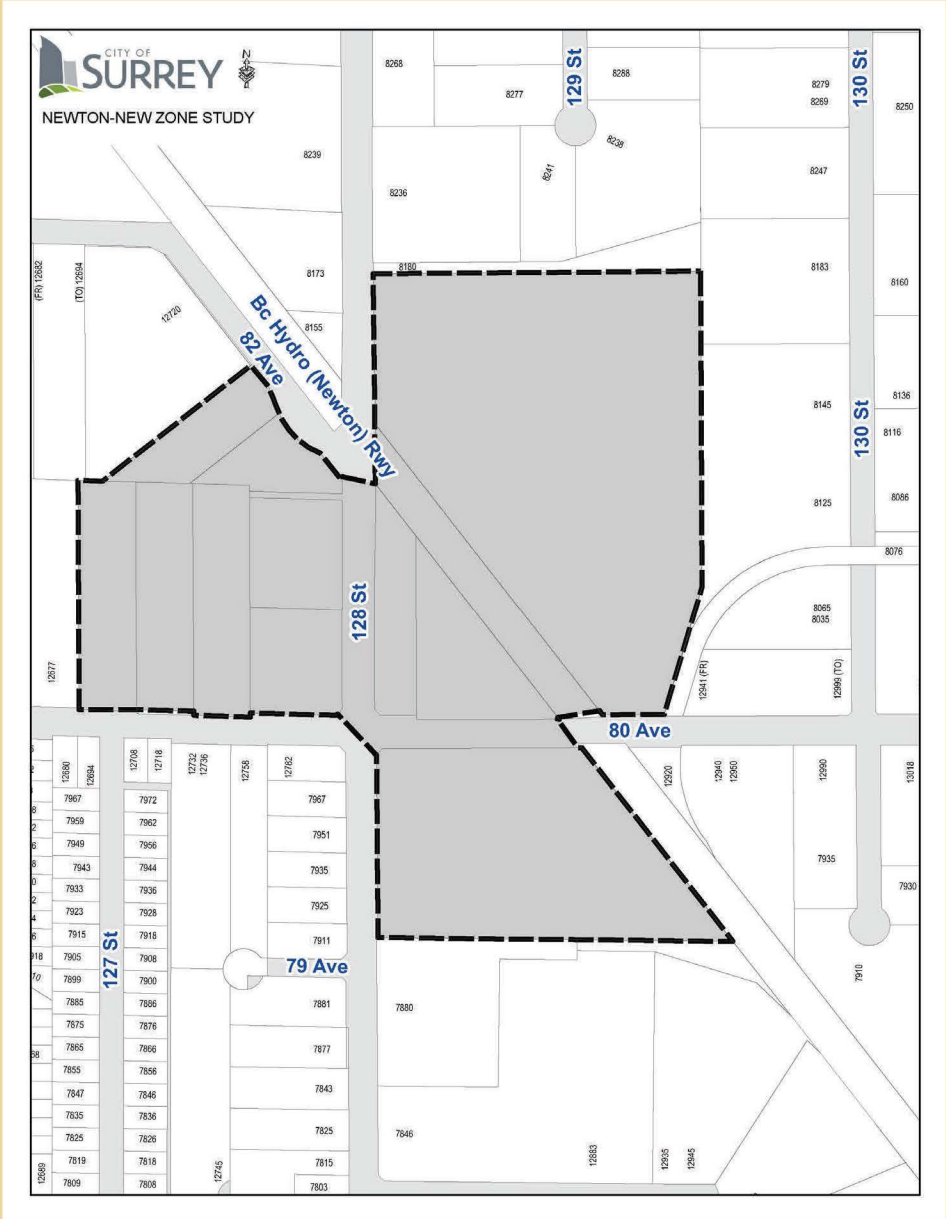
Central Newton Cultural Commercial District

Guidelines

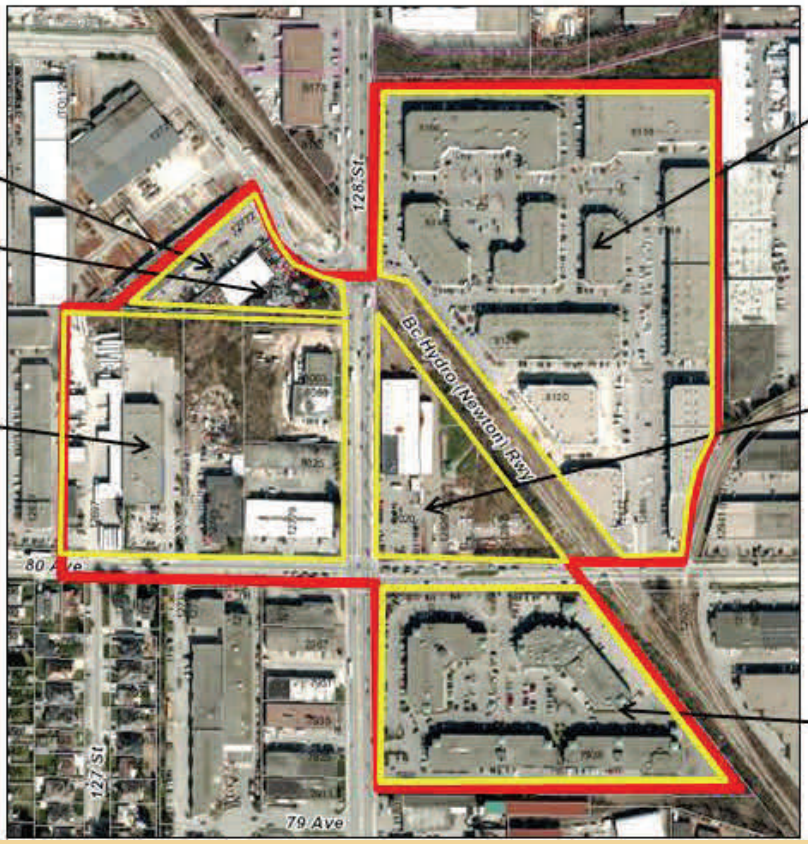
November 2013

LOCATION OF CENTRAL NEWTON CULTURAL COMMERCIAL DISTRICT

The Central Newton Cultural Commercial District (CNCCD) is located at the intersection of 80 Avenue and 128 Street, as shown below.



LOCATION OF CENTRAL NEWTON CULTURAL COMMERCIAL DISTRICT — AERIAL PHOTO



SITE DESIGN

Provide a stormwater management strategy for the site at the early design stages.

Avoid unwatched backwater areas in site planning. Provide surveillance cameras if required.

Locate parking vents away from public views and incorporated into the building or landscaping.

Create a safe and accessible public realm that incorporates CPTED principles.

Consider universal access to facilitate access for physically/visually/disabled throughout the site including open spaces.

Grading

Establish the site grading at the early stages of design.

The setback areas along the streets should follow the sidewalk grades.

Ensure a gradual transition and so that retaining walls are avoided.

Site Circulation

Connect to the public road, lane and sidewalk system to enhance connectivity for all travel modes including vehicles, cyclists and pedestrians.

Provide direct, functional and safe pedestrian pathway system through parking areas such as between building entrances, parked cars and connecting to sidewalks of the abutting streets.

Incorporate a hierarchy of primary and secondary pathway systems.

Site Circulation (continued)

Provide a minimum of 3.0 m sidewalk along primary pedestrian pathway at building frontages of to allow for tree clearances to weather protection overhangs.

Secondary pathways should provide 1.8 m min unobstructed widths to accommodate equipment use such as wheelchairs and strollers used by disabled persons and designed with consideration for use by visually impaired persons.

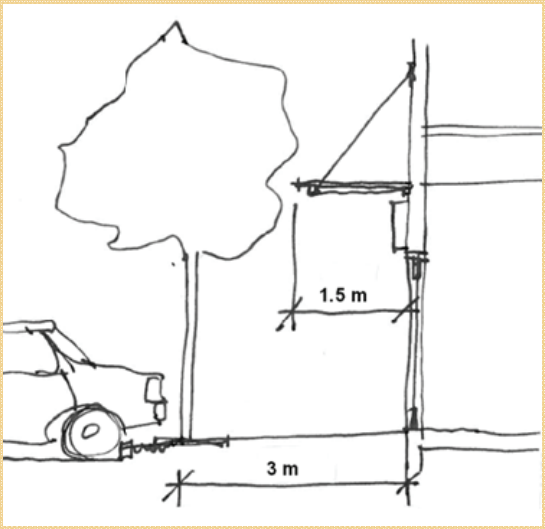
Locate convenient universal access to buildings from the parking with curb let-downs or other features.

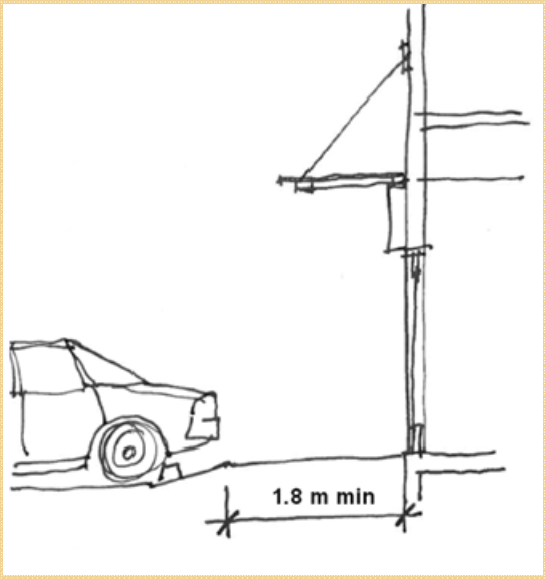
Extend contrasting, durable concrete sidewalk paving treatment where pathways extend through the parking area.

Provide a physical linkage to transit stations and stops.

Provide bicycle parking facilities at grade close to main entrances with weather protection.

Incorporate beautification and amenity features along pedestrian pathway systems such as distinct durable paving, special landscaping with trees, furnishings such as benches, and overhead weather protection.





Site Circulation (continued)

Vehicular Circulation

Provide a primary driving route through the site:

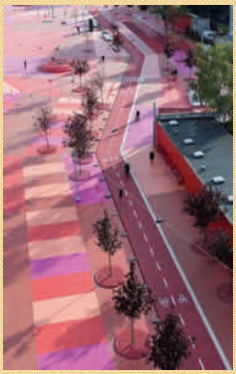
- with landscaped boulevards and sidewalks,
- with specialty paving,
- with character lane signage to mimic a public lane
- lined up with driveway on adjacent sites where possible.

Provide joint or shared driveway and ramp access between adjacent developments.

Provide a vehicular connection between adjacent surface parking on neighbouring sites.

Locate driveways for parking off minor streets or lanes rather than streets to retain a safe, walkable streetscape.

Reduce conflicts between heavy vehicles and traffic from visitors and employees.



Locate parking away from street frontages or at street corners.

Divide large surface parking areas into smaller sections defined by a building or a driveway with a sidewalk in landscaped islands on each side.

Locate wheelchair accessible parking spaces close to main building entrances and addressing access to the sidewalk with curb let-downs or other feature.

Locate loading areas away from the public views and public realm interfaces.

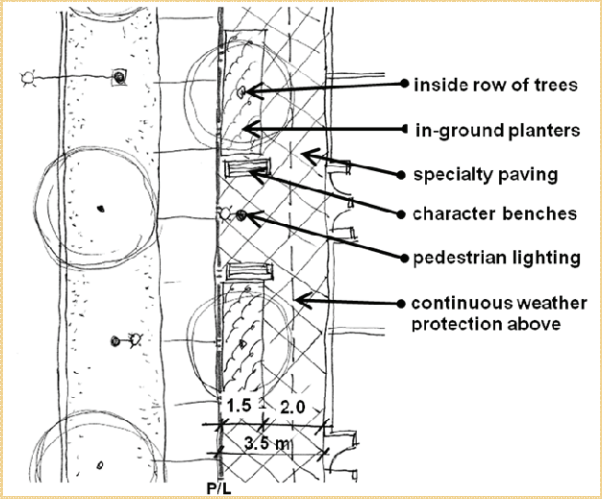
SITE DESIGN

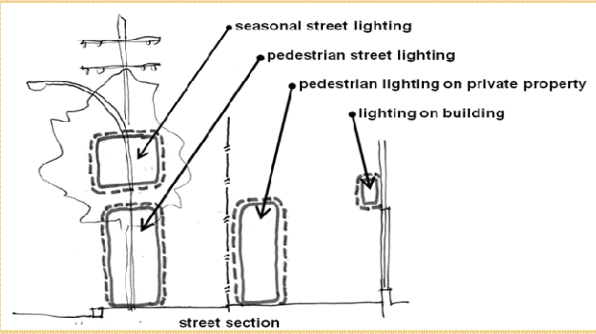
Public Realm and Street Interface

Provide a setback along the streets to incorporate specialty lighting, an inner row of trees in planting beds with walk-throughs and furnishings.

Provide in-ground planting along the street edges and avoiding planter walls and steps.

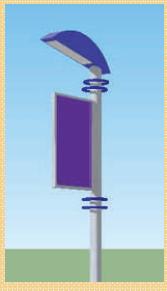
Furnishings along the streets should be consistent and in character with the area for existing and new development sites.





Lighting along the streets should be consistent and in character with the area along existing and new development sites.

Fencing or gating along the perimeter of the site is not encouraged.



SITE DESIGN

Site Furnishings

Site furnishings to include benches, waste receptacles and bike racks to match the overall character of the development and other site features such as signage and garbage enclosures.

Site Lighting

Providing a hierarchy of different lighting types with a coordinated appearance such as lower scale pedestrian pathways, parking spaces, drive aisles, building and site entrances to larger scale parking lot lighting.

Balance the need for energy efficiency and avoid over lighting.

Using down-lighting and avoid overspill to any adjacent residential areas.

Coordinate the location of lighting with other landscape elements such as trees.

Locate lighting to assist visual surveillance including site security such as cameras.

Site Services

Locate electrical kiosks and gas meters away from the visible public realm and screening.

Locate parking vents away from public views and incorporated into the building or landscaping.

For existing kiosks, vinyl graphic wrap and landscape screening should be provided.

Where garbage cannot be located underground, locating garbage enclosures away from the visible public realm and fully enclosed within a secure structure.

Designing garbage enclosures to be coordinated with the overall design of the development using the same high quality durable materials and with secure gates and a roof.

Site Signage

Provide signage/wayfinding concept plan for overall site orientation. Include concept for site access points.

A consistent design for monument signs should be provided on each site in key locations.

SITE DESIGN

Landscaping

Provide a tree retention plan and arborist report.

Providing a minimum 6 m specialty paved area at each driveway entrance where visible from the public realm using durable materials such as stamped concrete or pavers in character with the area.

Providing curbed landscaped islands throughout the parking area to define parking clusters, visually break up and screen the scale of the parking area, to highlight pedestrian routes, provide trees for shading.

Providing at least 1.5 m radius for tree root balls in islands. Where a 1.5 m radius cannot be provided the minimum landscape strip width should not be less than 1 m for protection from vehicles with structural soil surrounding the tree under paving.

Incorporating design features to avoid damage to landscape and tree trunks from vehicles.

Maximizing tree spacing appropriate to the mature size of the tree species with at least one tree in each island.

Using single stem, deciduous shade trees, 5 cm calliper or larger with canopies that begin no less that 2 m above grade.

Providing mix of #1, #2 and #5 pot size shrubs within islands in addition to trees with some evergreen or other plant material for year round interest.

Locating trees no closer than 2 m from face of building, building foundation or retaining wall. Using only small growing species within 3 m, medium growing species within 4 m and where large growing trees are proposed, locating no less than 4 m from the face of building, building foundation or retaining wall.

Using landscaping to screen blank walls.

Using landscaping and landscape materials to conform to the latest version of the BCSLA/BCLNA “BC Landscape Standard”.

SITE DESIGN

Public Open Space

(Refer also to City of Surrey Placemaking and Public Space Guidelines.)

Provide publically accessible open space(s) on the site.

Locate in a sunny location, visible to the street with a seamless connection within the guardianship of ground floor commercial or residential guardians.

Provide a variety of program and maximize seating opportunities.

Enhance the open space with night time lighting in character with the overall architectural design.

A plaza which is furnished with a variety of amenity features encourages general public usage and creates a sense of liveliness and excitement. Art work should provide a focal point for the plaza or become an integral component of the overall design of the plaza. Bike racks and waste receptacles are practical, essential amenities.

Open spaces should also take advantage of distant views to the mountains, Mount Baker, Fraser River and other landmarks.

Selection of surface materials should result in easy access for the elderly and disabled, and also discourage incompatible plaza activities such as skateboarders. Placement of planters, non-moveable seating and handrails should further encourage easy wheelchair and pedestrian access, and seek to discourage the use of skateboards.

BUILDING FORM, CHARACTER AND MATERIALS

Building Form and Layout

Continue the predominant building form in the area as simplified industrial forms but emphasize individual, vertical expression reflecting 'small shop' frontages.

Height could be a maximum of 4 storeys or 16m height.

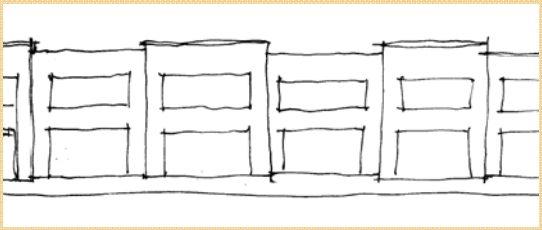
Locate buildings along the street to create a retail walking environments along the public streets.

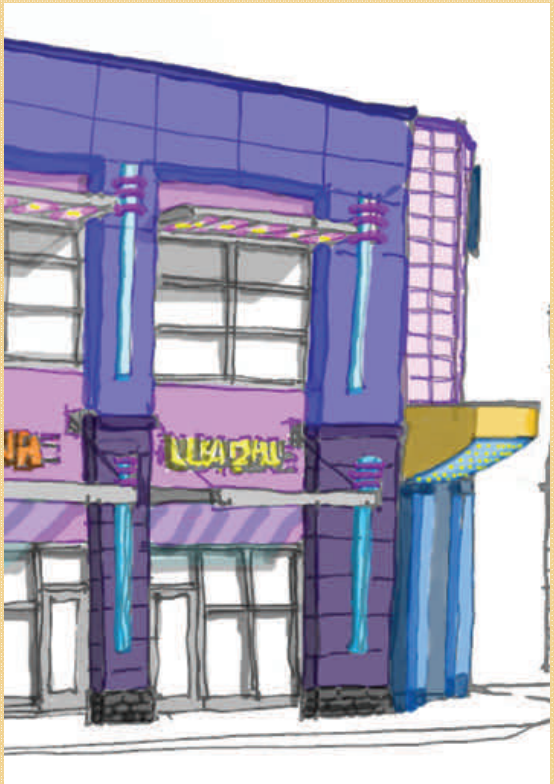
Create building forms along the streets to create a strong street enclosure particularly at corners.

Locate higher building forms along streets and at corners.

Visually scale down the length of the buildings with vertical articulation by stepping down the roof forms and articulating the façade.

Any ancillary or secondary buildings should be designed to the same architectural level as the principal buildings.





BUILDING FORM, CHARACTER AND MATERIALS

Building Ground Plane Interface

Step the ground floor levels to match adjacent sidewalk grades on sloping sites.

Maximize the number of individual entrances from the street and public areas to create the image of small shop frontages.

Locate active uses facing streets and non-active uses away from the streets to avoid blank walls facing the public realm.

Set main building entrances at the sidewalk grade without the need for transitions such as steps or ramps. Steps and ramps can be incorporated inside the main entrance lobby.

Incorporate lighting on the building to enhance entrances, adjacent streets and public spaces for pedestrians.

Provide continuous, architecturally integrated weather protection over public interfaces including sidewalks, public open spaces, along building frontages and at building entrances. Material such as glass and metal should be considered.

Provide deeper weather protection adjacent to transit stops and main building entrances.

Emphasize main entrances to second floor uses such as banquet halls with canopies and lighting features.

BUILDING FORM, CHARACTER AND MATERIALS

Architectural Character and Materials

Character should read as simple, contemporary, high quality building and materiality as the backdrop with colour and decoration added.

Use durable materials which address weathering and maintenance issues.

Work with the material to enhance the architectural concept such as concrete reveals, textures and variations.

Express the different functions of the building such as entrances as distinct forms by varying the parapet heights and stepping forms.

Engage the second floor to pedestrians by having active uses visible such as windows at restaurant seating, commercial displays and opening doors with balcony railings.

Create the image of narrow individual buildings by differentiating with colours.

Architectural Character and Materials (continued)

Enhance the character of simplified industrial type buildings by adding decoration to the facades and emphasizing individuality.

Garage door storefronts are encouraged.

Design fully developed street-facing facades on corner sites.

Use materials such as extensive use of glass (transparent and spandrel) which offset the solid nature of the buildings.

Express vertical circulation such as stairs and atria as an architectural element.

Design any visible side walls with visual interest by using such features as texture, colours, graphics, wall art and lighting.

Consolidate roof mechanical units into areas and screening from views.

Treat roof mechanical for acoustics where located adjacent to residential uses.

The building design should embrace sustainable design principles to promote environmentally sensitive solutions including passive solar, (re-)use of materials.

Building Signage

Individually illuminated channel type letters including internally illuminated or back-lighted solid letters are supported and should not exceed 60 cm. (2 feet) in height.

Figurative graphics are encouraged and are effective means of communicating with the passersby.

Blade signs are encouraged.

The minimum vertical clearance for signage (and canopies) should be 2.5m.

High quality logo signage or channel lettering can be considered on the 2nd floor fascia.

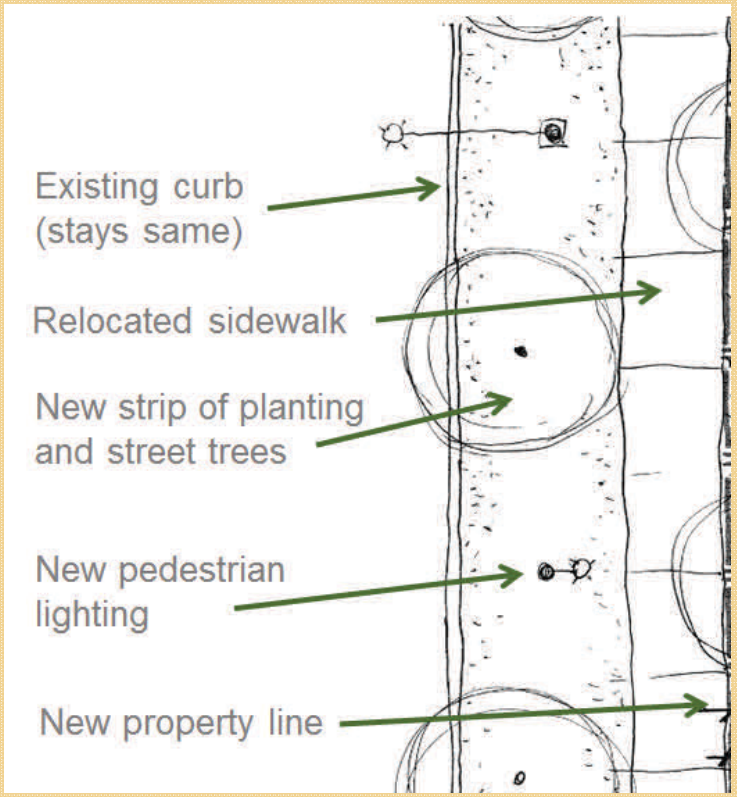
OFF-SITE BOULEVARD IMPROVEMENTS & FUNDING FORMULA

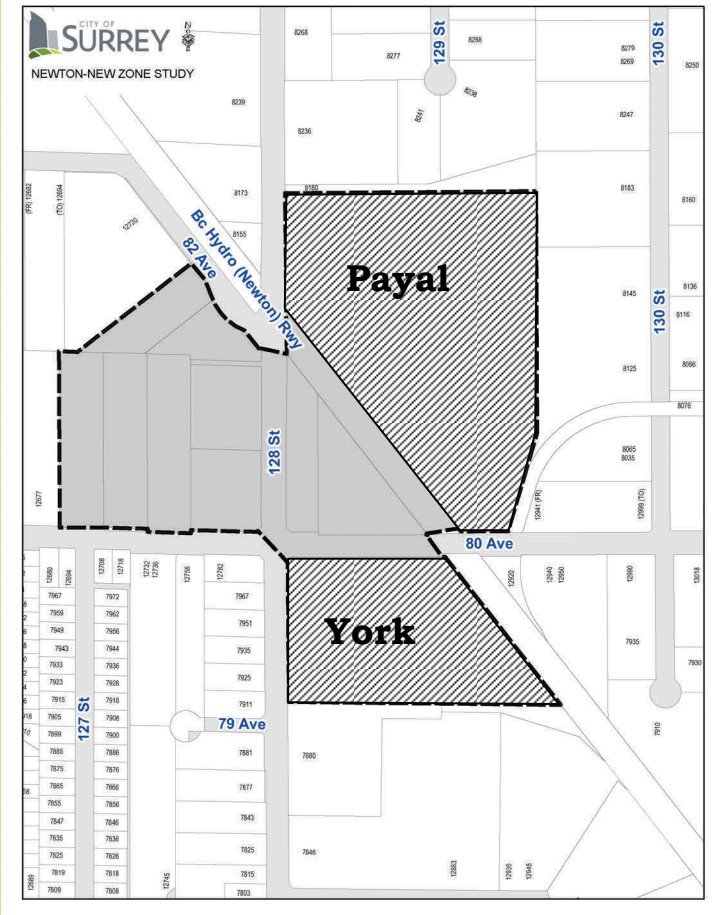
City Boulevard Improvements

The proposed off-site boulevard improvements include relocation of sidewalk, new strip of planting and street trees, and new pedestrian lighting. The estimated value of off-site boulevard improvements along 128 Street and 80 Avenue is approximately $1.2M (2013 estimate).

Payal Business Centre and York Business Centre will be required to contribute to the off-site boulevard improvements in the CNCCD when the sites are rezoned to commercial.

The funding formula is for Payal Business Centre and York Business Centre to share the off-site boulevard improvement cost on a per acre basis. Payal Business Centre is 18.4 acres in area and York Business Centre is 9.0 acres. Therefore Payal Business Centre would be responsible for contributing 67% of the cost and York Business Centre is responsible for the remaining 33% of the cost.





LOCATION OF OFF-SITE BOULEVARD IMPROVEMENTS

The off-site boulevard improvements are proposed along 128 Street and 80 Avenue, as shown below.