

NO: R089

COUNCIL DATE: May 27, 2024

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **May 21, 2024**

FROM: **General Manager, Planning & Development** FILE: **3900-20**
General Manager, Engineering (OCP & Zoning By-law)

SUBJECT: **Designation of Transit-Oriented Areas and Changes to Off-Street Parking Requirements Related to Provincial Housing Legislation**

RECOMMENDATION

The Planning & Development Department and the Engineering Department recommend that Council:

1. Receive this report for information;
2. Authorize staff to bring forward bylaw amendments to *Surrey Official Community Plan Bylaw, 2014, No. 18020*, as documented in Appendix “I”, to designate Transit-Oriented Areas and introduce associated density and height provisions;
3. Authorize staff to bring forward bylaw amendments to *Surrey Zoning By-law, 1993, No. 12000*, as documented in Appendix “II”, to revise residential off-street parking requirements within designated Transit-Oriented Areas; and
4. Direct staff to notify the Minister of Transportation and Infrastructure upon the final adoption of the bylaw designating Transit-Oriented Areas.

INTENT

The intent of this report is to bring forward the amendments to *Surrey Official Community Plan Bylaw, 2014, No. 18020* (the “OCP”) and *Surrey Zoning By-law, 1993, No. 12000* (the “Zoning By-law”) needed to comply with provincial housing legislation, specifically the *Housing Statutes (Transit-Oriented Areas) Amendment Act*. The bylaw amendments include the designation of Transit-Oriented Areas (“TOAs”) within Surrey, along with associated density and height provisions and changes to residential off-street parking requirements in TOAs.

BACKGROUND

The legislation introducing TOAs is part of a suite of housing legislation enacted by the Provincial government on November 30, 2023 to enhance the supply and affordability of housing in communities throughout British Columbia. These legislative changes and the City’s proposed implementation approach was previously summarized for Council in Corporate Report No. Ro44; 2024.

The report identified several short-term actions needed to satisfy the Province’s legislated requirements which come into force on June 30, 2024. These actions include bylaw amendments to implement TOAs as discussed in this report. Other short-term actions relating to small-scale multi-unit housing are forthcoming.

DISCUSSION

The TOAs framework is a strategic approach to urban development that focuses on creating denser and more complete communities around transit hubs. TOAs are areas within 800 metres of a SkyTrain station or 400 metres of a bus exchange within which higher, transit-supportive densities are mandated.

Designation of Transit-Oriented Areas

In addition to identifying the extent of TOAs, the legislation prescribes “minimum allowable densities and heights” that apply to residentially zoned properties within TOAs. This refers to the minimum densities and heights that must be allowed by the City (although greater densities and heights may be established). This does not equate to a minimum density or height that must be constructed, as an owner may choose to develop to a lower density or height.

For clarity, Council may not reject an application solely on the basis of density and/or height where the proposed density and height comply with (i.e., do not exceed) the prescribed values; however, applicable city bylaws and federal and provincial statutes may have a limiting effect on development and there may be instances where an individual site cannot achieve all the allowable density or height.

For the purposes of establishing minimum densities and heights, TOAs are divided into multiple “tiers” as prescribed by the legislation. The following tiers and minimum allowable densities and heights are established for SkyTrain station TOAs and bus exchange TOAs:

Tier	Distance	Minimum Allowable Density	Minimum Allowable Height
Tier 1	Up to 200 metres from a SkyTrain station	5.0 FAR	20 storeys
Tier 2	From 200 to 400 metres from a SkyTrain station	4.0 FAR	12 storeys
Tier 3	From 400 to 800 metres from a SkyTrain station	3.0 FAR	8 storeys
Tier 4	Up to 200 metres from a bus exchange	4.0 FAR	12 storeys
Tier 5	From 200 to 400 metres from a bus exchange	3.0 FAR	8 storeys

In order to comply with the TOA legislation, local governments are required to designate TOAs by bylaw by June 30, 2024. Staff are proposing amendments to the OCP, specifically the insertion of a new *Transit-Oriented Areas* section, including maps, within the *Land Uses and Densities* section. The proposed OCP amendments are attached as Appendix “I”.

Restrictions to Residential Off-Street Parking Requirements in Transit-Oriented Areas

In addition to changes with respect to density and height, the legislation also restricts local governments’ ability to require residential off-street parking in TOAs. This is intended to support housing affordability by reducing the cost of construction. It is also meant to remove disincentives to using sustainable modes of transportation. Municipalities may still require off-street parking for use by people with disabilities as well as for non-residential uses. With these changes, developers will be relied on to provide sufficient parking based on market demand.

In order to comply with the TOA legislation, local governments are expected to update parking bylaws by June 30, 2024. Staff are proposing amendments to the Zoning By-law, including changes to Part 5 (Off-Street Parking and Loading/Unloading), to provide exemptions from residential off-street parking requirements within TOAs and to remove existing provisions allowing payment-in-lieu of parking within City Centre. Related to this, Map D.1 in Schedule D is proposed to be amended to reflect the current boundary of City Centre. A new Schedule E is also proposed to be inserted to identify TOA locations. The proposed Zoning By-law amendments are attached as Appendix “II”. Existing bylaws that establish the reserve funds for payment-in-lieu of parking will remain in place to regulate deposits of in-stream development applications and until expenditures have been spent.

For in-stream development applications in TOAs that have been granted third reading, any requirements associated with proposed parking reductions, such as payment-in-lieu and provision of transportation demand management measures, will continue to remain conditions of the development application. Should an applicant wish to propose changes to the proposal, the applicant would be required to rescind any readings that have been granted and re-introduce the proposal to Council.

Legal Services Review

Legal Services has reviewed this report.

CONCLUSION

The designation of Transit-Oriented Areas and the elimination of residential off-street parking requirements within such areas is required by June 30, 2024 to comply with provincial housing legislation. It is advisable that Council approve the recommendations of this report, which would authorize staff to undertake the necessary bylaw amendments to the OCP and the Zoning By-law.

Original signed by

Don Luymes
General Manager, Planning & Development

Appendix “I” Proposed OCP Bylaw Amendments
Appendix “II” Proposed Zoning By-law Amendments

Original signed by

Scott Neuman, P.Eng.
General Manager, Engineering

**Proposed Amendments to
*Surrey Official Community Plan Bylaw, 2014, No. 18020, as amended***

The following amendments are proposed to *Surrey Official Community Plan Bylaw, 2014, No. 18020, as amended*:

Land Uses and Densities Section

1. Following the second paragraph after the “Secondary Plans” heading, insert a new heading entitled “Transit-Oriented Areas”, followed by a new paragraph as follows:

“Transit-Oriented Areas (TOAs) have been designated to comply with Provincial requirements. Sites within TOAs are subject to the provisions outlined on pages 60 through 60.19.”

2. Following “Table 7a: Land Use Designation Exceptions”, insert a new section entitled “Transit-Oriented Areas”, as shown in Attachment “A”.

1 TRANSIT-ORIENTED AREAS

1.1 The *Local Government Act* requires municipalities to designate Transit-Oriented Areas (TOAs) around existing and planned transit stations. TOAs are areas within a prescribed distance of a transit station, within which minimum allowable densities and heights are applicable. The *Local Government Transit-Oriented Areas Regulation* prescribes the applicable transit stations as well as distances that define the geographic extent of TOAs and classes of land within TOAs, called tiers. The regulation also establishes minimum allowable densities and heights within TOAs and associated applicability criteria. Unless otherwise provided in relation to Transit-Oriented Areas under this Part of the Official Community Plan, the definitions in the *Local Government Act* and regulations thereunder apply to this Part.

2 TRANSIT STATIONS

2.1 Transit-Oriented Areas are designated for the following twelve SkyTrain stations:

- (a) **Scott Road Station** located above the Scott Road on-ramp to King George Boulevard north of 110 Avenue (see Figure 16a);
- (b) **Gateway Station** located on the east side of University Drive at 108 Avenue (see Figure 16b);
- (c) **Surrey Central Station** located on the west side of City Parkway between 102 Avenue and Central Avenue (see Figure 16c);
- (d) **King George Station** located at 9904 King George Boulevard (see Figure 16d);
- (e) **Green Timbers Station** located at the northeast corner of Fraser Highway and 140 Street (see Figure 16e);
- (f) **152 Street Station** located at the northwest corner of Fraser Highway and 152 Street (see Figure 16f);
- (g) **Fleetwood Station** located at the northeast corner of Fraser Highway and 160 Street (see Figure 16g);
- (h) **Bakerview-166 Street Station** located at the northwest corner of Fraser Highway and 166 Street (see Figure 16h);
- (i) **Hillcrest-184 Street Station** located at the northwest corner of Fraser Highway and 184 Street (see Figure 16i);
- (j) **Clayton Station** located on the north side of Fraser Highway between 189 Street and 191A Street (see Figure 16j);
- (k) **Willowbrook Station** located at the northeast corner of Fraser Highway and 196 Street in the City of Langley (see Figure 16k); and

(l) **Columbia Station** located at 425 Columbia Street in the City of New Westminster (see Figure 16l).

2.2 Transit-Oriented Areas are designated for the following three bus exchanges:

(a) **Guildford Mall Exchange** located on 104 Avenue between 150 Street and 152 Street (see Figure 16m);

(b) **Newton Exchange** located at 13736 72 Avenue (see Figure 16n); and

(c) **Scottsdale Exchange** located at 7414 120 Street (see Figure 16o).

3 EXTENT OF TRANSIT-ORIENTED AREAS

3.1 For the purpose of defining TOAs, the *Local Government Transit-Oriented Areas Regulation* prescribes the following distances which apply according to the type of transit station:

(a) 800 metres for a SkyTrain station; and

(b) 400 metres for a bus exchange.

3.2 For each transit station, a TOA encompasses those areas within the prescribed distance of the transit station. The prescribed distance is measured horizontally from the coordinates identified for each transit station in the regulation.

3.3 Where the boundary of a TOA bisects a lot, the lot is deemed to be wholly within the TOA.

4 TRANSIT-ORIENTED AREA TIERS

4.1 For the purpose of setting minimum allowable densities and heights within TOAs, multiple classes of land, called tiers, are established within TOAs, according to the type of transit station and the distance from the transit station. Minimum densities and heights vary between tiers as described in Section 5 below.

4.2 For SkyTrain stations, three tiers are established as follows:

(a) Tier 1, encompassing lands up to 200 metres from the SkyTrain station;

(b) Tier 2, encompassing lands more than 200 metres and up to 400 metres from the SkyTrain station; and

(c) Tier 3, encompassing lands more than 400 metres and up to 800 metres from the SkyTrain station.

4.3 For bus exchanges, two tiers are established as follows:

(a) Tier 4, encompassing lands up to 200 metres from the bus exchange; and

(b) Tier 5, encompassing lands more than 200 metres and up to 400 metres from the bus exchange.

- 4.4 Where a lot falls within more than one tier, the tier allowing the greatest density and height (of the relevant tiers) applies to that lot.
- 4.5 Where a lot falls within different tiers with respect to more than one TOA, the tier allowing the greatest density and height (of the relevant tiers) applies. This may occur where TOAs overlap or are near one another.

5 MINIMUM ALLOWABLE DENSITY FRAMEWORK

- 5.1 The Minimum Allowable Density Framework (MD Framework) establishes minimum densities and heights that must be allowed, subject to Section 6.2, in relation to land within a TOA that is zoned to permit a residential use (either standalone or combined with other uses). The MD Framework applies on the basis of each lot's zoning classification as of the date of the designation of a relevant TOA. The figures on pages 60.5 to 60.19 reflect zoning classifications prior to the introduction of a bylaw amending the Official Community Plan to insert this Transit-Oriented Areas section. The figures may not reflect any subsequent Zoning Bylaw amendments granted final adoption prior to final adoption of the Official Community Plan amendment bylaw. The status of a lot with respect to the MD Framework should be confirmed with the City of Surrey Planning & Development Department.
- 5.2 The minimum allowable density is expressed as a Floor Area Ratio (FAR), as defined in the Zoning Bylaw, which represents the ratio of a building's gross floor area to the area of the lot on which the building is constructed. The minimum allowable height is expressed in terms of the number of storeys (i.e. floors) wholly or partly above ground. According to the MD Framework, municipalities must not reject projects on the basis of density where the proposed density is up to the minimum allowable density or on the basis of height where the proposed height is up to the minimum allowable height. The following minimum allowable densities and heights, subject to Section 6.2, are established for Tiers 1 through 5:

Tier	Minimum Allowable Density	Minimum Allowable Height
Tier 1	5.0 FAR	20 storeys
Tier 2	4.0 FAR	12 storeys
Tier 3	3.0 FAR	8 storeys
Tier 4	4.0 FAR	12 storeys
Tier 5	3.0 FAR	8 storeys

- 5.3 The MD Framework applies in conjunction with applicable land use designations in the Official Community Plan and approved secondary plans. The minimum allowable density is inclusive of all uses and tenures which may be permitted or required by such land use designations. For clarity, the minimum density that must be allowed within a TOA may be required to be comprised of specific uses including, without limitation, residential, commercial, office, and

institutional uses. Each specific use may also be allocated a density of use. In addition, all or a portion of a residential use may be required as rental.

- 5.4 Within TOAs where a land use designation in the Official Community Plan or approved secondary plan allows for a level of density or height below the minimum allowable density and height, as specified in Section 5.2, the latter prevails, subject to Section 6.2.
- 5.5 Within TOAs, where an approved secondary plan supports residential uses on a lot not zoned to permit such uses, and where a rezoning application consistent with the secondary plan is proposed, the MD Framework applies, subject to Section 6.2. In such event, an update to the applicable TOA map is not required. Instead, TOA maps will be updated on a periodic basis to reflect any such rezoning applications that are approved.
- 5.6 For the purposes of Capital Project Contributions, as set out in Schedule G of the Zoning Bylaw, the density permitted by a land use designation in the Official Community Plan or approved secondary plan remains the density up to which the Capital Project Contribution applies. For the purposes of Community Specific Capital Project Contributions, also as set out in Schedule G of the Zoning Bylaw, the density permitted by a land use designation in the Official Community Plan or approved secondary plan remains the density above which the Community Specific Capital Project Contribution applies. For clarity, the minimum allowable density, as specified in Section 5.2, does not impact the calculation of community amenity contributions.

6 EXEMPTIONS AND LIMITATIONS

- 6.1 As described above, the MD Framework applies to land within a TOA that is zoned to permit a residential use. However, a lot zoned to permit a residential use that is ancillary to an agricultural or industrial use and where no other residential use is permitted is exempt from the MD Framework.
- 6.2 The MD Framework within a TOA is subject to the following:
 - (a) Compliance with all Federal legislation, as amended, including without limitation, the *Fisheries Act* and the *Railway Safety Act*, and regulations under those Acts;
 - (b) Compliance with all Provincial legislation, as amended, including without limitation, the *Local Government Act*, the *Community Charter*, the *Land Title Act*, the *Riparian Areas Protection Act*, the *Transportation Act*, the *Railway Act*, the *British Columbia Railway Act*, and the *Agricultural Land Commission Act*, and regulations under those Acts;
 - (c) Compliance with all City of Surrey bylaws, policies, and regulations, as amended, including without limitation, the Official Community Plan Bylaw, Hazard Lands Development Permit Guidelines, Sensitive Ecosystem Development Permit Guidelines, the Surrey Zoning Bylaw, the Surrey Subdivision and Development Bylaw, the Surrey Sign Bylaw, the Surrey Building Bylaw, and the Surrey Tree Protection Bylaw;
 - (d) Compliance with subdivision requirements of the Approving Officer;

- (e) Compliance with heritage designation bylaws and heritage revitalization agreements except that a heritage designation bylaw adopted by December 7, 2023 may not restrict or prohibit small housing density; and
- (f) Compliance with statutory and restrictive covenants registered in the Land Title Office in favour of the City.

Figure 16a: Scott Road Station Transit-Oriented Area

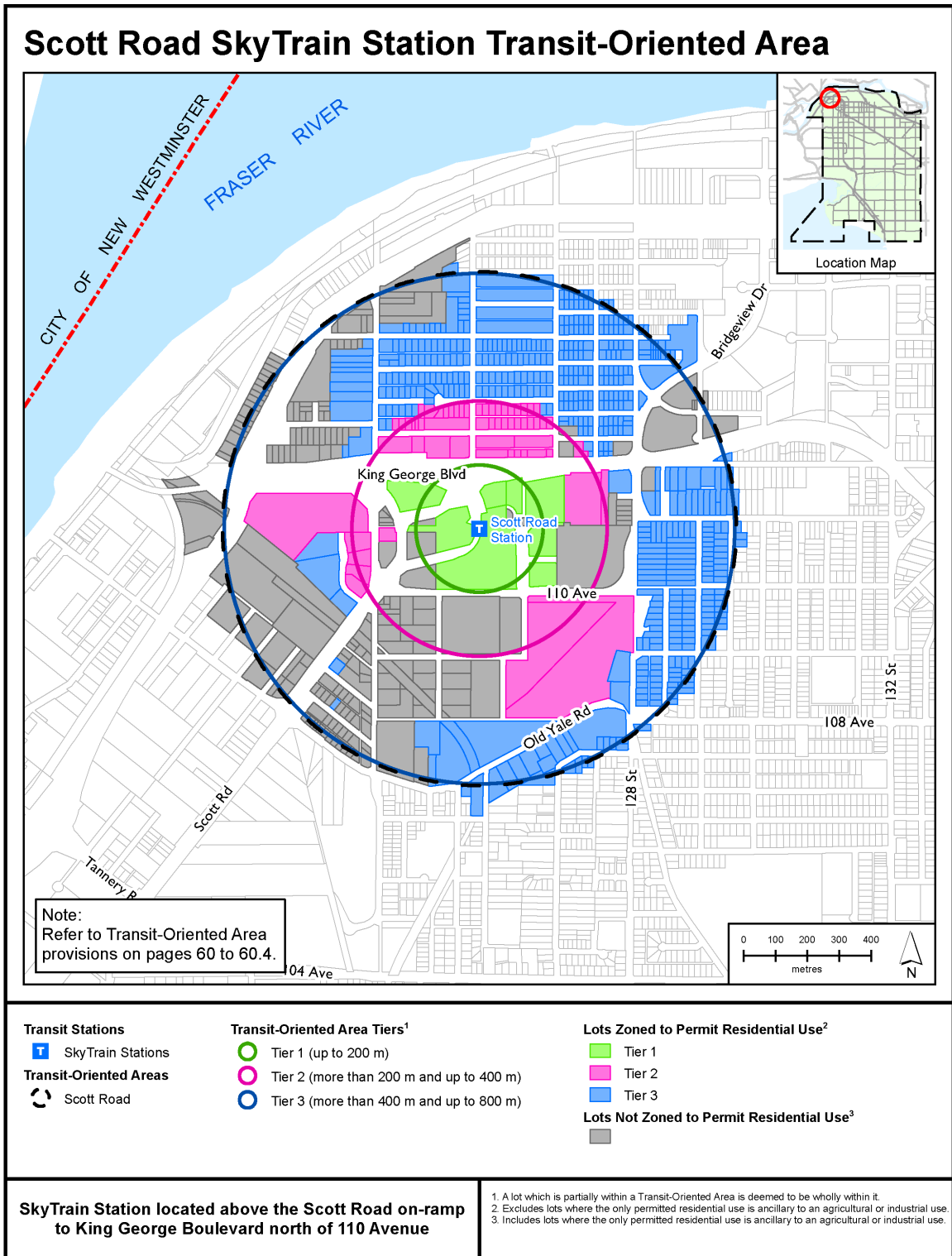


Figure 16b: Gateway Station Transit-Oriented Area

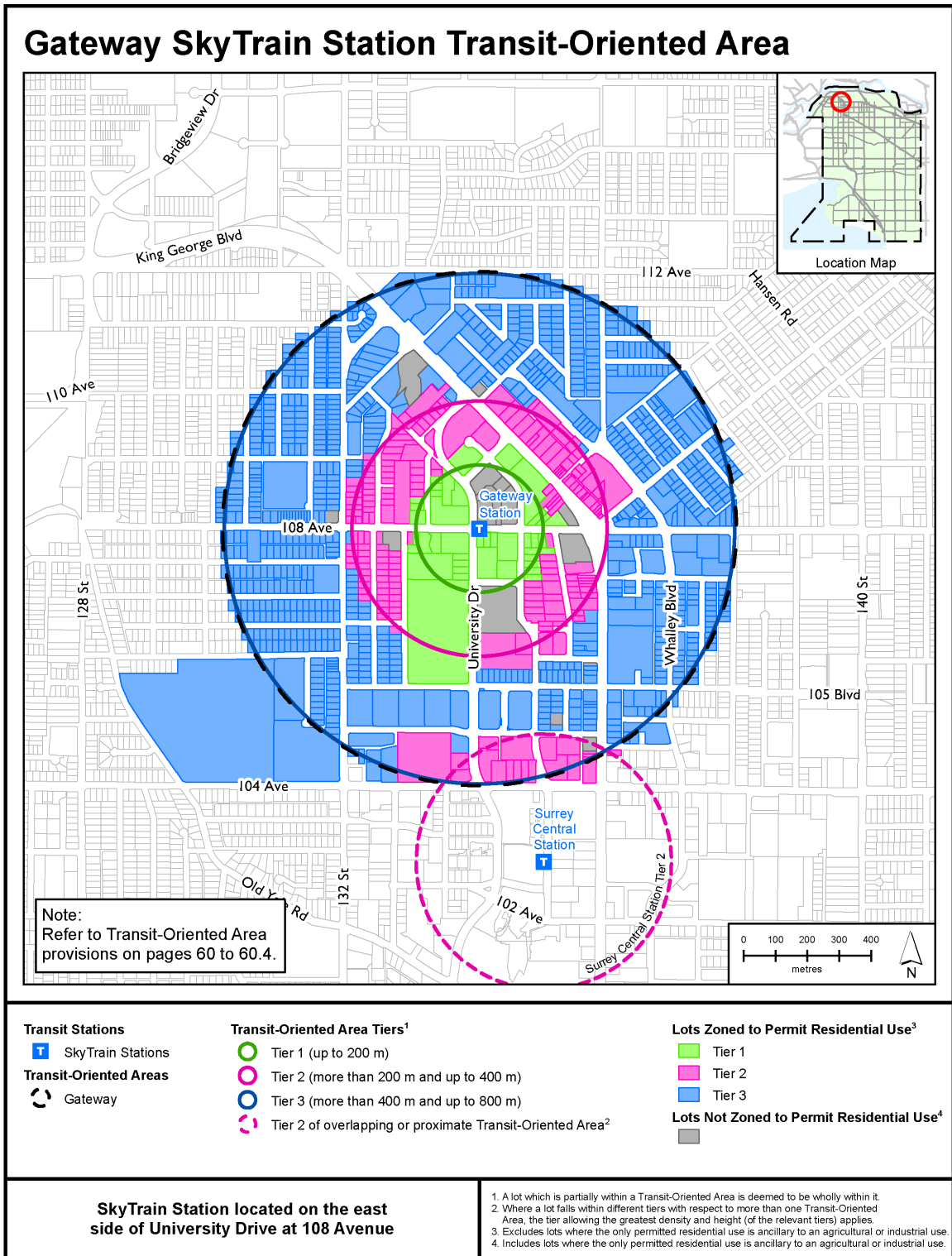


Figure 16c: Surrey Central Station Transit-Oriented Area

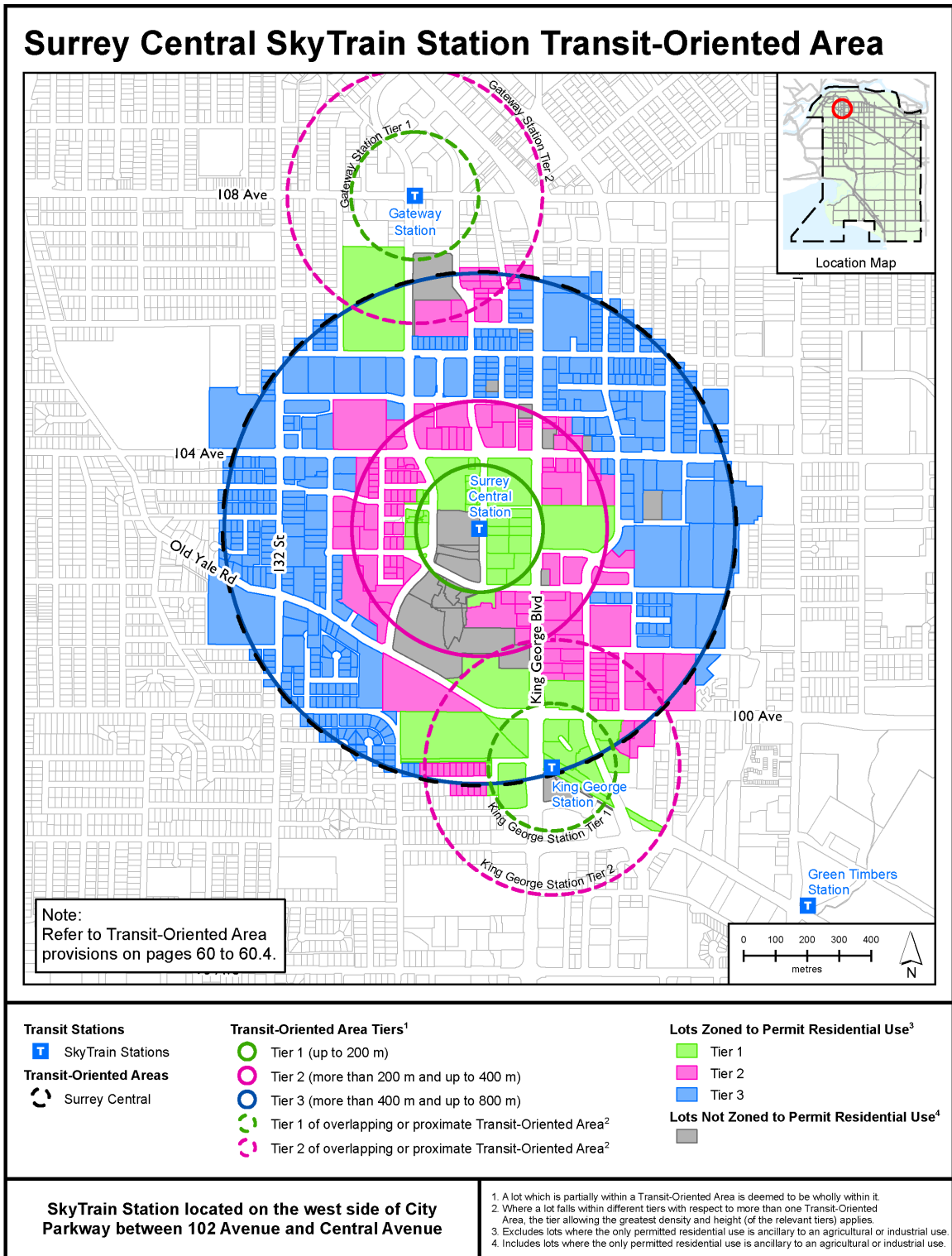


Figure 16d: King George Station Transit-Oriented Area

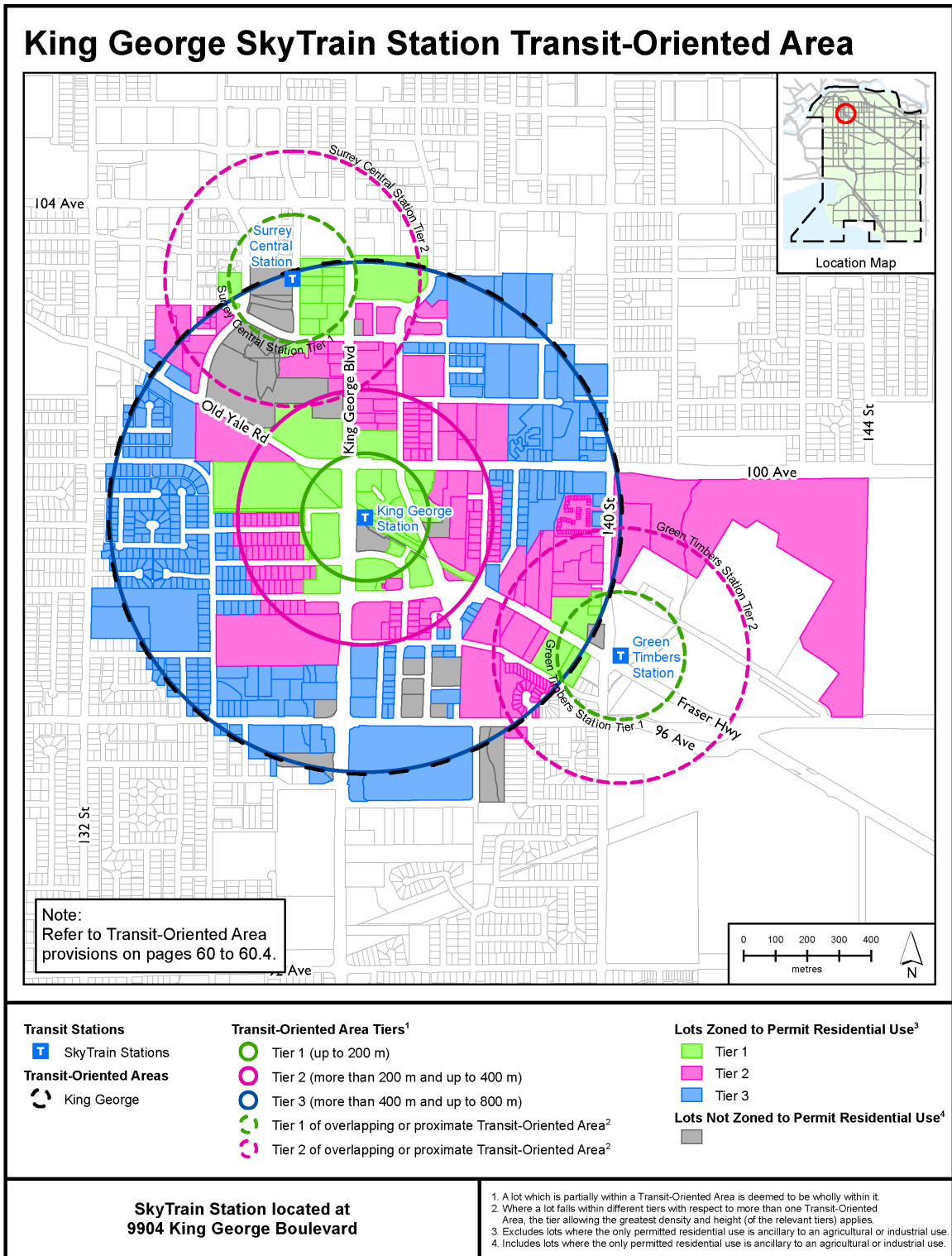


Figure 16e: Green Timbers Station Transit-Oriented Area

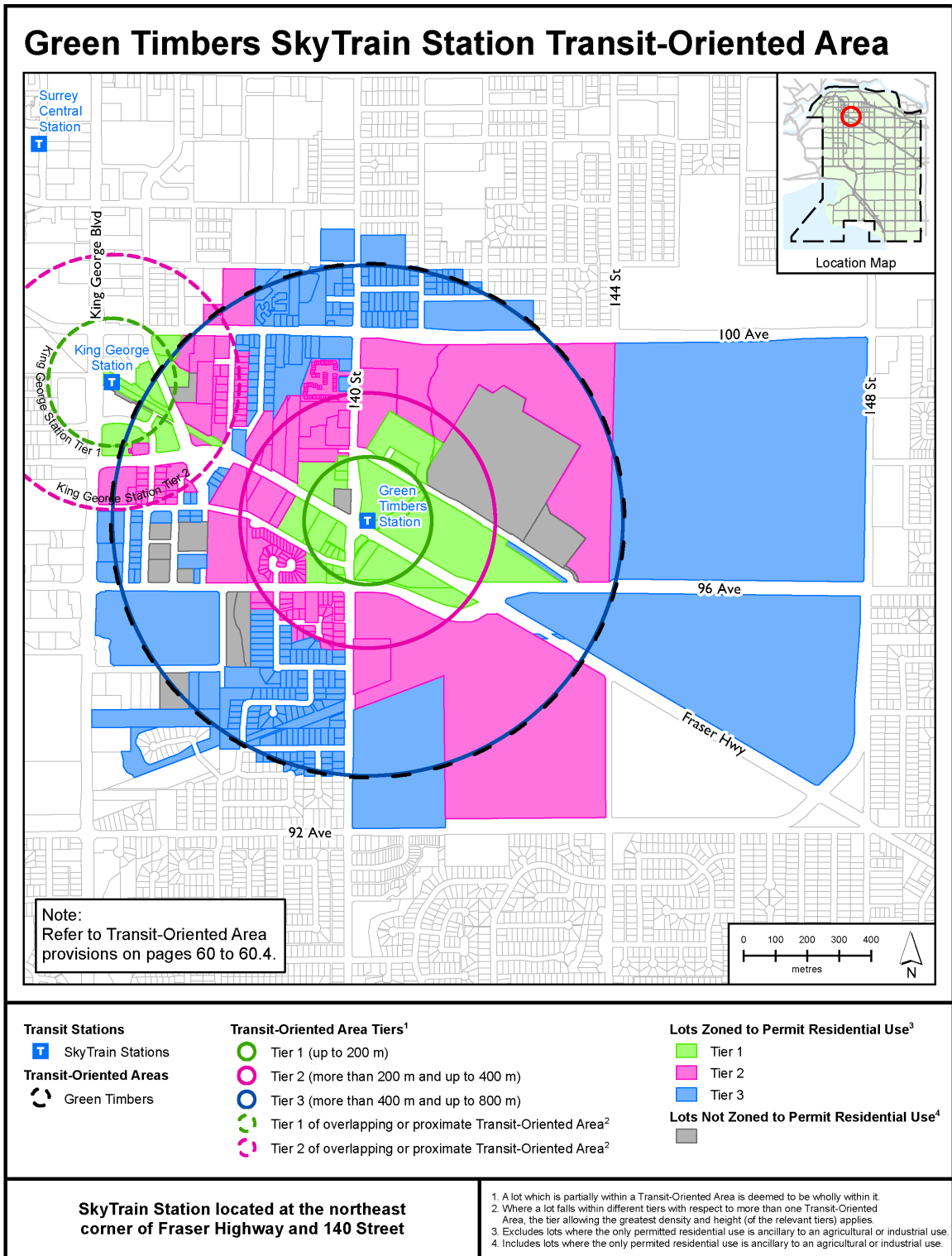


Figure 16f: 152 Street Station Transit-Oriented Area

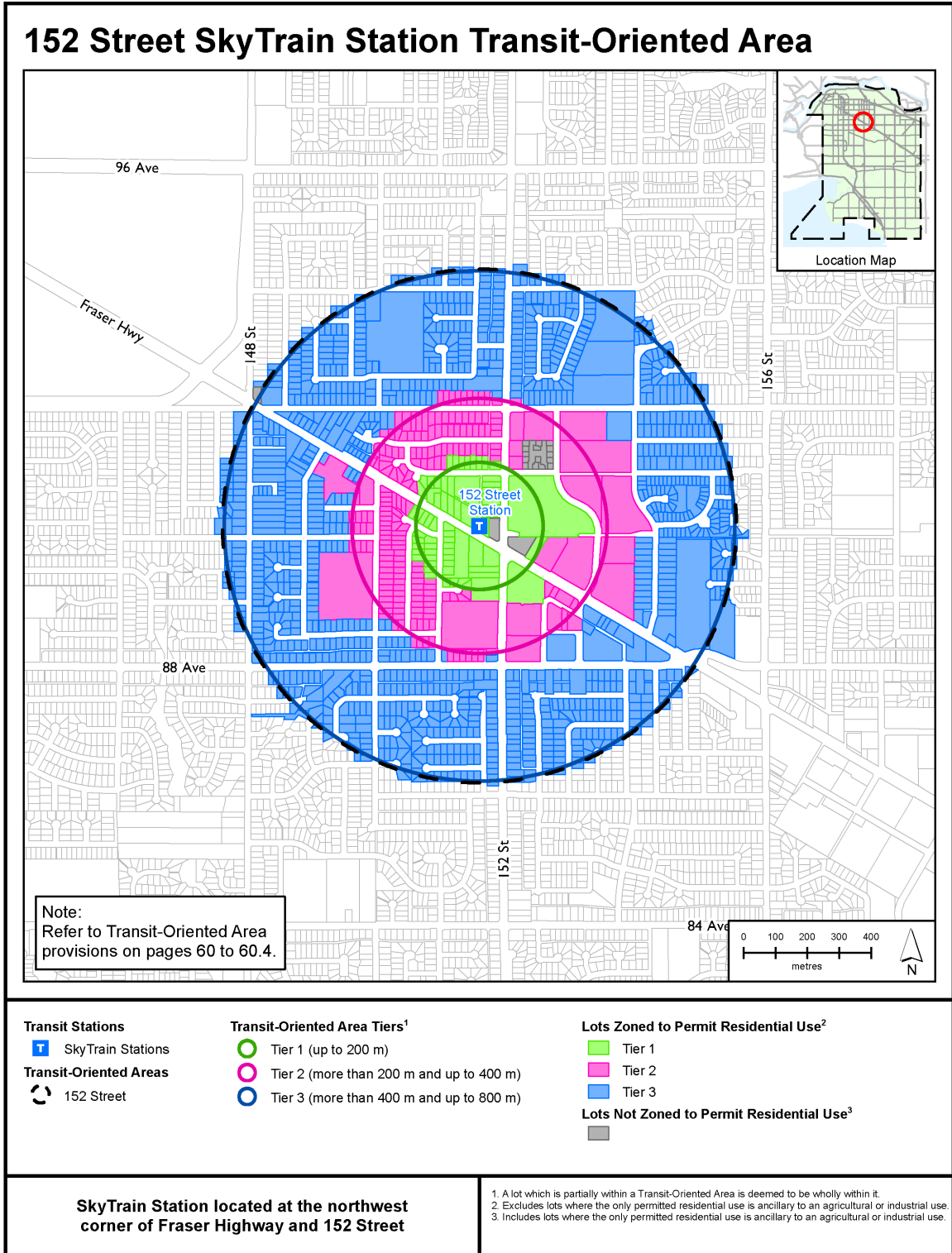


Figure 16g: Fleetwood Station Transit-Oriented Area

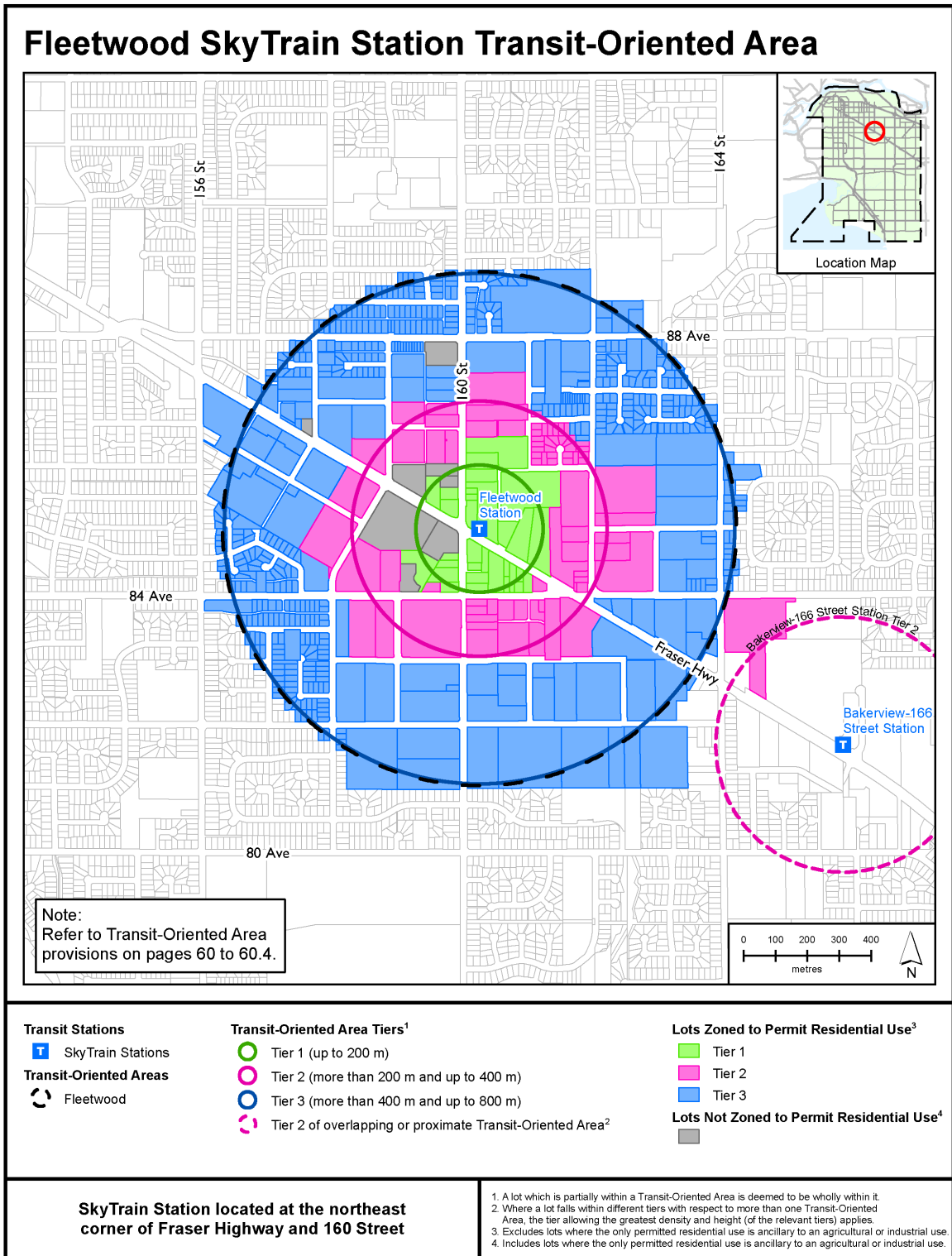


Figure 16h: Bakerview-166 Street Station Transit-Oriented Area

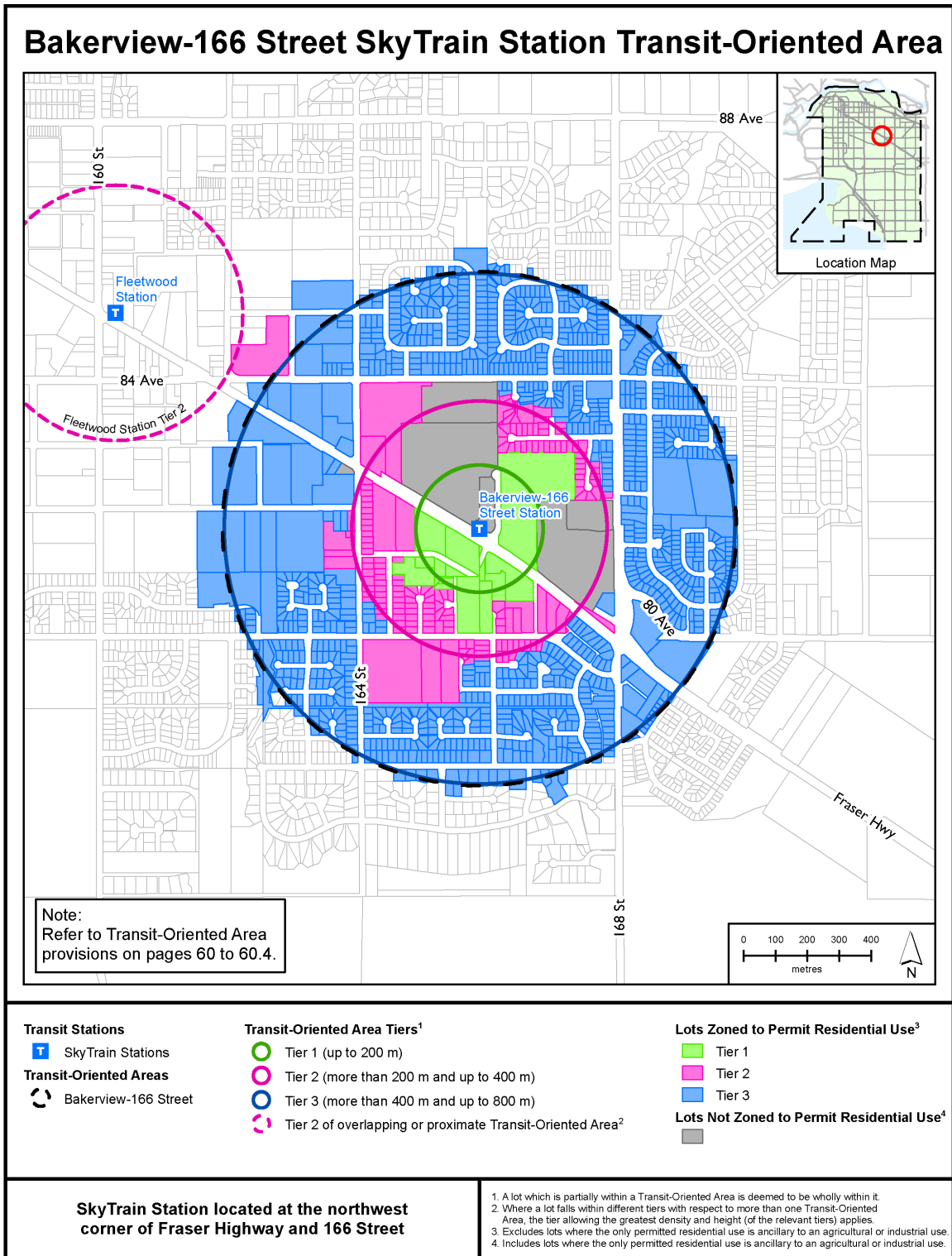


Figure 16i: Hillcrest-184 Street Station Transit-Oriented Area

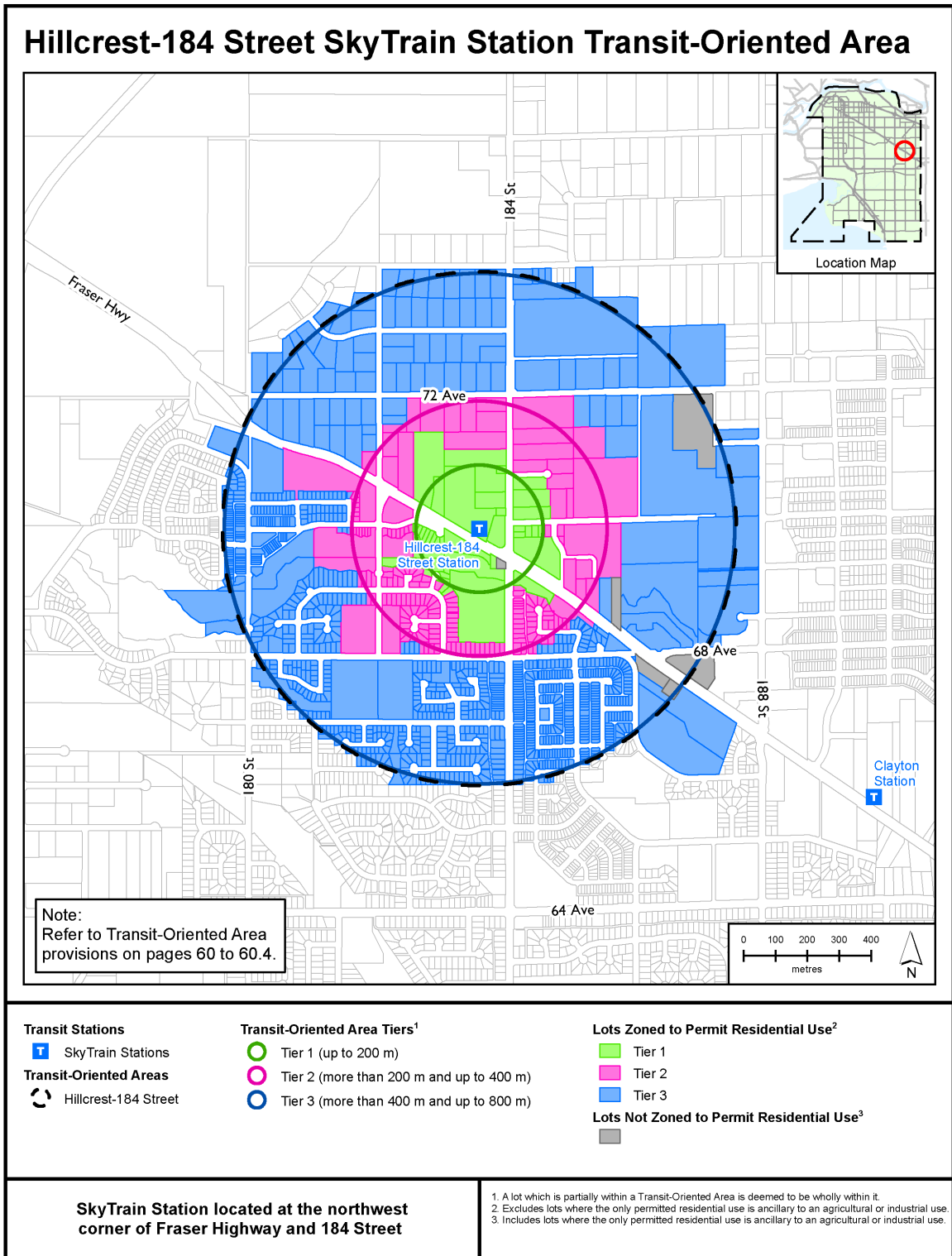


Figure 16j: Clayton Station Transit-Oriented Area

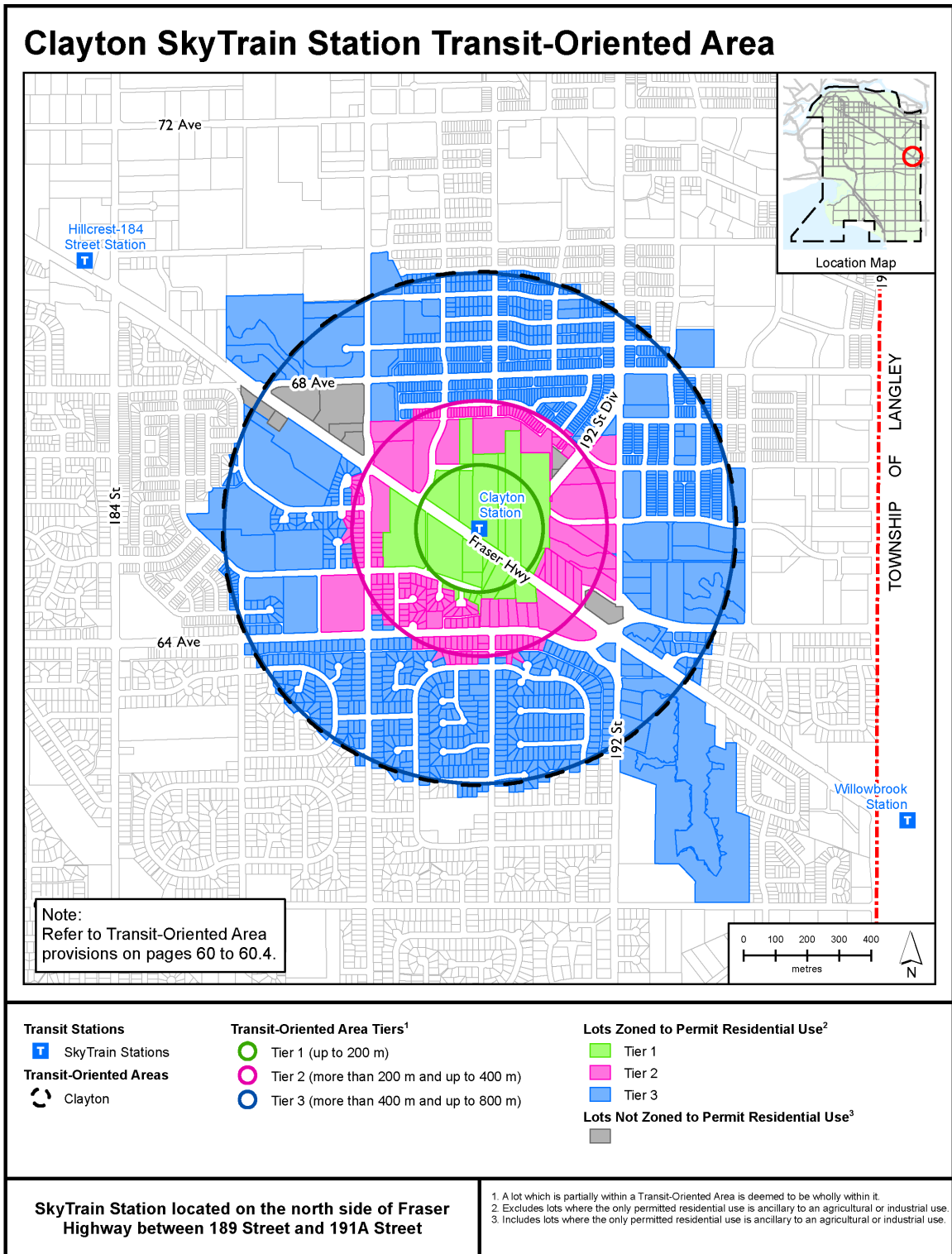


Figure 16k: Willowbrook Station Transit-Oriented Area

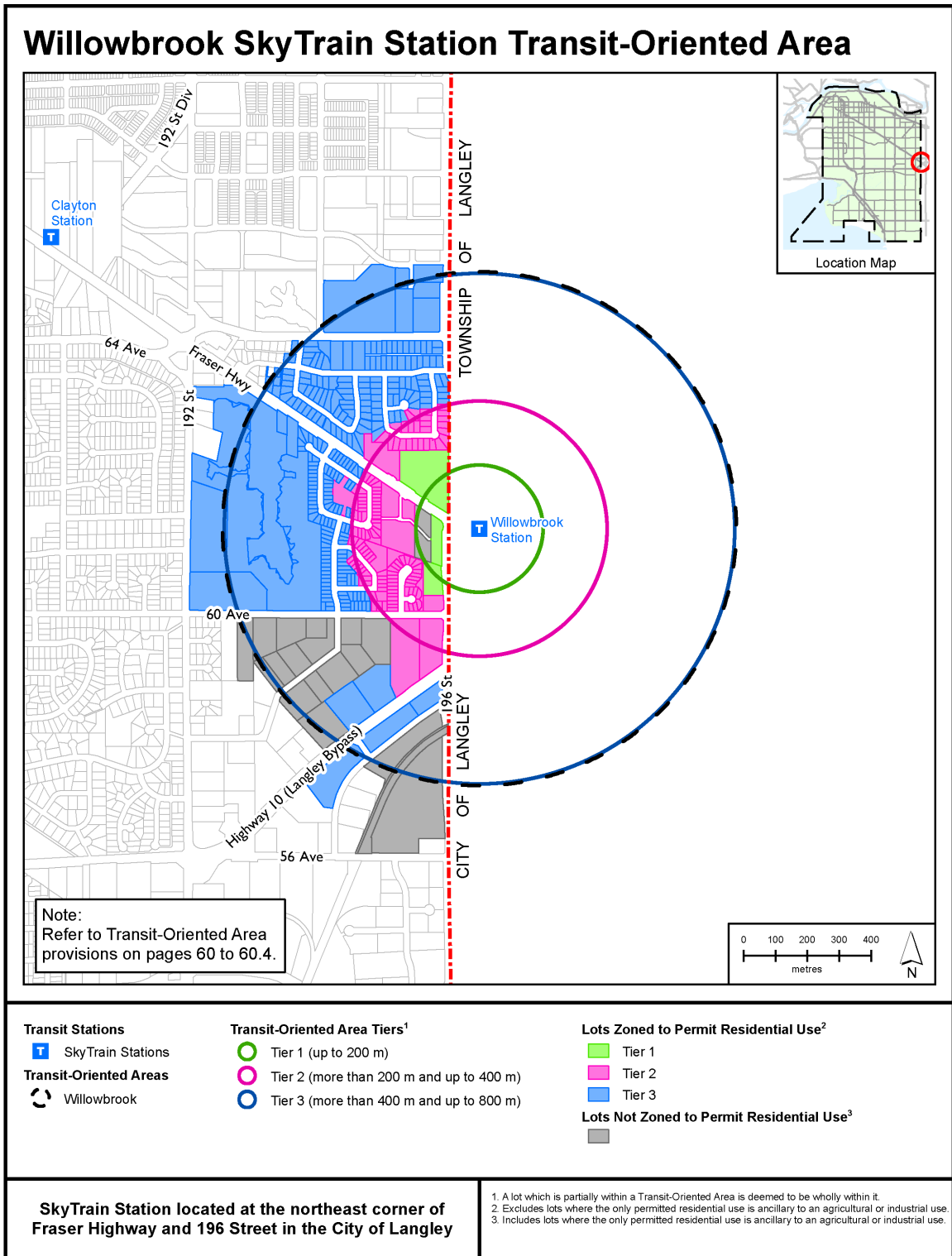


Figure 16l: Columbia Station Transit-Oriented Area

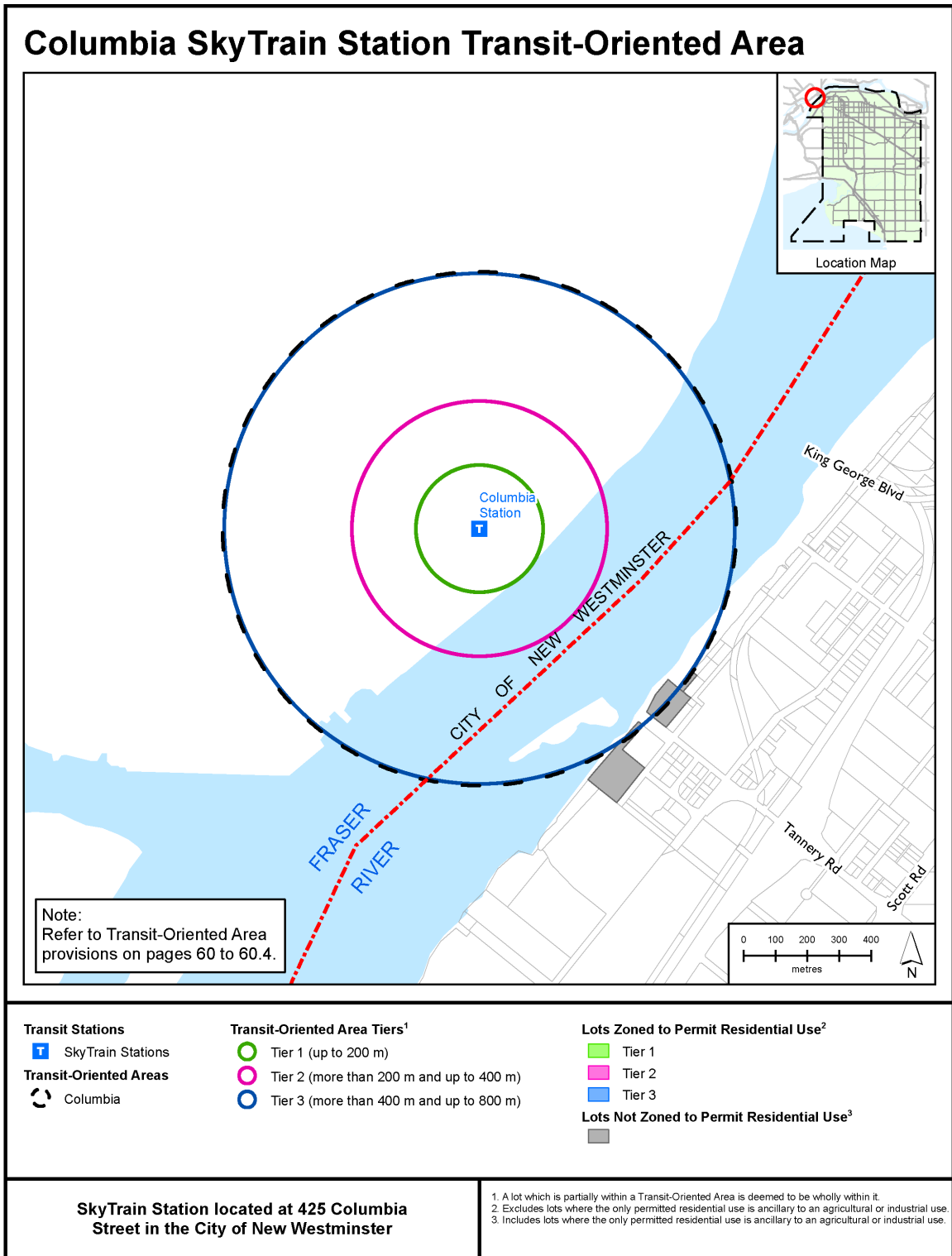


Figure 16m: Guildford Mall Exchange Transit-Oriented Area

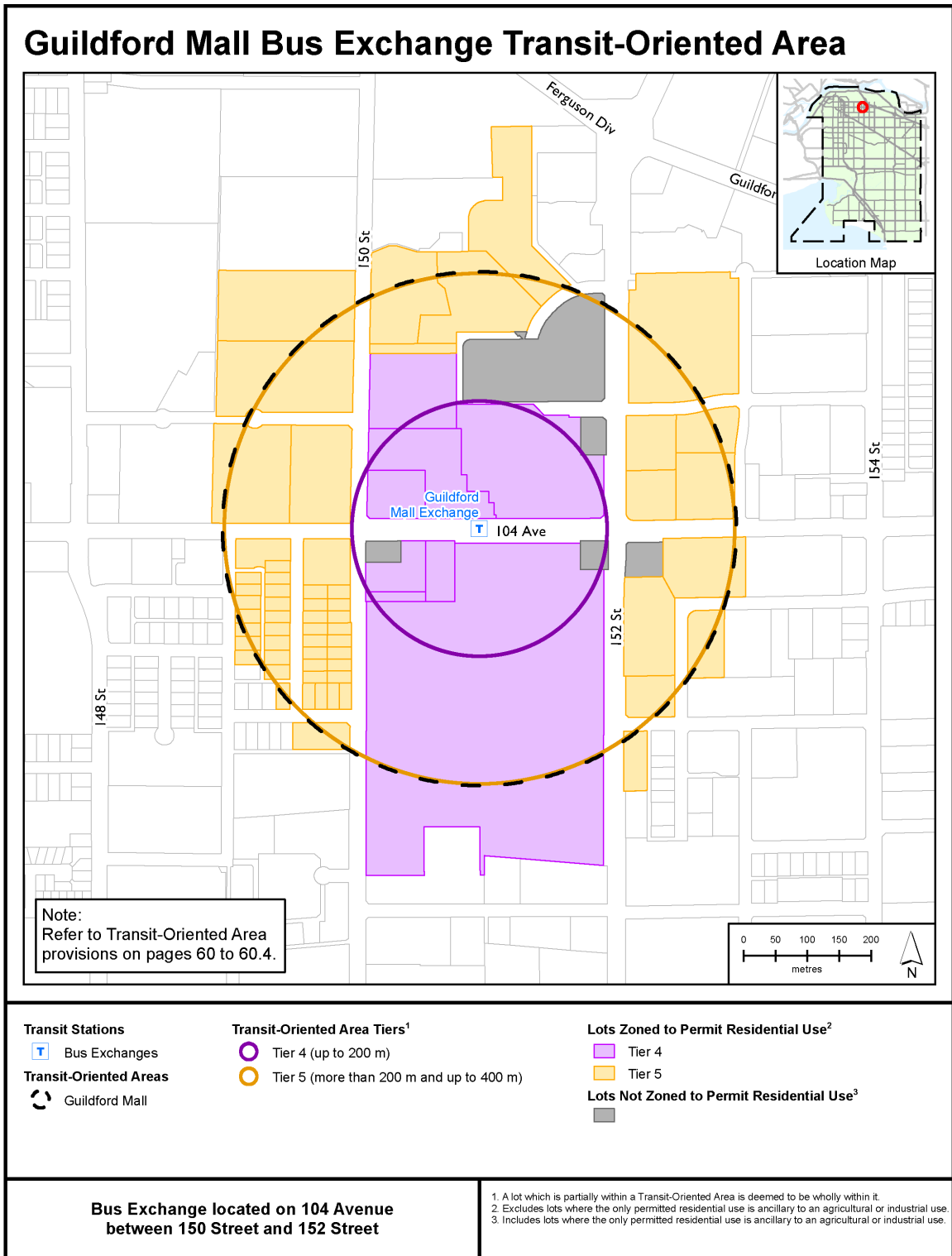


Figure 16n: Newton Exchange Transit-Oriented Area

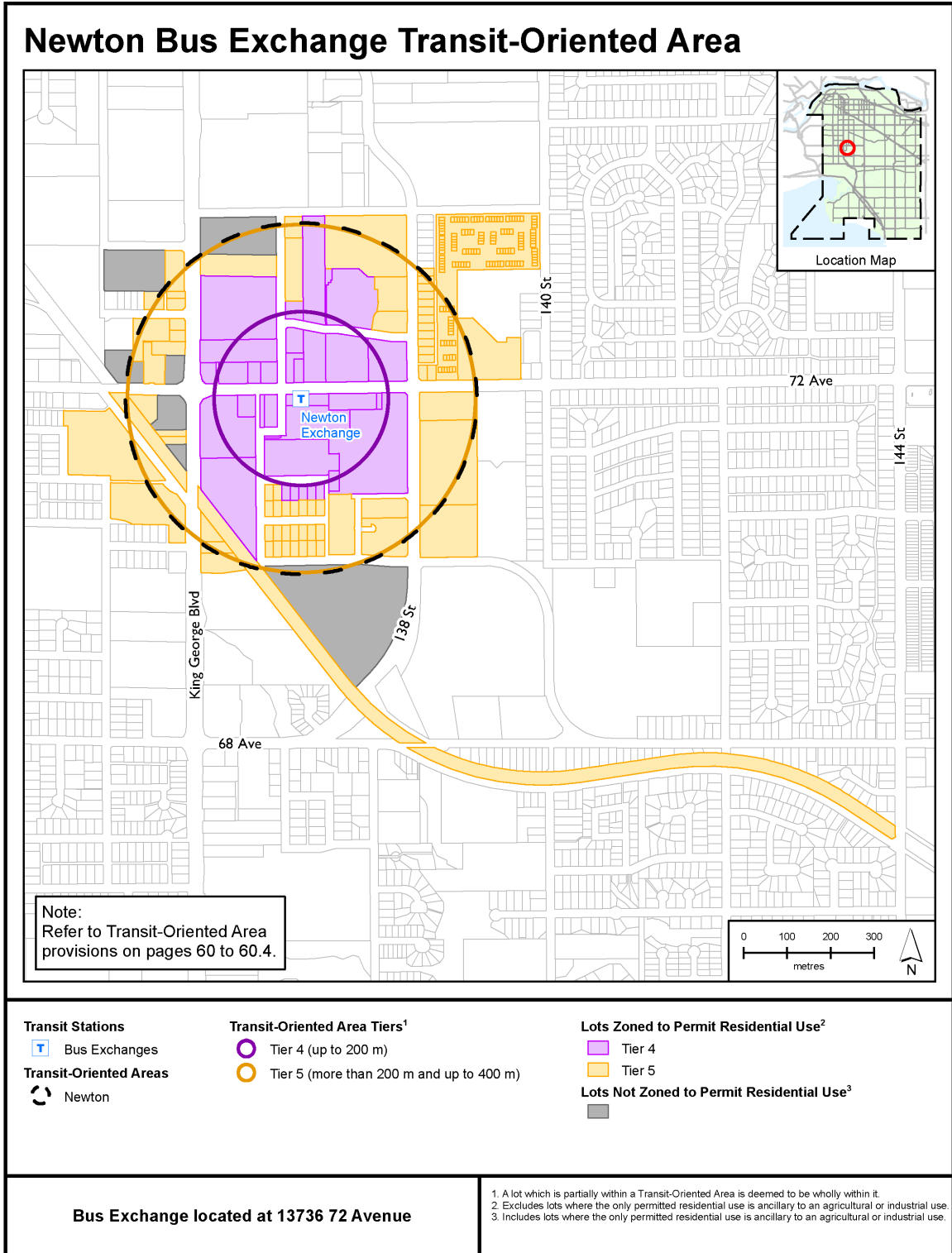
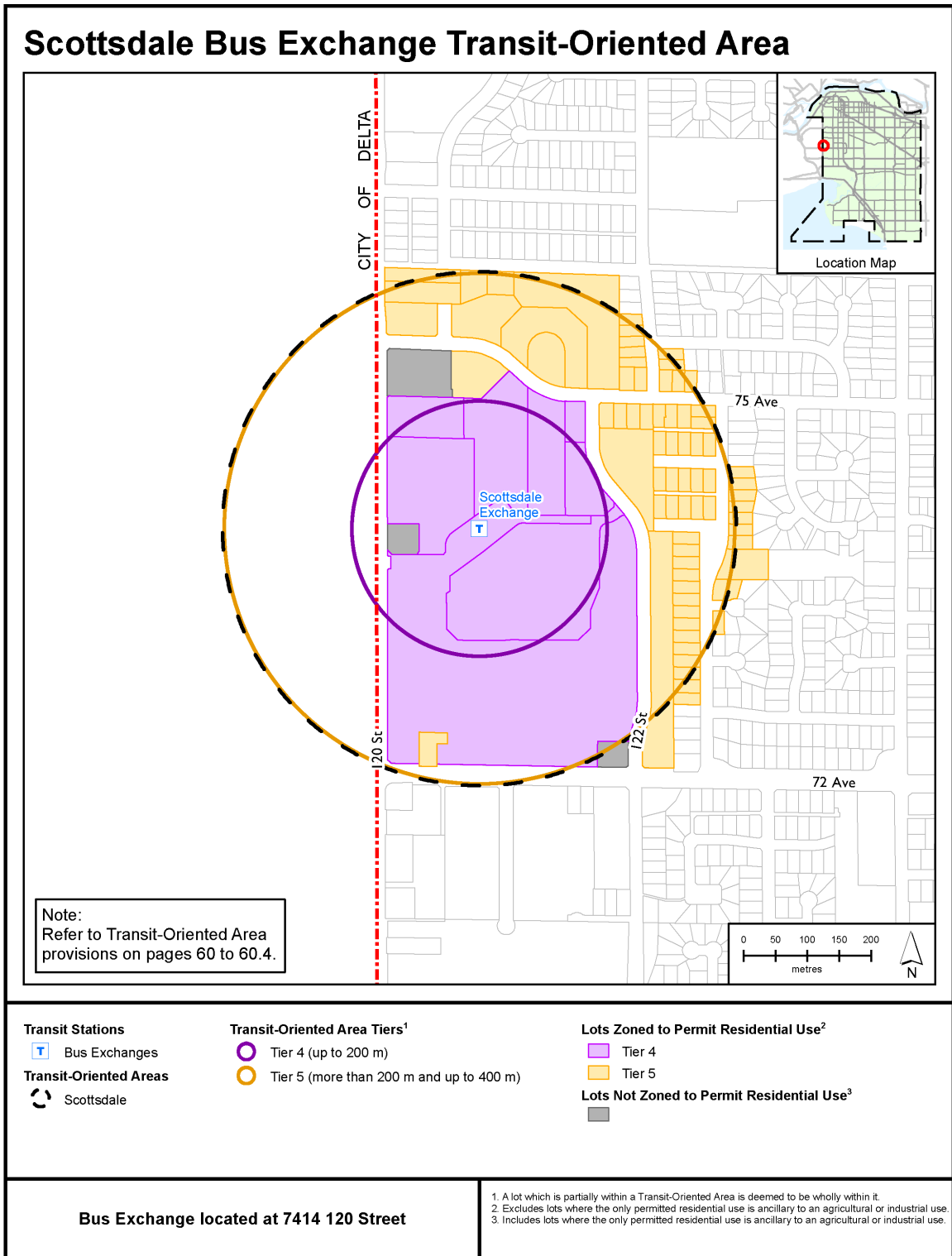


Figure 16o: Scottsdale Exchange Transit-Oriented Area



APPENDIX “II”

Proposed Amendments to *Surrey Zoning By-law, 1993, No. 12000, as amended*

The following amendments are proposed to Surrey Zoning By-law, 1993, No. 12000, as amended:

AMENDMENTS TO PART 1 DEFINITIONS

1. Transit-Oriented Area

Insert a new definition, “Transit-Oriented Area”, as follows:

“Transit-Oriented Area

means an area within a prescribed distance from a transit station specified in Schedule E of this Bylaw.”

AMENDMENTS TO PART 4 GENERAL PROVISIONS

1. Schedules

Insert a new Sub-section “A.6. Schedules”, after Sub-section A.5 as follows:

“6. Schedules

The following schedules are attached to and form part of this Bylaw:

- (a) Schedule A – Zoning Maps
- (b) Schedule B – 200-Year Floodplain Map
- (c) Schedule C – Height of Free-Standing Sign Map (Deleted: BL 13657)
- (d) Schedule D – Maps of the City Centre and Town Centres
- (e) Schedule E – Transit-Oriented Areas
- (f) Schedule F – Map of Neighbourhood Concept Plan and Infill Areas
(Deleted: BL 19995)
- (g) Schedule G – Community Amenity Contributions
- (h) Schedule H – Location of Semiahmoo Trail
- (i) Schedule I – Vulnerable Aquifers Map
- (j) Schedule J – Transitional Provisions
- (k) Schedule K –Secondary Suites in CD Zones”

AMENDMENTS TO PART 5 OFF-STREET PARKING AND LOADING/UNLOADING

1. Payment In-Lieu of Parking

Delete Sub-section C.3 in its entirety.

2. Number of Required Off-Street Parking Spaces

Insert a new Sub-section D.1(e) after D.1(d) as follows:

“(e) Without limitation, the *parking spaces* requirements for *Transit-Oriented Areas* are specified in Table D.1.”

3. **Number of Accessible Parking Spaces**

Amend Sub-sections D.3(a) and D.3(b), as follows:

- Replace all instances of the word “required” with the word “provided”.

Amend Sub-section D.3(b), as follows:

- Replace the “.” with “;”.

Amend Sub-section D.3(d), as follows:

- Delete the word “and”.

Amend Sub-section D.3(e), as follows:

- Replace the “.” with “; and”.

Insert a new Sub-section D.3(f), after D.3(e) as follows:

“(f) Despite Sub-sections D.3(a) and D.3(b), in *Transit-Oriented Areas* specified in Schedule E, a minimum of 1 accessible *parking space* is required, or 0.05 *parking spaces per dwelling unit*, whichever is greater.”

4. **Table D.1: Required Number of Off-Street Parking and Bicycle Spaces**

Insert a new Column in the “*Multiple Unit Residential Dwelling GROUND-ORIENTED*” Column under “**Except:** in City Centre (Schedule D, Map D.1) with *underground parking*” as follows:

Except: In <i>Transit-Oriented Areas</i> (Schedule E)	No minimum <i>parking spaces per dwelling unit</i> except for accessible <i>parking spaces</i> in Part 5 Sub-section D.3(f)	6 visitor <i>bicycle spaces per multiple unit residential building</i>
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Insert a new Column in the “*Multiple Unit Residential Dwelling NON-GROUND-ORIENTED*” Column under “**Except:** in City Centre (Schedule D, Map D.1) with *underground parking*” as follows:

Except: In <i>Transit-Oriented Areas</i> (Schedule E)	No minimum <i>parking spaces</i> per <i>dwelling unit</i> except for accessible <i>parking spaces</i> in Part 5 Sub-section D.3(f)	6 visitor <i>bicycle spaces</i> per <i>multiple unit residential building</i> ; plus 1.2 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per <i>dwelling unit</i>
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Insert a new Column in the “*Multiple Unit Residential Building GROUND-ORIENTED and NON-GROUND-ORIENTED with housing agreement for rental and underground parking*” Column under “**Except:** in City Centre (Schedule D, Map D.1)” as follows:

Except: In <i>Transit Oriented Areas</i> (Schedule E).	No minimum <i>parking spaces</i> per <i>dwelling unit</i> except for accessible <i>parking spaces</i> in Part 5 Sub-section D.3(f)	6 visitor <i>bicycle spaces</i> per <i>multiple unit residential building</i> ; plus 1.2 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per <i>dwelling unit</i>
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5. **Required Bicycle Spaces**

Amend Sub-section E.5, as follows:

- Replace the words “is required to have” with the word “provides”.

AMENDMENTS TO SCHEDULES

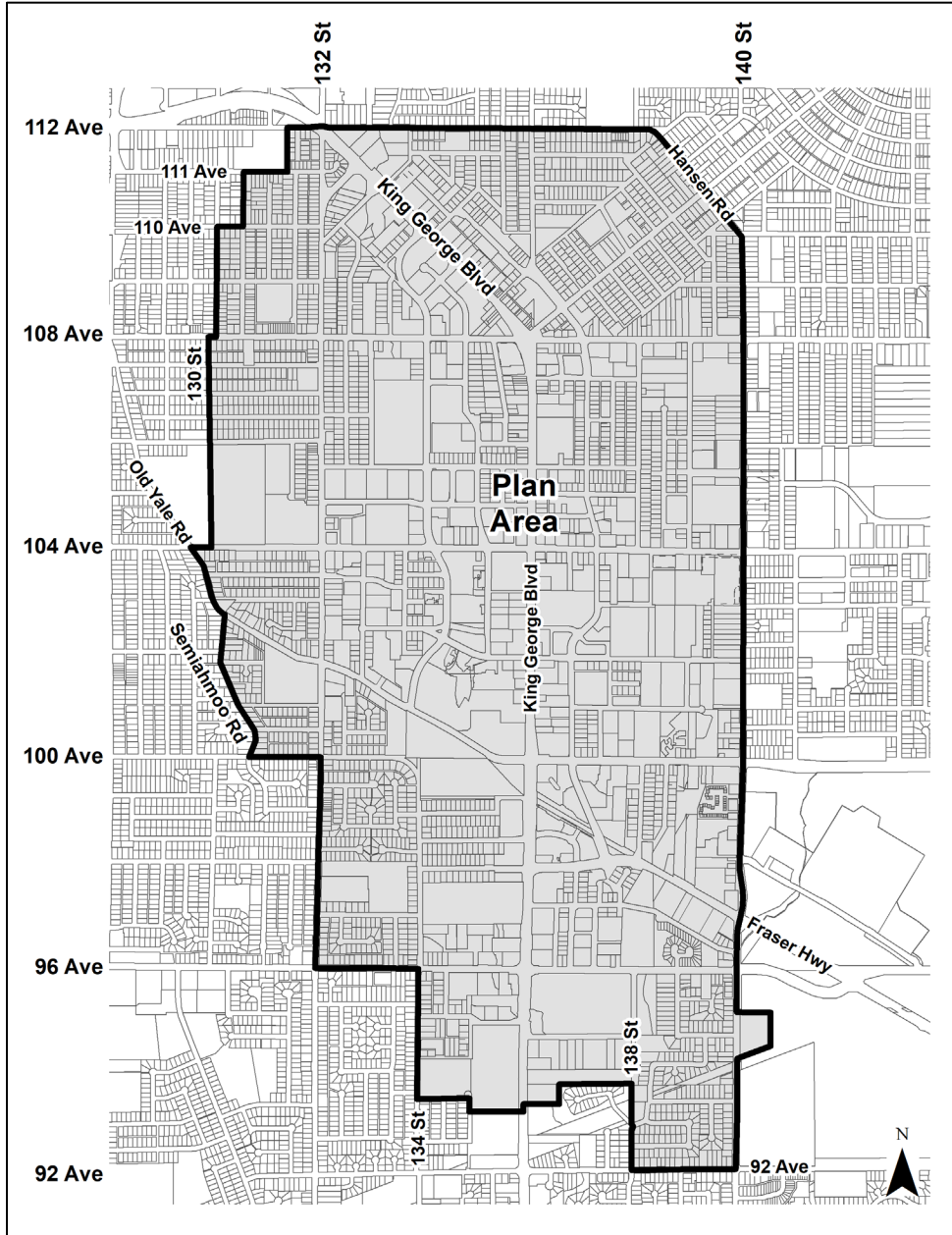
1. **Schedule D**

Delete Map D.1 – City Centre and replace it with a new Map D.1 – City Centre, as shown in Attachment “A”.

2. **Schedule E**

Replace Schedule E “Lots Regulated Under By-law No. 5942” in its entirety, with a new Schedule E “Transit-Oriented Areas” as shown in Attachment “B”.

Map D.1 – City Centre



Schedule E Transit-Oriented Areas

Schedule E Transit-Oriented Areas	SCH E
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The *Local Government Act* requires municipalities to designate Transit-Oriented Areas (TOAs) around existing and planned transit stations. TOAs are areas within a prescribed distance of a transit station. The Local Government Transit-Oriented Areas Regulation prescribes the applicable transit stations as well as distances that define the geographic extent of TOAs. The regulation also prescribes off-street parking within TOAs and other provisions.

A. TRANSIT STATIONS

1. *Transit-Oriented Areas* are designated for the following twelve SkyTrain stations:
 - (a) **Scott Road Station** located above the Scott Road on-ramp to King George Boulevard north of 110 Avenue (see D.1 of this Schedule E);
 - (b) **Gateway Station** located on the east side of University Drive at 108 Avenue (see D.2 of this Schedule E);
 - (c) **Surrey Central Station** located on the west side of City Parkway between 102 Avenue and Central Avenue (see D.3 of this Schedule E);
 - (d) **King George Station** located at 9904 King George Boulevard (see D.4 of this Schedule E);
 - (e) **Green Timbers Station** located at the northeast corner of Fraser Highway and 140 Street (see D.5 of this Schedule E);
 - (f) **152 Street Station** located at the northwest corner of Fraser Highway and 152 Street (see D.6 of this Schedule E);
 - (g) **Fleetwood Station** located at the northeast corner of Fraser Highway and 160 Street (see D.7 of this Schedule E);
 - (h) **Bakerview-166 Street Station** located at the northwest corner of Fraser Highway and 166 Street (see D.8 of this Schedule E);
 - (i) **Hillcrest-184 Street Station** located at the northwest corner of Fraser Highway and 184 Street (see D.9 of this Schedule E);

- (j) **Clayton Station** located on the north side of Fraser Highway between 189 Street and 191A Street (see D.10 of this Schedule E);
- (k) **Willowbrook Station** located at the northeast corner of Fraser Highway and 196 Street in the City of Langley (see D.11 of this Schedule E); and
- (l) **Columbia Station** located at 425 Columbia Street in the City of New Westminster (see D.12 of this Schedule E).

2. *Transit-Oriented Areas* are designated for the following three bus exchanges:

- (a) **Guildford Mall Exchange** located on 104 Avenue between 150 Street and 152 Street (see D.13 of this Schedule E);
- (b) **Newton Exchange** located at 13736 72 Avenue (see D.14 of this Schedule E); and
- (c) **Scottsdale Exchange** located at 7414 120 Street (see D.15 of this Schedule E).

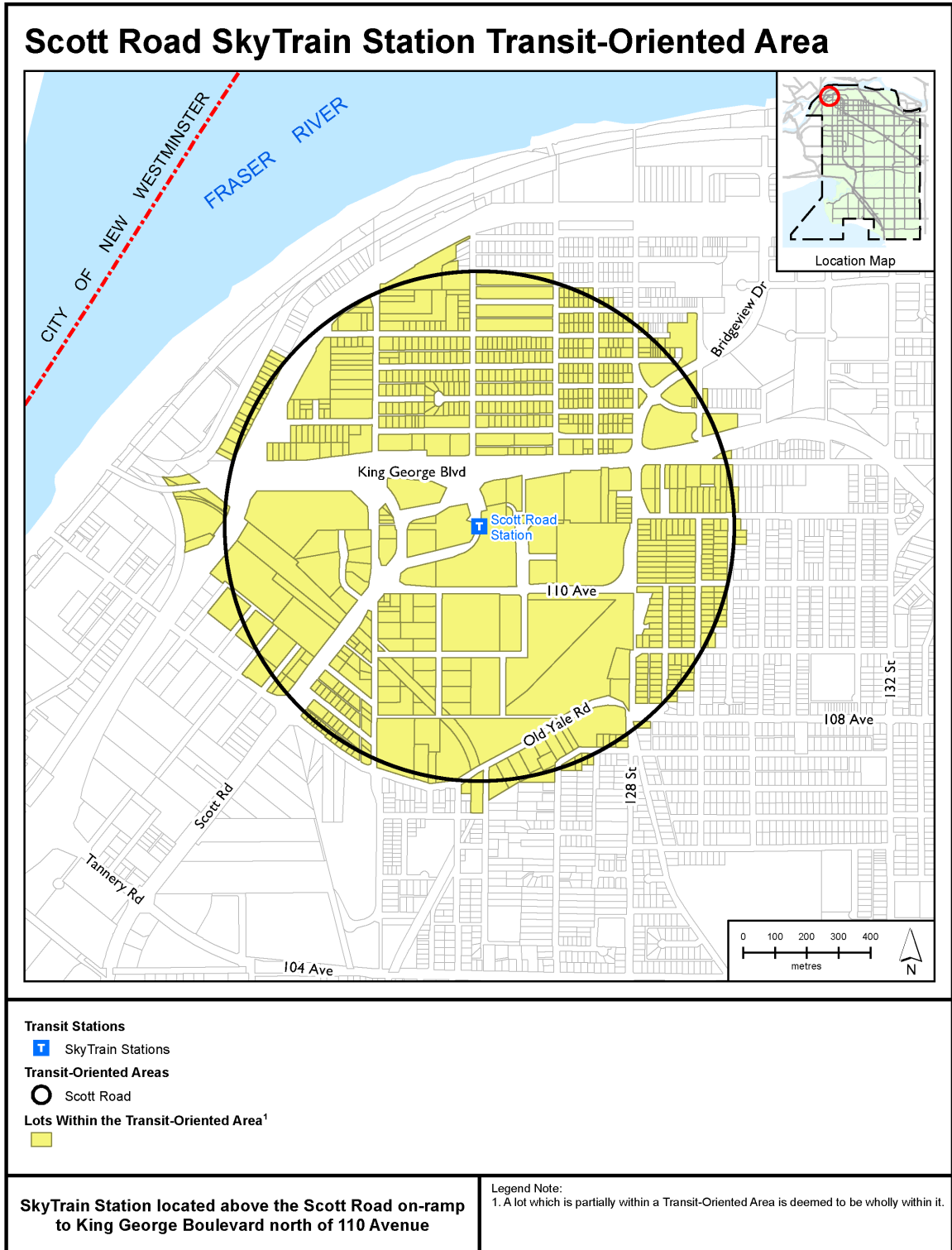
B. EXTENT OF TRANSIT-ORIENTED AREAS

- 1. For the purpose of defining *Transit-Oriented Areas*, the *Local Government Transit-Oriented Areas Regulation* prescribes the following distances which apply according to the type of transit station:
 - (a) 800 metres for a SkyTrain station; and
 - (b) 400 metres for a bus exchange.
- 2. For each transit station, a TOA encompasses those areas within the prescribed distance of the transit station. The prescribed distance is measured horizontally from the coordinates identified for each transit station in the regulation.
- 3. For each transit station, a TOA encompasses those areas within the prescribed distance of the transit station. The prescribed distance is measured horizontally from the coordinates identified for each transit station in the regulation.
- 4. Where the boundary of the TOA bisects a lot, the lot is deemed to be wholly within the TOA.

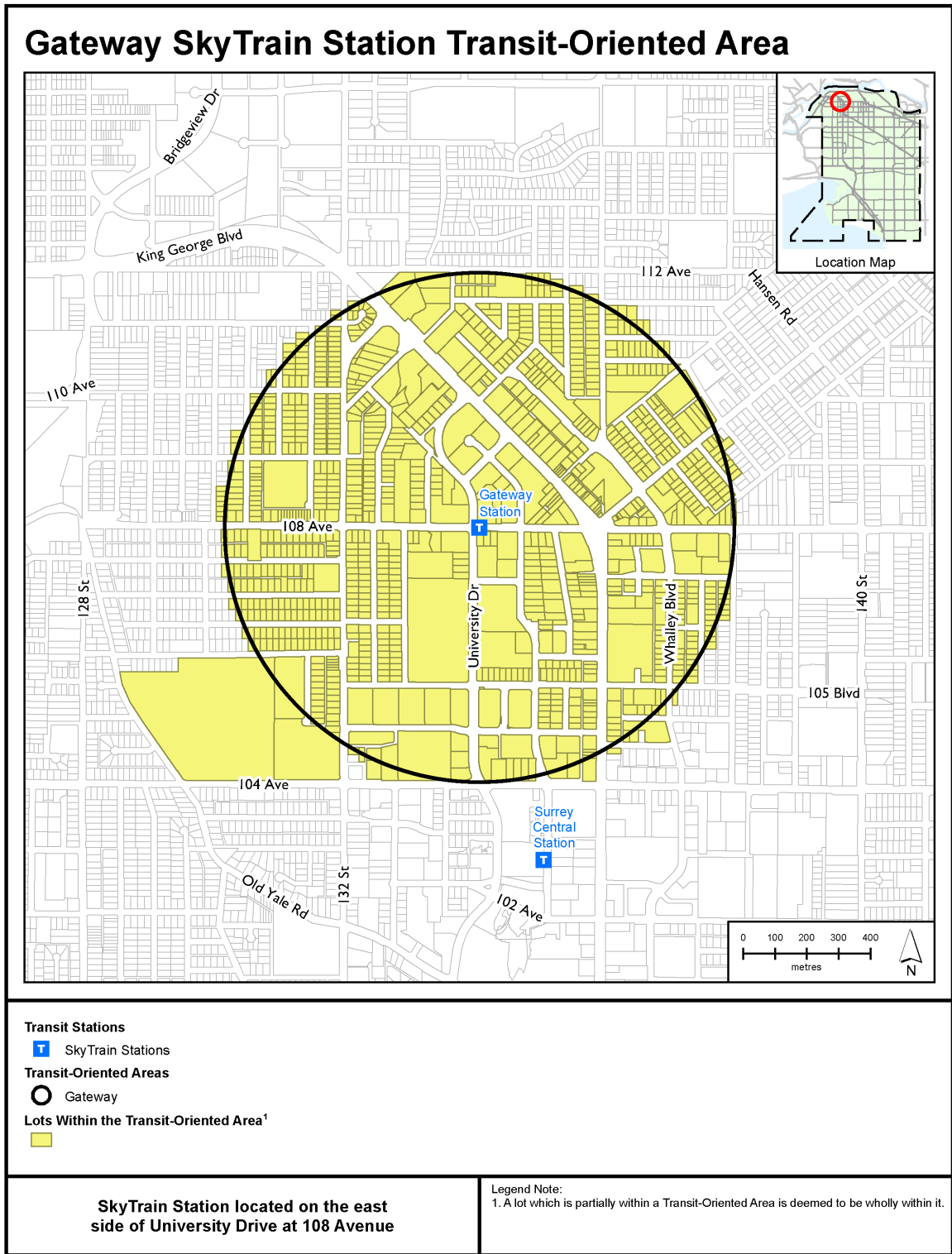
C. TRANSIT-ORIENTED AREAS MAPS

Transit-Oriented Areas maps for the SkyTrain stations and bus exchanges, are specified in Section D.1 to D.15, of this Schedule E.

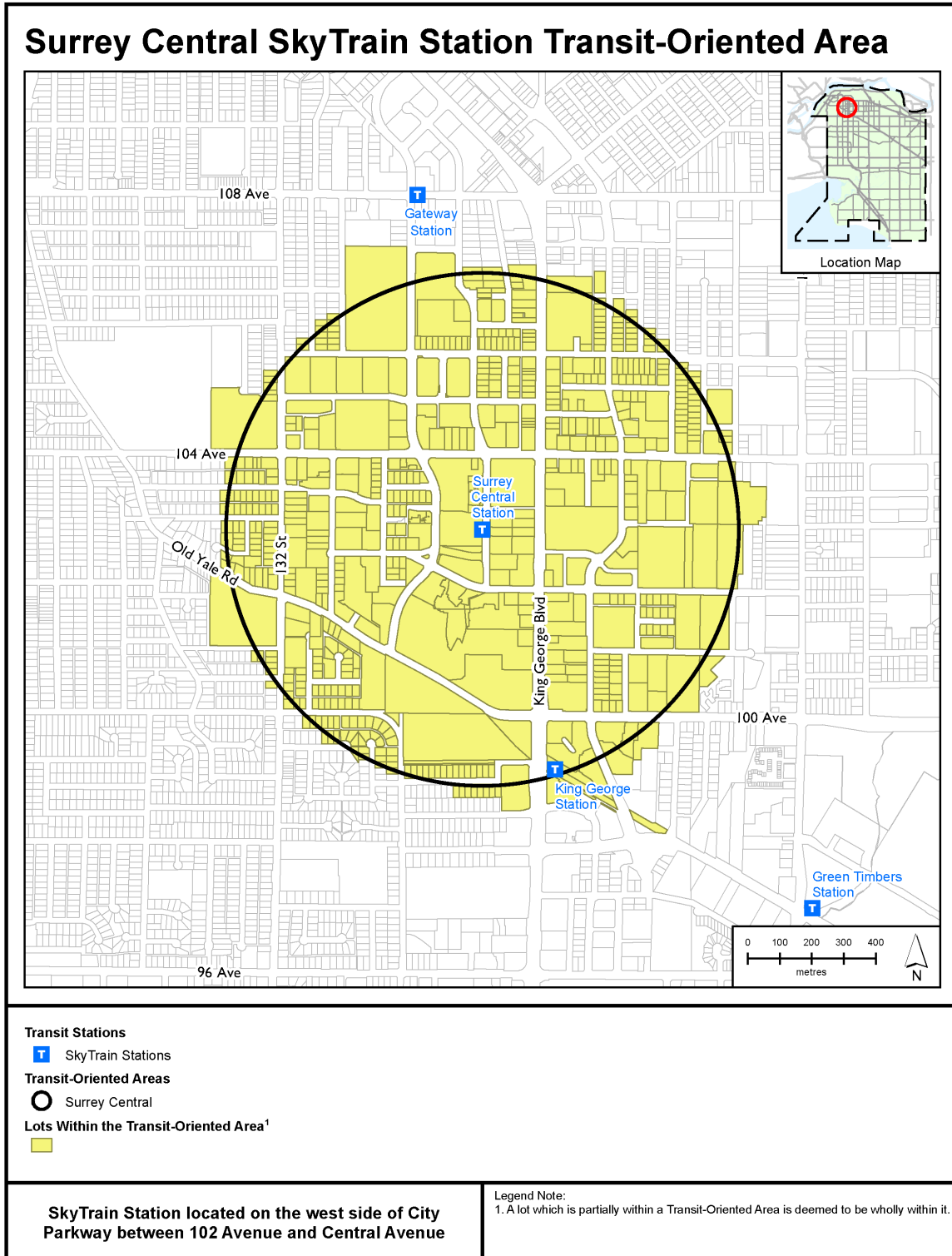
D.1 Scott Road Station Transit-Oriented Area



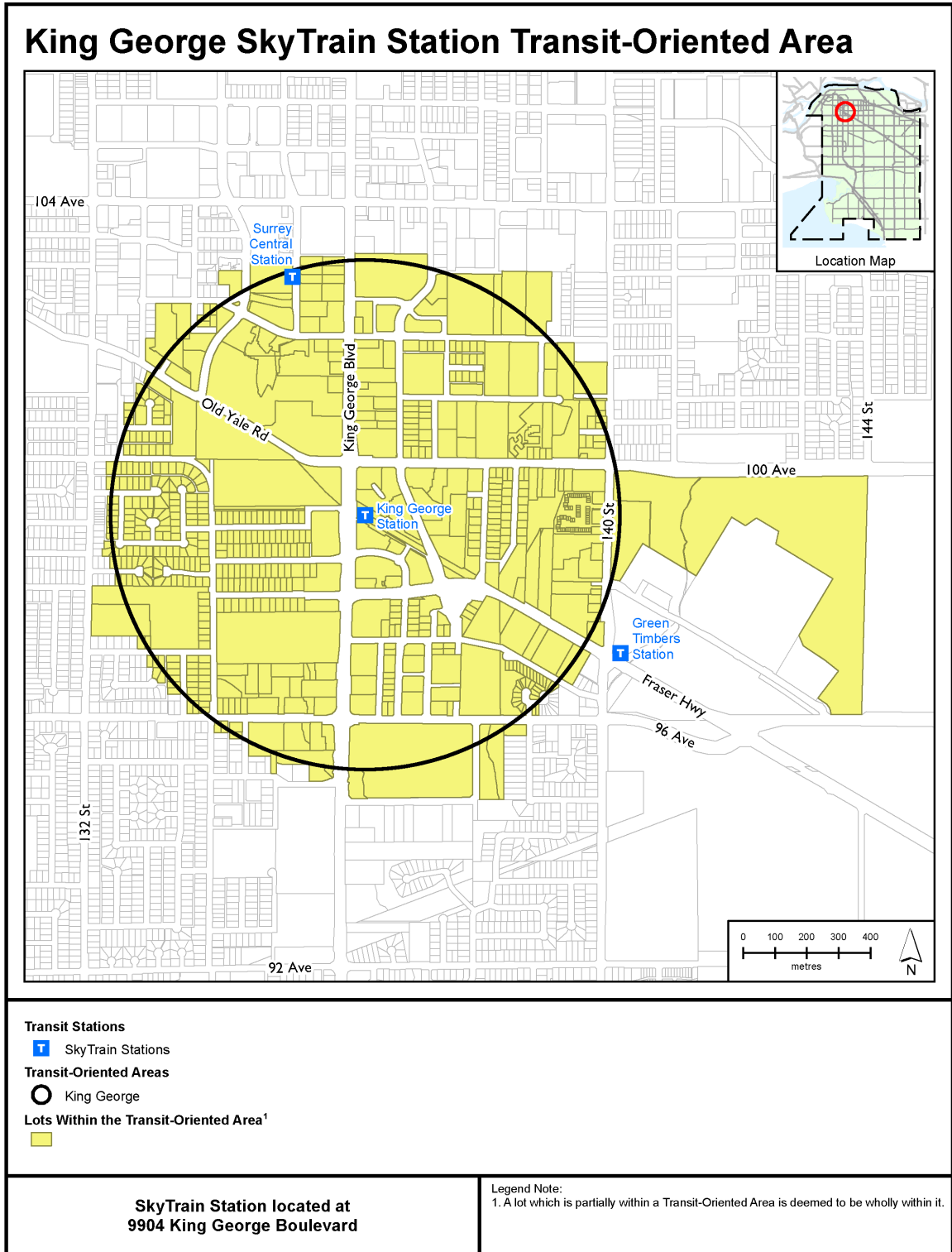
D.2 Gateway Station Transit-Oriented Area



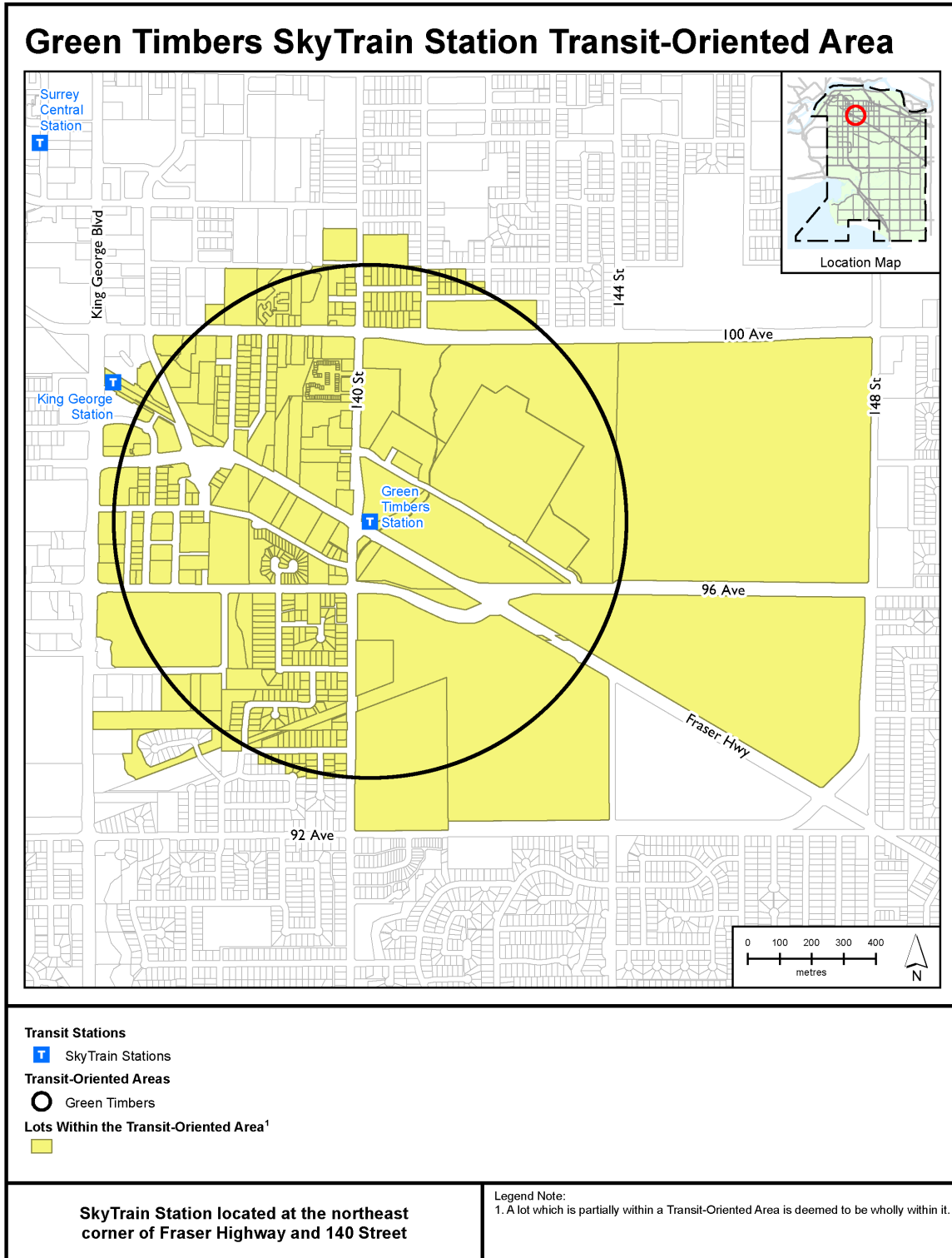
D.3 Surrey Central Station Transit-Oriented Area



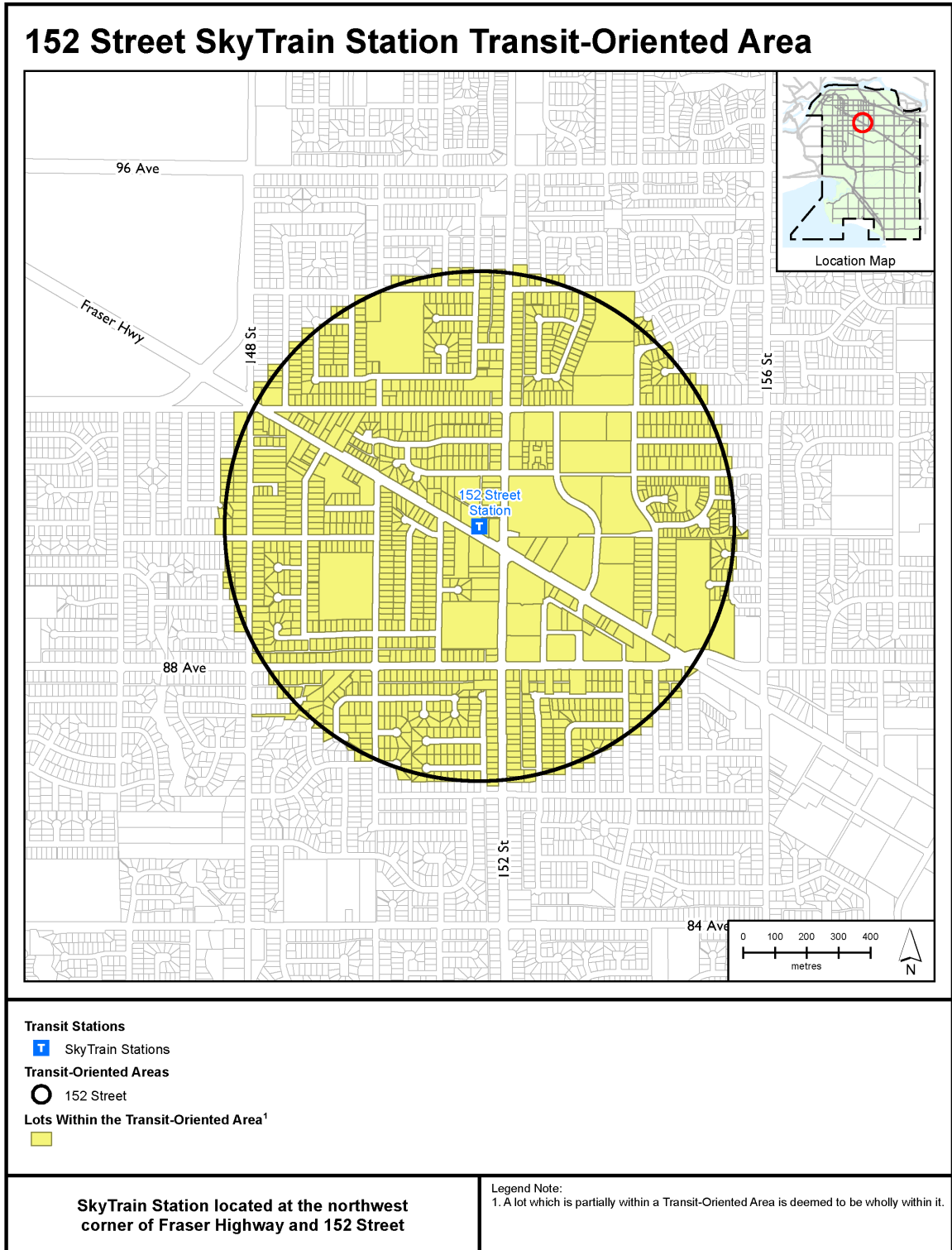
D.4 King George Station Transit-Oriented Area



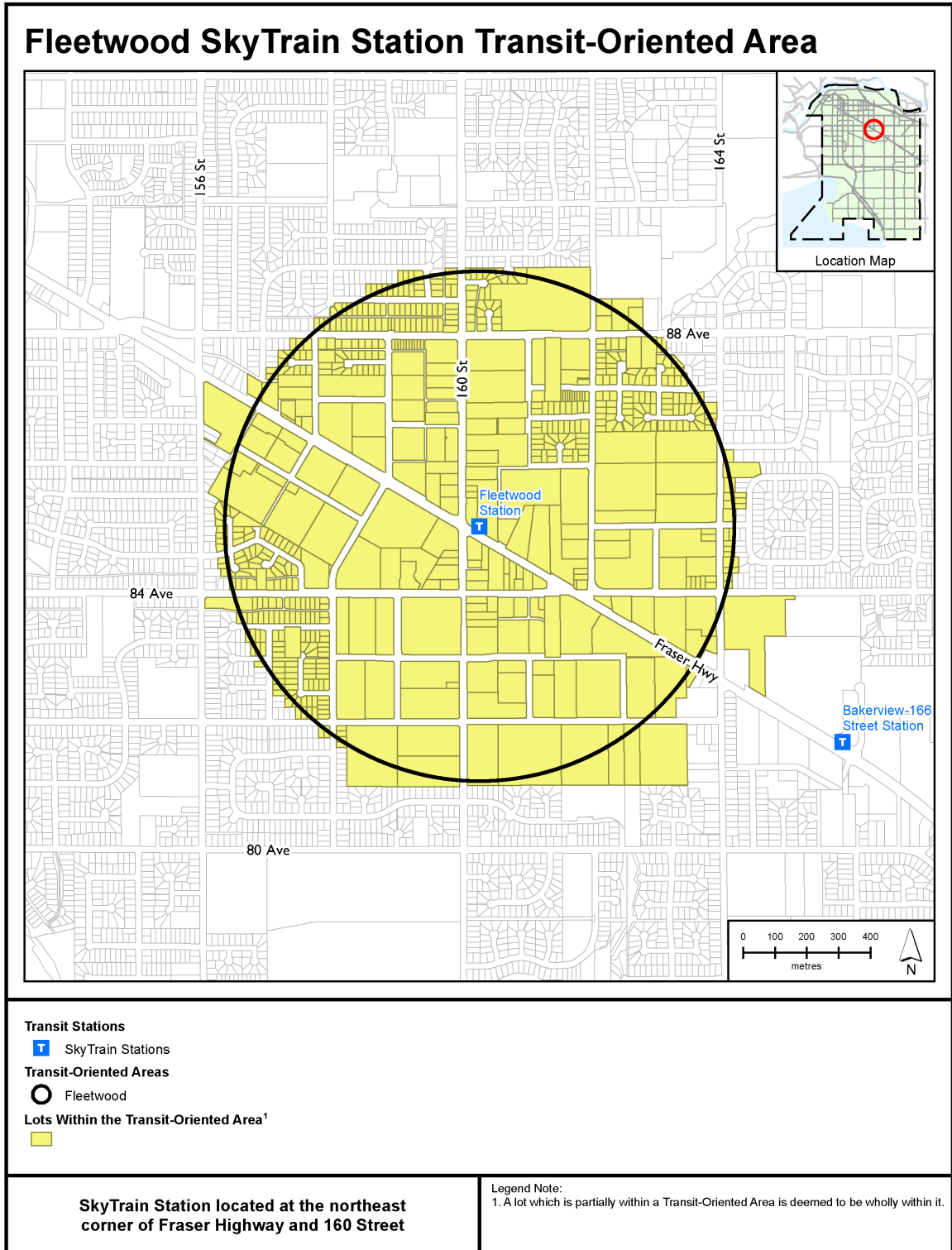
D.5 Green Timbers Station Transit-Oriented Area



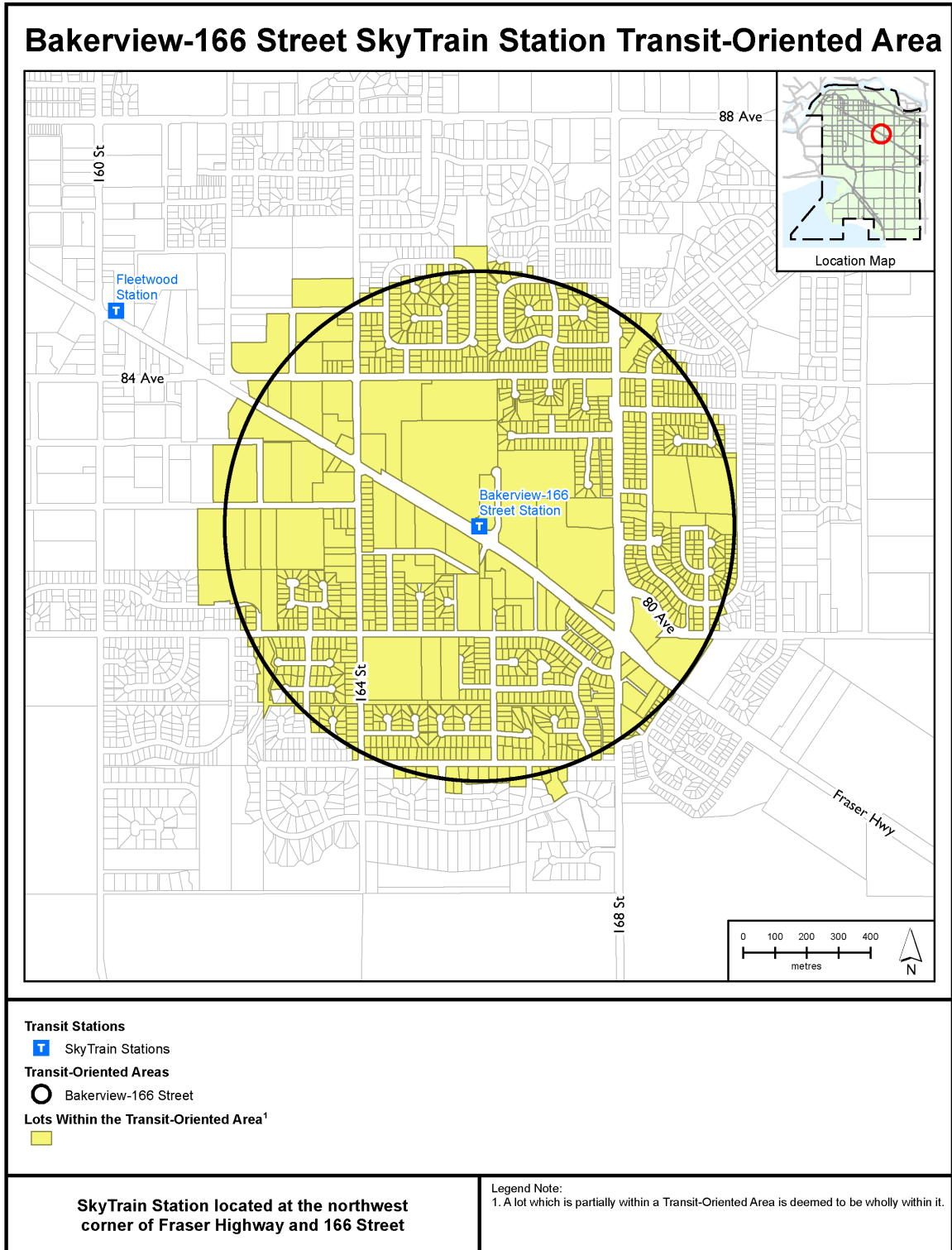
D.6 152 Street Station Transit-Oriented Area



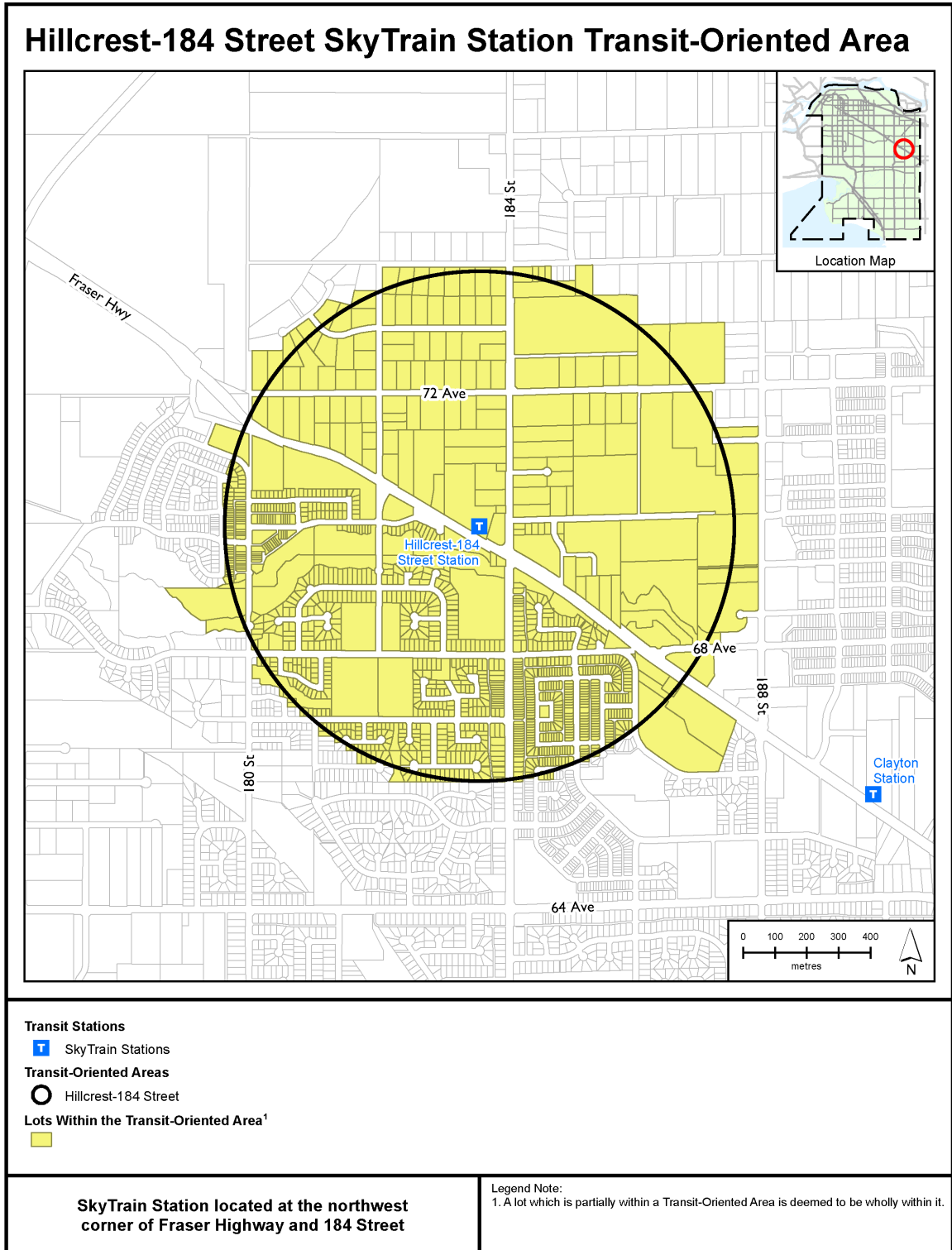
D.7 Fleetwood Station Transit-Oriented Area



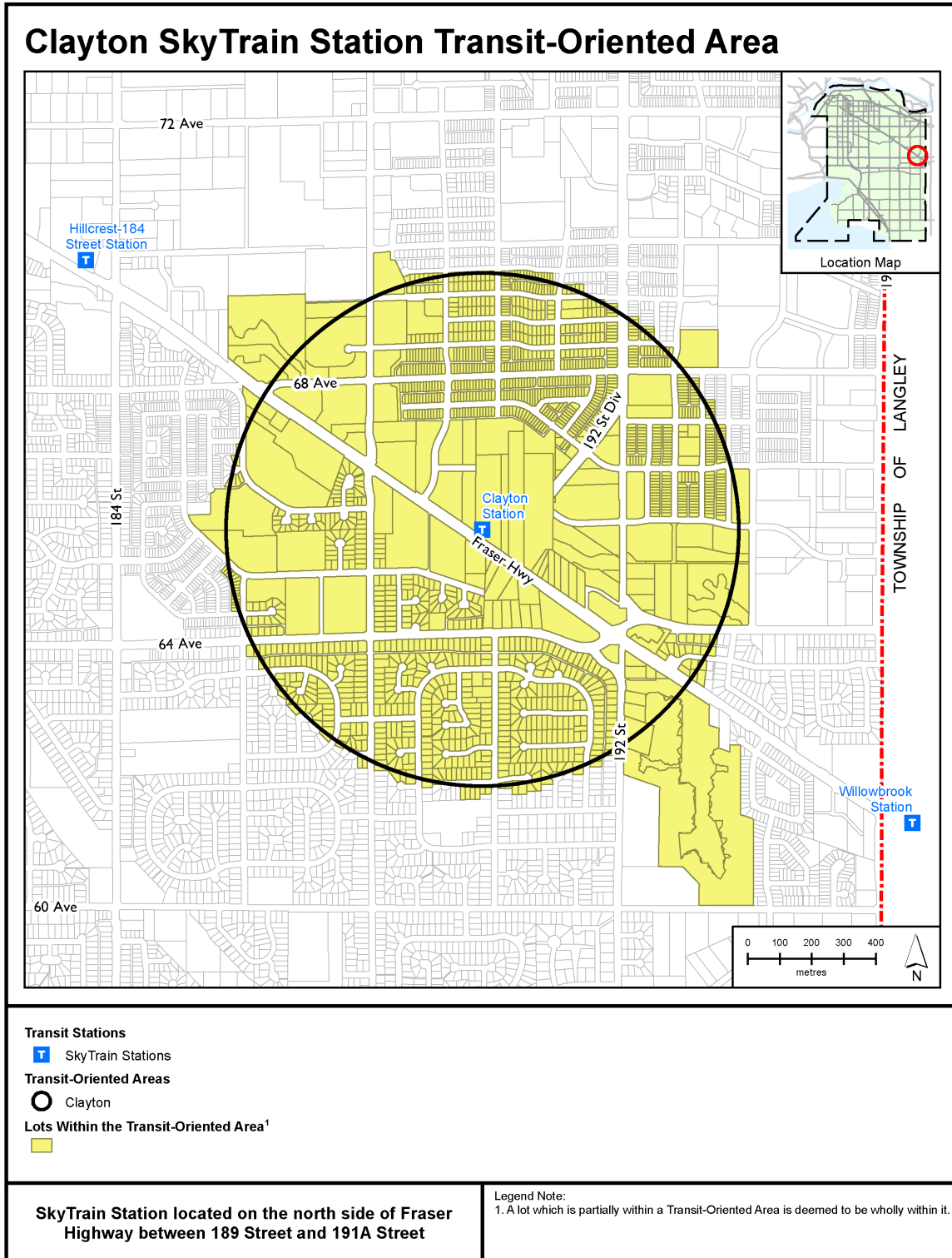
D.8 Bakerview-166 Street Station Transit-Oriented Area



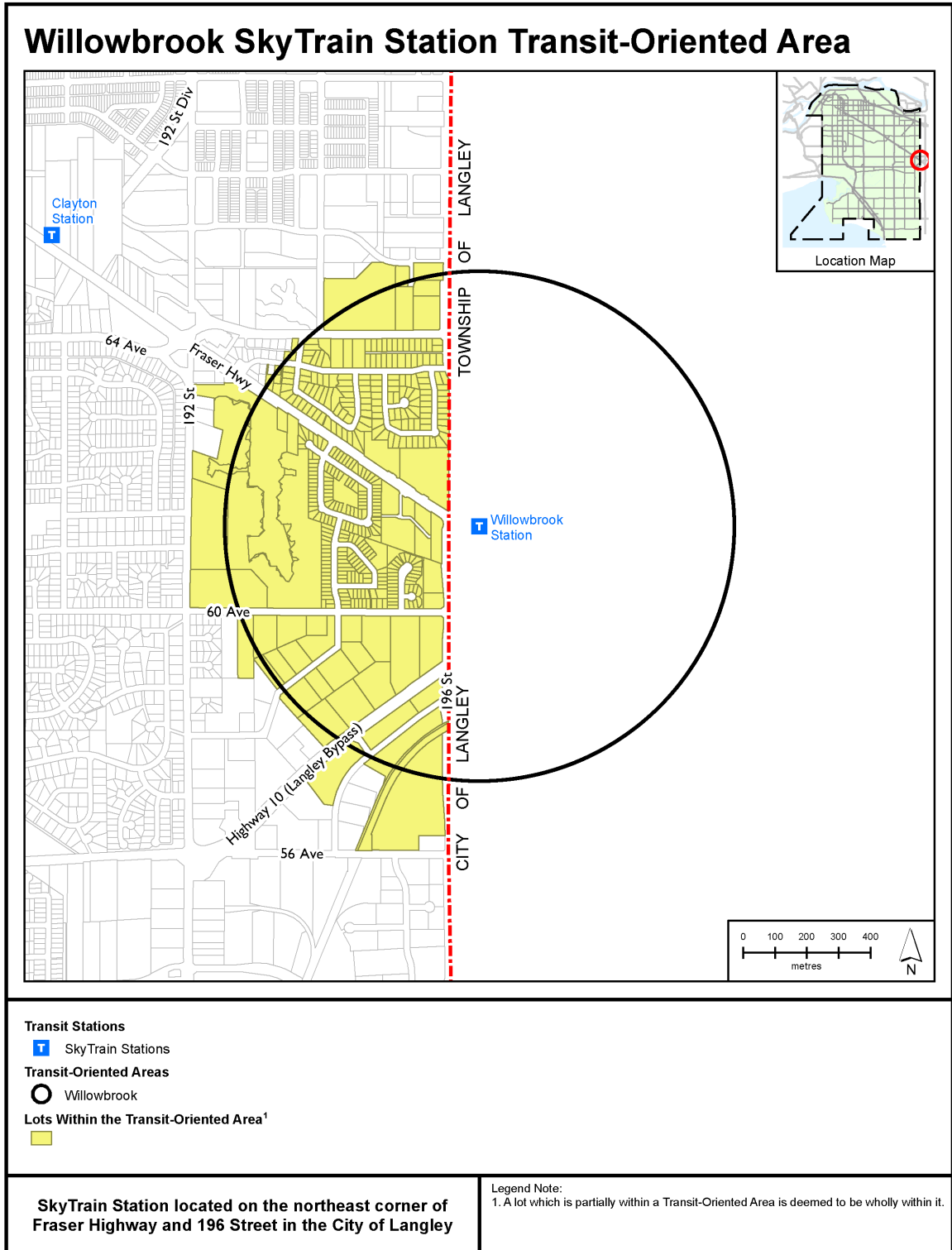
D.9 Hillcrest-184 Street Station Transit-Oriented Area



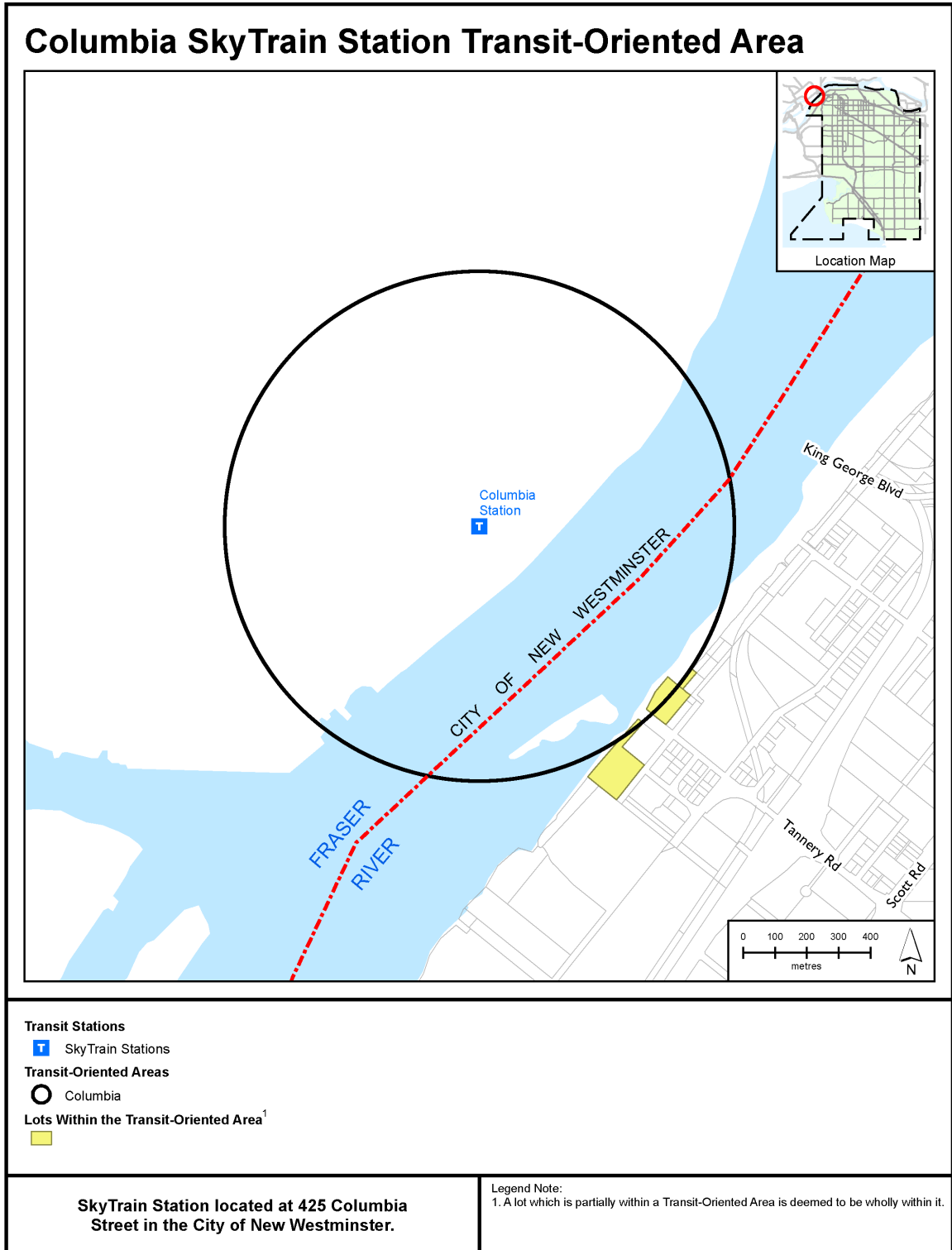
D.10 Clayton Station Transit-Oriented Area



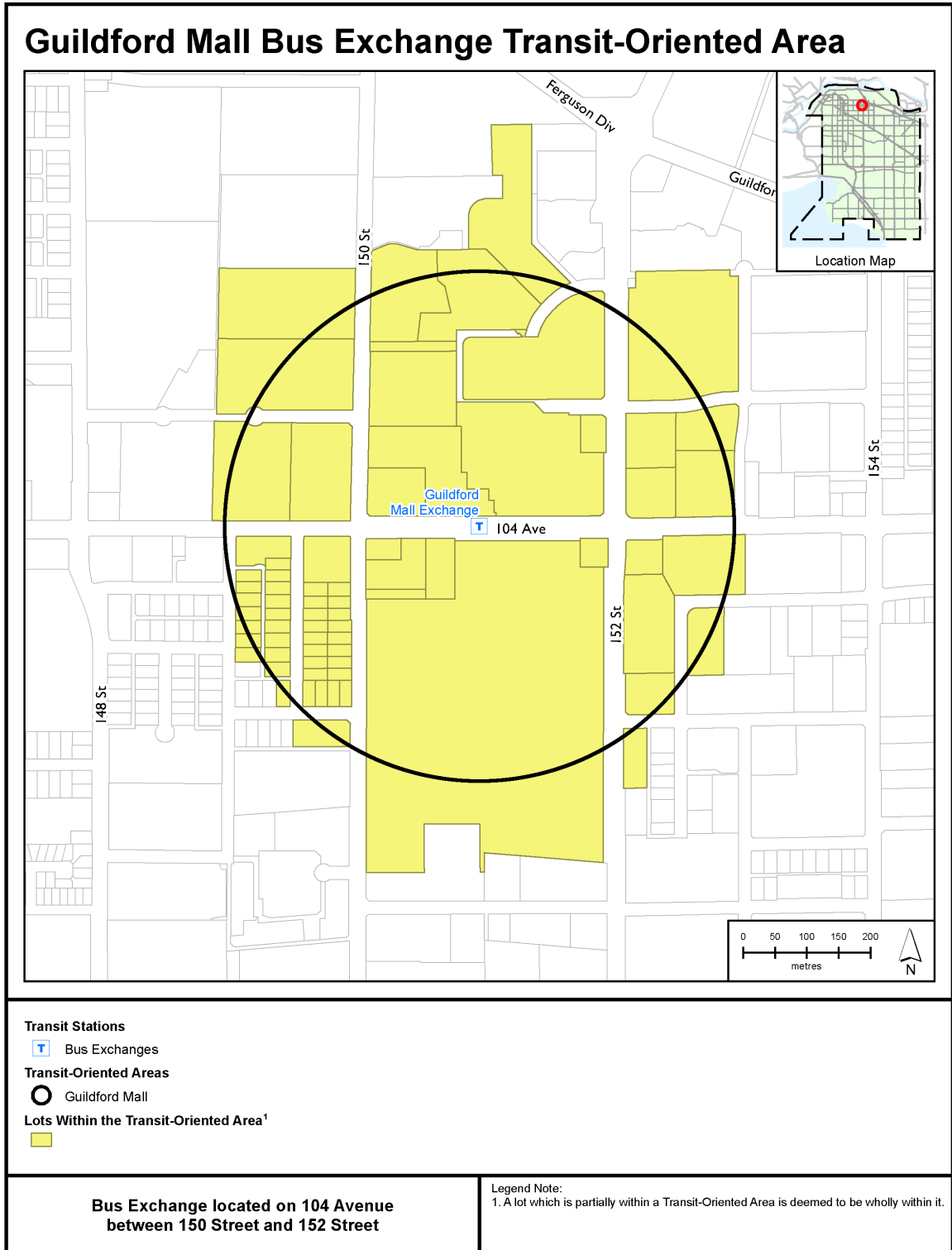
D.11 Willowbrook Station Transit-Oriented Area



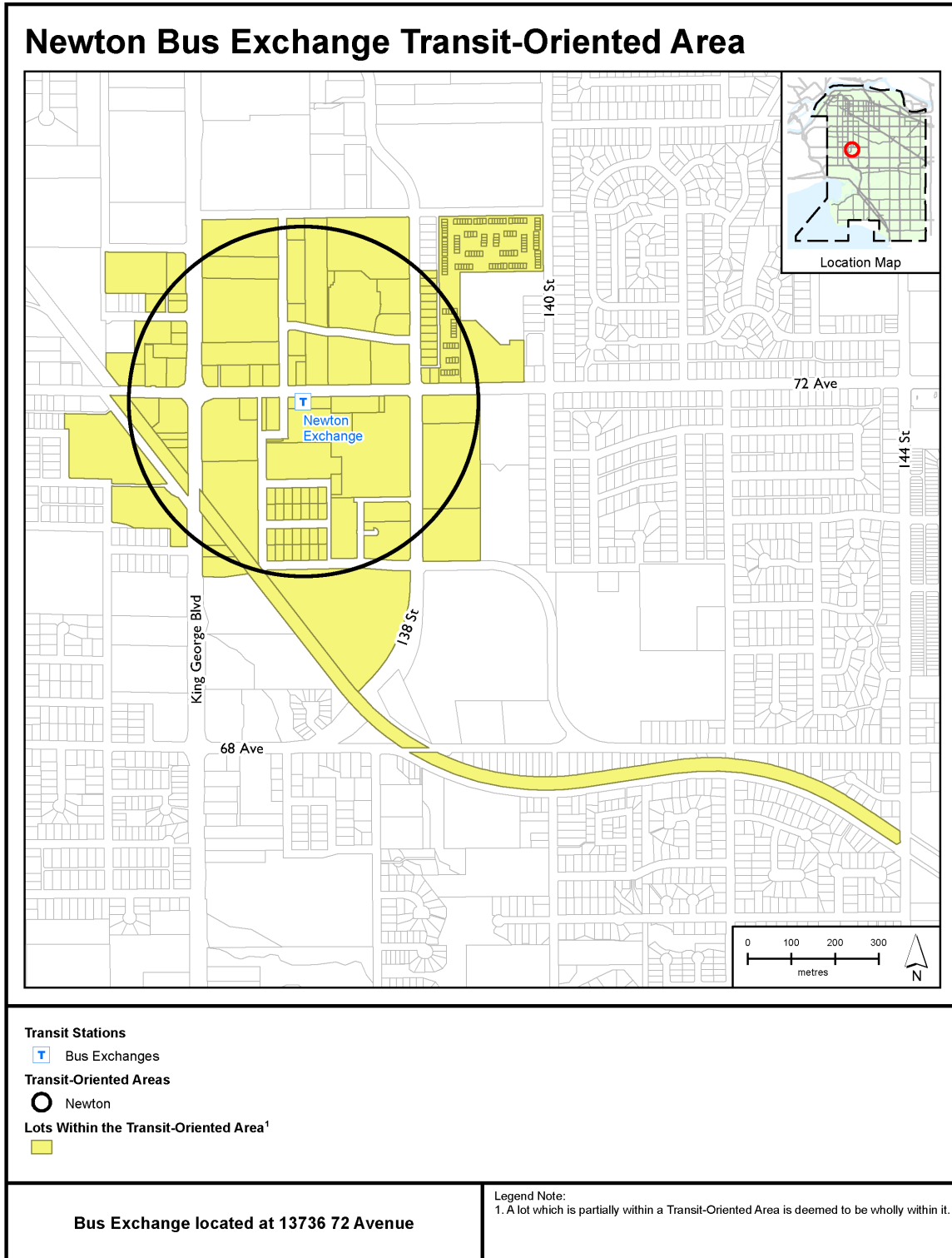
D.12 Columbia Station Transit-Oriented Area



D.13 Guildford Mall Exchange Transit-Oriented Area



D.14 Newton Exchange Transit-Oriented Area



D.15 Scottsdale Exchange Transit-Oriented Area

