

NO: **R223**

COUNCIL DATE: **November 18, 2019**

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## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **November 14, 2019**

FROM: **General Manager, Planning & Development  
Acting General Manager, Engineering  
General Manager, Parks, Recreation & Culture**

FILE: **6520-20 (CTC)**

SUBJECT: **Cloverdale Town Centre Stage 2 Plan**

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## RECOMMENDATION

The Planning & Development, Engineering, and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Approve the Cloverdale Town Centre Plan (“TCP”) and its associated engineering servicing strategy and the related financial strategy document attached as Appendix “I” and generally described in this report;
3. Approve amendments, as documented in Appendix “II” and Appendix “III”, to *Surrey Official Community Plan Bylaw, 2014, No. 18020* to align the land uses designations within the Cloverdale TCP with those in the Official Community Plan (“OCP”); and
4. Authorize the City Clerk to introduce the necessary amending bylaws for the required readings and to set a date for the related public hearing.

## INTENT

The purpose of this report is to seek Council approval of the Cloverdale TCP. The Cloverdale TCP includes changes to land uses, the parks and open space network, road and transportation network, engineering servicing strategy, and a financing strategy to ensure the necessary delivery of community amenities and engineering infrastructure.

## **BACKGROUND**

Cloverdale Town Centre (“the Town Centre”) has long been an important commercial and cultural centre in Surrey. It was Surrey’s first urban settlement, officially established in 1879 near Five Corners, which is the historical intersection of 60 Avenue and Old McLellan Road. The Town Centre’s unique character reflects the area’s historical roots as a village centre within a rich agricultural region (known as the Clover Valley). The surrounding heritage character area includes numerous heritage facilities and attractions, including the recently expanded Museum of Surrey and the Surrey Archives, located in the City’s 1912 Municipal Hall.

### **Context and Plan History**

A land use plan for Cloverdale TCP was first approved by Council in 2000. Since that time, conditions have changed in the area that have rendered aspects of the original plan obsolete. A number of significant developments have also occurred that were not reflected in the original plan, including the construction and subsequent expansion of the Museum of Surrey, the development of Kwantlen Polytechnic University Technical Campus (“KPU Tech”), the redevelopment of the former Cloverdale Mall into a mixed-use neighbourhood, and the relocation of the Fraser Valley Heritage Rail facility and services.

On February 24, 2014, Council adopted the recommendations of Corporate Report R035; 2014 (attached as Appendix “IV”) which authorized a review and update of the Cloverdale TCP. Also, in 2014, Council adopted a new Official Community Plan (“OCP”) that established priorities for accommodating population and employment growth in Surrey. The OCP prioritized growth in town centres, in alignment with Surrey’s commitments in the Metro Vancouver Regional Growth Strategy (“RGS”).

### **Community Profile**

Cloverdale Town Centre has been growing at a rate of about 0.6% per year, which is less than Surrey’s overall growth rate at 3% per year. Demographically, the area is older than the City average, with a higher percentage of residents 50 and older, living in smaller household sizes (one to two person) than City-wide.

In 2018, there were approximately 2,200 private dwellings in the Plan Area. Single family and duplex homes accounted for 30% of all dwellings with the rest being found within multi-family developments (townhouses and apartments). The area has seen an average of 60 new dwelling units built annually since 2014.

Approximately 3,570 jobs are located within the Plan Area. Notable employment centres include KPU Tech as well as nearby business park and light industrial developments. Employment is also found within civic facilities and other retail and service commercial businesses within the downtown area.

## **DISCUSSION**

The Cloverdale Town Centre Plan Area (“Plan Area”) is centred on the crossroads of Highway 10 (56 Avenue) and Highway 15 (176 Street). With a total area of 297 hectares (733 acres), it extends from the Agricultural Land Reserve (“ALR”) in the south to the Cloverdale Fairgrounds (60 Avenue) in the north, and from 172 Street in the west to 184 Street in the east.



The Plan Area is comprised of the historic Town Centre, two primarily residential areas flanking the Town Centre to the east and west, and a business park south of Highway 10. The Town Centre is a moderately dense multi-family and commercial area which developed around a main commercial street (176 Street).

## Planning Process

In May 2014, work began on the update to the TCP. The preliminary planning process included the completion of various background studies, an update of the vision for the Plan Area, the exploration of land use alternatives and the preparation of a draft Plan.



This was accompanied by a comprehensive program of public and stakeholder consultation in order to engage with the diverse interests represented in the area, including renters, homeowners, businesses, community groups, and public agencies.

## Background Studies

Staff and consultants conducted various background studies and research. These included a heritage study, commercial market assessment, environmental assessment and a comprehensive parking capacity study.

The heritage study was completed by Donald Luxton and Associates Inc. The report includes the historical context of Cloverdale, and identifies opportunities and recommendations for the conservation, commemoration and interpretation of the area's heritage. Study findings and recommendations have been incorporated into the new plan.

The market assessment was completed by Urbanics Consultants Ltd. The report indicated a need for additional housing to support local restaurants, bars, and retail shops, which currently draw residents to competing commercial districts outside the Town Centre. It also noted that additional commercial and retail opportunities within the historic downtown along with additional highway-oriented retail on Highway 10 could support the overall commercial viability of the Town Centre. Land use designations have been updated to reflect the findings of the market analysis.

The environmental review was conducted by staff. It included a review of existing aquatic and terrestrial habitat features in the Plan Area, including streams, vegetation, wildlife and tree canopy. The study identified opportunities for parkland and natural area protection, in alignment

with the Surrey's Biodiversity Conservation Strategy ("BCS"), and the Green Infrastructure Network ("GIN").

### Vision, Principles and Objectives

Following Council initiation of the plan update in 2014, Cloverdale residents and stakeholders were invited to a plan kick-off open house to identify strengths and opportunities for the Town Centre and to review the vision for the area. Early input identified a strong desire to attract more local business, including retail and restaurants within walking distance of residences. Parks and recreation opportunities also ranked high among community priorities. Other desires included beautification and streetscape improvements, such as heritage, arts, and cultural amenities.

This culminated in the preparation of a vision that describes the desired future state of the Plan Area. The vision statement, in its short form, is as follows:

*Cloverdale Town Centre is the historic heart of the City. It is a distinctive, thriving centre for commercial, social, cultural, and recreational activities. It is a pedestrian-friendly neighbourhood with a variety of housing types and local businesses that celebrates its heritage and embraces its role as a regional destination.*

Building from this vision, the plan is framed around five key growth objectives. These provide direction to support the long-term growth of Cloverdale. These objectives are supported by clear direction, land use designations and policies to guide growth, development and design.

1. Enhance Character;
2. Support Business;
3. Attract Residents;
4. Provide a Transition; and,
5. Foster Employment.

The public and stakeholders were asked to confirm the vision and principles in subsequent open houses and surveys. According to a survey conducted in summer 2018, there was support for the vision statement with 90% of survey participants having a positive or neutral response to it. The vision and objectives, in their long form, are included within the final plan document attached as Appendix "I".

### Draft Plan Development

A draft land use concept was developed and presented at a second open house in June 2018. The concept built off the existing land use plan from 2000 and featured an expanded mixed-use area downtown (along 176 Street) with street-level commercial. It also introduced new neighbourhood parks.

Public response to the initial draft concept was mixed. Although generally supportive, there were concerns about increased traffic congestion, safety, loss of neighbourhood character, and a desire to maintain single-family neighbourhoods. Retention of surface parking lots in the historical downtown was also raised as a major concern among the business community. Several revisions were made to the plan based on input received. Additional stakeholder meetings were also held with community groups and the Cloverdale Business Improvement Association ("BIA") to further refine the draft plan.

A revised draft plan was presented at a third open house in April 2019 and received general support from stakeholders. A total of 74% of open house and survey respondents were supportive or neutral towards the changes made to the draft plan. These changes included additional downtown parking, adjusted residential designations and revisions to the proposed park network.

According to a survey conducted concurrently with the open house, 84% of survey respondents were supportive or neutral of the updated downtown heritage area, 82% were supportive or neutral towards more mixed-use buildings, 80% were supportive or neutral towards the updated parks and open space concept, and 69% were supportive or neutral towards the updated mix of residential housing. The BIA is supportive of the plan as it is proposed in this report.

In total, over 450 residents and business owners attended three open houses. Over 1,000 survey participants provided input through two online surveys. Staff hosted 10 stakeholder meetings and workshops and received input from over 100 residents via email.

## **Land Use Overview**

The proposed Cloverdale TCP is the culmination of work undertaken over the course of the last five years. It is reflective of consultation with area residents, the business community and other stakeholders, and embodies the vision and principles developed early in the process. The plan also represents a clear strategy to integrate land use and sustainable transportation systems, while addressing concerns around the supply of housing, the support of local businesses, the creation of jobs and planning for adequate school capacity.

The final plan recommended in this report is in keeping with the most recent version presented to the public at the last open house in April 2019.

## **Land Use Designations**

The Town Centre is situated within the Nicomekl River watershed, with a portion of the plan area within the river's floodplain and susceptible to flooding from heavy rainfall events. The area is also predominantly built on soft clay soils which has implications on development. As a result, residential land uses are focused outside of the floodplain and maximum densities are reflective of underground parking limitations. The resulting maximum densities are in the low-rise (four to five storey) building form. This is reflective of the community vision for the area, as well as the geotechnical constraints and market reality of the Plan Area.

The plan recognizes the function of the Town Centre as the primary commercial, institutional, and civic heart of the Cloverdale community. It concentrates higher density land uses within the Town Centre's historic core and along 176 Street. A secondary mixed-use node is located at 180 Street and Highway 10 adjacent to the KPU Tech campus. A gradual transition of heights and densities is maintained between higher density areas and existing single-family areas that will be retained at the periphery of the Plan Area. In doing so, the draft plan maintains a diversity of housing types.

The following land use designation descriptions, including intended form, character and use, define future land uses that the City will encourage over time. Together, they illustrate how future development will fit together and where the City expects growth. Allowable densities, measured

in Floor Area Ratio (“FAR”), are outlined for each land use designation within the final plan document.

Implementation of the plan’s vision and objectives is intended to take place over time through applications for rezoning and development permits. Zoning regulations specify permitted land uses and densities on a property-by-property basis and are intended to be generally consistent with the provisions outlined in this section. Not all sites and properties will be able to meet the maximum densities and floor area ratios outlined in the plan designation due to limitations created by context (e.g. road dedications, heritage retention, adjacent uses) and site constraints (e.g. lot size & shape, existing trees, riparian areas, grade). New proposed zoning will be reviewed at the time of development application submissions on a case-by-case basis.

### *Mixed-Use Areas*

The plan includes two mixed-use designations, predominantly focused in the downtown core of the Plan Area. Centered on 176 Street and 176A Street, this area features a finer-grained and pedestrian-friendly street network. These streets support many local businesses, services and public gathering spaces. A small mixed-use node is also located at 180 Street north of the KPU Tech campus

Mixed-use designations require, at minimum, one floor of active commercial (retail) uses with office and/or residential uses above. The mixed-use designations will also allow purely commercial developments on sites that are designated Town Centre in the OCP.

- *Heritage Downtown*

The Heritage Downtown designation is intended for development that is focused within the Town Centre core. New development in this designation will authentically complement scale, massing and architecture of the existing historic streetscape. Development will focus on providing ground floor retail, including space for shops, restaurants, businesses and services. Office or residential is permitted above. Street-level commercial or retail uses are required in all developments in this area. Development is restricted to two storeys on 176 Street, between 56 and 58A Avenue, to reflect the existing heritage streetscape. Elsewhere within the designation, typical four to five storey building heights are permitted.

- *Low-Rise Mixed-Use*

The Low-Rise Mixed-Use designation is intended for low-rise development with building heights of four to five storeys. Development within this designation is intended as multi-family apartment housing with ground-oriented commercial. Ground floor commercial is required at key intersection and along primary pedestrian oriented streets.

### *Residential Areas*

New residential development will be focused within walking distance of the downtown. This will attract new residents to support local business and provide a buffer between commercial areas and lower density residential neighbourhoods. A greater variety of housing types will support a full range of housing needs for young families, working professionals and seniors.

- *Low-Rise Residential*

The Low-Rise Apartment designation is intended for low-rise development with building heights of four to five storeys. Apartment developments around the historical downtown will support the vision of the plan by attracting new residents and creating more vibrant and active streets. Apartments will also address changing demographics and provide accessible housing for seniors. Development within this designation is intended as multi-family housing. New development will feature ground-oriented townhouse units at the base of buildings and apartments above.

- *Townhouse*

The Townhouse designation is intended for conventional ground-oriented or stacked townhouse forms of development. Townhouses provide an affordable alternative to detached single-family housing. New townhouses will attract young families and working professionals to the Town Centre. This will meet the objectives of the plan by attracting new residents and providing a density transition from downtown.

- *Semi-Detached Residential*

The Semi-Detached Residential designation is intended for row house and duplex forms of development. Small, lane served, detached housing is also permitted in this designation. Like townhouses, semi-detached housing provides an affordable alternative to single family. These dwelling types will also attract young families and working professionals.

- *Detached Residential (Single Family)*

The Detached Residential or Single-Family designation is intended for typical detached single-family homes on urban sized lots. Secondary suites or laneway housing is also allowed in this designation for a maximum of two dwelling units per lot. Subdivision into smaller lots is permitted where consistent with zoning, such as Single Family Residential ("RF-10"). This designation maintains existing neighbourhood character in periphery areas of the plan. This will meet the objectives of the plan by providing a transition to existing neighbourhoods. Urban infill will enable the gradual attraction of new residents into the area.

### *Commercial & Employment Areas*

Commercial and employment supportive land uses play an important role in supporting business growth and fostering new employment in the area. In combination with the downtown mixed-use areas, these designations will enable a wider variety of commercial and retail uses.

- *Commercial*

Development within this designation is primarily located along Highway 10 and Highway 15 and is intended as commercial. This may include retail and commercial development that requires a large floor plate and more prominent street presence, for example, general service, large-format commercial, retail, office and financial, in addition to food and beverage establishments.

- *Industrial / Business Park*

Development within this designation is primarily located south of Highway 10 and is intended for business park and light industrial uses. Offices and other compatible employment uses are also permitted within this designation. Business growth from industrial business park development in the surrounding areas will benefit the Town Centre's economy.

- *Institutional*

Development within this designation is intended for institutional or civic use. This may include primary uses such as education, recreation, culture, religion, medical and first response. Institutional and civic uses are foundational to the development of complete communities. They form the social, educational, recreational and cultural foundation of the community.

### *Parks and Natural Areas*

The land use concept includes the Parks and Natural Areas designation which identifies areas for active and passive park use and environmental preservation. This is discussed in greater detail later in this report.

### Growth Projections

Growth projections have been prepared for the Plan Area based on the above land uses and take into consideration the residential and market demand forecast prepared by Urbanics Consultants Ltd. Within the next 30 years (to 2049) the existing housing stock of 2,250 units and population of 5,126 residents is expected to increase to approximately 3,800 housing units with a population of 7,655. The proposed land uses have a "build-out" capacity of approximately 5,900 units, housing 13,000 residents. The number of jobs is projected to increase from the current 3,573 to an ultimate 6,045.

### **Parks and Open Space Concept**

Parks in Surrey are planned and designed through the lens of various plans, strategies and policies. These include the OCP, Parks, Recreation & Culture Strategic Plan, and the BCS along with various subplans and strategies including dog off-leash areas, playgrounds, natural areas and greenways.

One of the goals of the City's Parks, Recreation & Culture Strategic Plan is to provide neighbourhood parks within 500 metres or a 10-minute walk of all residents. The plan delivers on this principle through new and enlarged parks in the area.

The plan features the expansion of existing parkland and the addition of two new neighbourhood parks in the north and west quadrants of the plan area. The plan also presents a network of smaller public plazas to support retail uses and active and vibrant streetscapes. Together, these parks and open spaces total 6.47 hectares (16 acres) of open space. All streams and riparian areas will also be conveyed to the City, to be protected and maintained as natural area parkland and habitat corridors.

### New Parks

Proposed growth creates a need for additional parkland. This will be achieved through the acquisition and development of three new “mini-parks,” between 0.3 and 1.0 hectares in size, distributed throughout the area. This will fulfill the requirement that parkland be provided within a 10-minute walk (500 metres) of all residents.

### Park Expansion

Shannon Hill Park in the southeast portion of the Plan Area will be expanded to protect existing forested areas, as well as any riparian areas and wetland in and around the park. The lands will be protected as natural area with the potential for public paths along the edge.

### Plazas

Plazas encourage social interaction and activity and reinforce the public realm. They provide a second tier of public open space in higher density areas. Activities supported by public plazas such as socializing, resting, and eating, add to the quality of city living and provide positive social and cultural opportunities. The plan identifies several new and existing plazas across the plan area. Plazas will typically be delivered as publicly accessible open space on private property, paid for and delivered through development.

### Riparian Areas

Streams (including wetlands, ditches, and natural streams) are all protected under the City’s Streamside Protection Bylaw (Part 7A of the *Surrey Zoning By-law, 1993, No. 12000* (the “Zoning By-law”). The aim of this portion of the Zoning By-law is to protect the public’s interests by planning for flood hazards, as well as for agricultural land use, particularly as climate change progresses and adds uncertainty to existing flood and drought conditions. As a result, these riparian areas will require a prescribed buffer between the stream and proposed development. These buffers will be naturalized with native vegetation species, which will aid in bank stabilization to reduce erosion and flood potential and will encourage native pollinators and wildlife to occupy riparian spaces.

## **Community Facilities & Services**

Town Centre areas create a critical mass of activity which facilitate cultural, social, educational, and economic exchange. Community facilities, services and events are the foundation to that exchange.

Cloverdale is unique in that it has many established community and cultural assets including heritage sites, public art, festivals and events which build on the area’s rich history. In addition to creating a sense of place, these are vital to realizing the plan’s objectives to attract new residents, enhance character and support local business.

### Community & Recreation Facilities

Community and recreation facilities and services act as community hubs that bring people together, supporting community capacity, volunteerism and a sense of place. Although just outside of the Town Centre, several nearby facilities serve current and future recreation and social

needs of residents, including the Cloverdale Recreation Centre, Cloverdale Ice Arena, Cloverdale Curling Rink and the Greenaway Outdoor Pool (at Greenaway Park).

The existing Cloverdale Ice Arena can still provide years of service to the local community. The Parks, Recreation & Culture 10-year plan calls for a new sports and ice complex to be planned for the town centre. This will provide opportunity for the future expansion of additional ice sheets, while also offering added flexibility for the redevelopment of the community, recreational and social components within Cloverdale.

### Cultural Facilities

As the area transitions into a more urban landscape, cultural facilities and assets will play an essential role in contributing to a more distinct and thriving downtown. They will support this vision by providing opportunity for social, educational, and economic exchange and by celebrating the historical and cultural heritage of Surrey. Within the plan area there are several cultural facilities that serve current and future residents, including the Museum of Surrey, Surrey Archives and Veterans Square. It is anticipated that the Museum of Surrey campus will continue to grow over time.

### Library Facilities

The Cloverdale Library is a community library that provides a collection based on the area's demographics and expressed interests. It includes some specialized collections and services, computer workstations, children's areas, study and reading space. It also offers meeting rooms for library events and community use. The genealogy collection at Cloverdale supports the historical resources at the nearby Surrey Museum and Archives. The library also supports special events and programs.

### Schools & Post Secondary Education

The Town Centre is served by George Greenaway Elementary and Martha Currie Elementary schools. Enrollment at both schools is expected to grow over the next 10 years as young families continue to move into both catchment areas. George Greenaway Elementary will capture new students in portions of the plan area on the west side of 175 Street (Highway 15) while Martha Currie Elementary will capture everything east of 175 Street.

In 2019, George Greenaway Elementary was operating over capacity and required portable classroom additions. A combination of strategies will be used to accommodate future enrollment growth at George Greenaway Elementary, including catchment boundary changes, program changes, and a facility addition.

Martha Currie Elementary will capture the largest portion of anticipated growth. Surrey School District #36 ("the School District") is examining opportunities for an expansion to the school, targeted for 2022. Any enrolment growth from the revised Town Centre plan will be included as part of the feasibility study.

Lord Tweedsmuir Secondary school serves the entire Plan Area and will also be impacted by growth. In 2018, enrolment was above capacity with portables required to meet demand. The school is projected to continue to grow and the School District will consider an addition for this school as part of future capital plans.



The Town Centre is also home to the KPU tech campus. Home of Kwantlen's Faculty of Trades and Technology, the KPU Tech campus reflects Kwantlen Polytechnic University's commitment to economic development in the South Fraser region and educational programs that will provide industry with the competent and highly skilled graduates it requires. KPU Tech provides leading-edge trades and technology programs, which is an important new resource in meeting the rising demand for skilled trades workers and apprenticeships. The plan allows for the future expansion of the campus through the institutional designation of the surrounding land.

## **Transportation Network**

The transportation component of this plan has been developed based on the guiding principles of the City's Transportation Strategic Plan, and supplementary plans, including the Walking Plan and Cycling Plan. In addition, it is consistent with the *Highway and Traffic By-law, 1997, No. 13007* and other City policies and practices regarding traffic operation.

Based on these documents, the proposed transportation network focuses on providing a finer grained, interconnected, and continuous street grid that integrates efficiently into the surrounding area. In doing so, the network promotes cycling and pedestrian connectivity, transit service, and compact neighbourhood development.

Most of Cloverdale Town Centre's transportation network is already in place. This includes key Provincial highways and all arterial and collector roads. Additional local connections will be built in conjunction with new development to improve accessibility by providing a finer-grained street network, while existing local roads would be improved through fronting developments. Arterial and collector road widening, outside the Town Centre, will be built to support anticipated growth.

### Walking and Cycling

Walking and cycling infrastructure outside of the historic downtown area is limited. Most existing local roads do not have sidewalks and can only support minimal pedestrian volumes. Collector roads do not currently meet basic cycling standards. The Hook Greenway along Highway 15 is partially completed between 58 and 60 Avenues. Where older existing infrastructure does exist, it may not meet current standards.

Most new walking and cycling infrastructure within the plan will be delivered through new development. This includes new sidewalks, multi-use pathways and cycling lanes (on collectors). All new walking and cycling infrastructure will meet contemporary construction standards and will reflect the road cross sections outlined in this plan.

### Transit Service

As of the adoption of this plan in 2019, Cloverdale Town Centre is served by three bus routes, the 320, 342, and 370. With the forthcoming extension of SkyTrain service down Fraser Highway bus routing may change to provide frequent and fast connecting service.

The plan encourages transit-supportive land uses and densities adjacent to current transit routes. Growth in the plan area will support increased transit ridership, which will in turn support

improved service. The existing road network can accommodate bus stops and shelters to support future transit service improvements.

### Parking

Parking in downtown Cloverdale supports local businesses. The downtown area consists of 176 and 176A Streets, as well as connecting streets between Highway 10 and 60 Avenue. This area includes 260 on-street parking spaces with an additional 210 spaces in four City-owned parking lots: three along 176A Street and one on 56A Avenue, which are to provide off-street parking for the public. Additional on-street parking is available in the surrounding neighbourhood.

The City's off-street parking lots are made available to businesses that are unable to provide the required off-street parking on their own properties. New commercial development that cannot meet off-street minimum parking requirements can utilize the payment in-lieu of parking provisions of Part 5 of the Zoning By-law, which will go towards City parking lots.

In 2018 the City studied parking capacities within downtown Cloverdale and determined that there was enough parking. However, additional parking is planned to address growth. The TCP calls for City-owned land east of 176A Street to be sold, and proceeds to be used for the purchase and development of new public parking facilities west of 176 Street. This will serve the additional mixed-use developments designated within that area.

### **Utilities & Servicing**

The Town Centre is an urbanized area with relatively complete utility infrastructure networks already in place. The plan will increase development intensity and population, and will require improvements to utility infrastructure including water, sanitary and drainage systems.

### Stormwater

The Town Centre is situated within the Nicomekl River watershed and a portion of the Plan Area is within the floodplain. Stormwater runoff from the Town Centre is conveyed by an extensive network of storm sewers and open channel watercourses. All stormwater flows south, into the lowlands, before discharging into the Nicomekl River.

Undersized pipes at the transition points between upland and lowland areas have previously caused upstream flooding at several locations in the drainage network. The plan outlines drainage main upgrades to address this, along with other upgrades to address existing and future capacity requirements. Projects that are Development Cost Charge ("DCC") eligible are highlighted in the plan.

In addition to area-wide upgrades, onsite stormwater management is required with redevelopment. Individual site development plans must incorporate best management practices to address stormwater quantity and quality through detention and filtration features that are integrated into site landscaping requirements. Example features include rain gardens, pervious pavement, and French drains. In addition, natural features and stream setbacks should be preserved and enhanced to support the overall drainage network.

## Sanitary

Cloverdale's sewage is discharged via the City's sanitary sewer system to Metro Vancouver's trunk sanitary sewer, which runs along 56 Avenue (Highway 10). The City's existing sanitary infrastructure is over 30 years old. Much of the system is comprised of asbestos cement and vitrified clay pipes, which will require replacement.

To support future development the plan outlines several sanitary sewer upgrades that are required, along with upgrades at municipal connection points with Metro Vancouver's trunk sewer. These upgrades are DCC eligible. Additional fronting development upgrades (which are not DCC eligible) may be required and will be addressed through the development approval process.

## Water

The Town Centre is located in the 90-metre pressure zone. Water supply is currently provided from two on-line supply points on Metro Vancouver's transmission mains at 54 Avenue and 192 Street, and at Fraser Highway and 176 Street. The City's existing feeder main network has sufficient capacity to service the proposed development in the Plan Area.

Local distribution mains will need to be upgraded in accordance with the City's Design Criteria Manual (to a minimum size of 250 mm diameter). These upgrades will be implemented as development proceeds and are not DCC eligible. Water main upgrades larger than 250 mm diameter (which are partly DCC eligible) are shown in the plan.

## **Plan Implementation**

### Infrastructure Financing

The cost of servicing improvements is calculated based on the anticipated impacts of the location, type and intensity of planned future development. Servicing costs are recouped through DCCs, which generally reflect developers' proportional share of public services relative to their projects' estimated servicing needs.

Planned transportation and servicing improvements in the Town Centre will not require area specific DCCs. New development will be subject to the citywide DCC rates, which will provide adequate funding to make the necessary infrastructure improvements to support planned future development in the Town Centre.

### *Estimated Total Infrastructure Revenues & Costs*

The following table summarizes the anticipated DCC revenues and costs for DCC eligible infrastructure. The anticipated DCC revenues shown are based on the City-wide DCC rates that came into effect on May 16, 2018. Future development in the Plan Area will be subject to the applicable City-wide DCC rates in effect at the time of the development approval.

The DCC revenues are sufficient to address the engineering infrastructure upgrades and parkland acquisition required to support future development in the Plan Area as well as to contribute to infrastructure needs beyond the Town Centre which addresses the broader infrastructure impacts

from the increased population and employment. Parkland acquisition costs are determined by fair market value at the time of future acquisition.

<b>Estimated DCC Revenues and Eligible Infrastructure Costs</b>		
<b>Service</b>	<b>Estimated DCC Revenues<sup>1</sup></b>	<b>DCC Eligible Costs Attributable to Cloverdale Town Centre</b>
Drainage & Environment	\$ 11,889,000	\$780,000
Sanitary Sewer	\$ 10,121,000	\$1,490,000
Water	\$ 7,724,000	\$ 195,000
Arterial Roads	\$ 38,275,000	\$336,000
Non-Arterial Roads	\$ 8,760,000	\$2,114,500

<sup>1</sup> DCC revenues shown are based on the City-wide DCC rates that came into effect on May 16, 2018, and include the Municipal Assist Factor (“MAF”) (10% for utilities, 5% for transportation).

The differences in DCC revenues between the eligible costs and estimated revenues will be used to help fund various growth projects adjacent to and/or near the Plan Area. Examples include projects in the 2018-2027 10 Year Servicing Plan such as the widening of 64 Avenue from 177 Street to Fraser Highway, the extension of the 450 mm diameter feeder water main on 180 Street and 56 Avenue, and the storm sewer upgrade on 175 Street. Revenues will also go towards future road widening projects that will come about as the area (and surrounding area) develops, including the widening of other arterial roads such as 168 Street and 184 Street.

Annually, staff complete a review of DCC rates and potential changes to the MAF. Staff anticipate bringing forward a report to Council in early 2020 for consideration of MAF and DCC rate adjustments.

### *10 Year Servicing Plan*

The 10-Year Servicing Plan itemizes the City’s capital expenditures for engineering infrastructure to service existing development and support new growth. Infrastructure upgrades identified in this plan will be added to future updates to the City’s 10-Year Servicing Plan.

### Community Amenity Contributions

In accordance with City policy to address the impacts of growth, all development proposals at the time of rezoning or building permit issuance will be required to make a monetary contribution toward the provision of new community amenities. These include needs identified within the Plan Area, as well as broader Community and City-wide amenities.

Plan area specific amenity needs include the development of new parks and open spaces, as well as population related improvements to police protection, fire protection and library services. These are in addition to community and City-wide needs including new capital facilities, affordable housing and public art. To enact these amenity contribution requirements, Schedule G of the Zoning By-law will need to be amended to add Cloverdale Town Centre to the list of secondary plans where monetary contributions are required.

<b>Cloverdale Town Centre Area Specific Community Amenity Contribution Rates</b>		
	<b>Per Unit Contribution – All Residential</b>	<b>Per Acre Contribution – All Non-Residential Uses</b>
Parks	\$ 3,160	-
Library	\$ 181.17	-
Fire	\$ 347.89	\$ 2,087.34
Police	\$ 80.52	\$483.12
<b>TOTAL</b>	<b>\$3,769.58</b>	

Total estimated costs are divided evenly by the average anticipated number of dwelling units (acres in the case of non-residential development). This ensures an equitable contribution. It also means that if a development application proposes lower density than anticipated within the plan, the applicant will be expected to “top up” the amenity fees as per the plan designation. This will avoid a shortfall in anticipated funding. Amenity contribution rates will be updated with future iterations of the plan, as well as annually to account for inflation.

#### Lot Consolidation

Lot consolidation requirements prevent the creation of land remnants which are undevelopable based on proposed land use designations. They also ensure equitable distribution of road dedication and construction costs across properties, and in some cases ensure development does not adversely impact existing residents. These concerns are addressed within a strategy for lot consolidation included within the plan.

#### Environmental Constraints

Low-lying plan areas are susceptible to flooding from heavy rainfall and sea-level rise. Intensive development should generally be avoided in flood prone areas to minimize risk to health, safety, and capital investments. The TCP designates residential development, particularly detached single family, outside of the 200-year floodplain.

The City’s Zoning By-law Streamside Protection Setbacks requires that a protective buffer be established around any ditch, dyke, watercourse or wetland that is connected to potential fish habitat. Not only does this protect wildlife and aquatic resources, but it also provides essential protection to flood-prone areas by providing water storage and flow paths away from private land.

The Streamside Protection within the Zoning By-law is enacted by a Sensitive Ecosystems Development Permit Area DP3 process, which requires that any potential development within 50 meters of a stream be assessed by a Qualified Environmental Professional (“QEP”). The QEP will be required to write an Ecosystem Development Plan, in which a setback will be assigned, called the Streamside Protection Area (“SPA”), to the stream based on Provincial and Municipal regulation, in which no disturbance may occur. The SPA will need to be protected by either a Registered Covenant (minimum safeguarding) or by conveying the land to the City (maximum safeguarding), to ensure that the SPA is appropriately fenced off and maintained as a natural vegetated buffer in perpetuity. The QEP will need to address Provincial and geotechnical setbacks as well, as they can be potentially larger than the SPA; the largest of all setbacks will apply for development.

The intensity of development in much of the area is limited by geotechnical constraints of soft clay soils, as well as flood levels. These constraints limit excavations to one storey below ground

and reduce the potential for underground parking needed to support vertical development. The plan addresses these constraints through the designation of compatible land uses and parking provisions. Developers should be aware that environmental constraints may limit the developability and potential densities of certain sites.

### Development Permit Areas

Where developments are located in designated Development Permit Areas (“DPA”), as identified in the OCP (steep slopes, farm protection, environmentally sensitive areas, etc.), as well as in the case of multiple unit residential or commercial developments, the OCP Design Guidelines will be implemented through the process of reviewing and approving the related Development Permit (“DP”) at the time of development application. Developers are required to ensure familiarity and compliance with any relevant DPA and DP process.

### Official Community Plan Amendments

Within Surrey’s OCP, the Plan Area has a combination of the following land use designations: Town Centre, Commercial, Mixed Employment, Industrial, Multiple Residential, Urban and Agricultural. Several amendments to the OCP are required to align the land use designations within the Cloverdale TCP with those in the OCP. Proposed OCP amendments, as documented in Appendix “II”, include adjusting:

1. Figure 3: General Land Use Designations – to align the land use designations with the Town Centre Plan designations for the properties identified in Appendix “III”;
2. Figure 4: Secondary Plan Areas to expand the Cloverdale Town Centre Plan Area boundary;
3. Figure 11: Cloverdale Town Centre Densities – to adjust the boundary and density maximums permitted within the Town Centre boundary;
4. Figure 42: Major Employment Areas – to align the commercial land use designations with the Town Centre Plan designations; and
5. Figure 63: Secondary Plan Areas – to expand the Cloverdale Town Centre Plan Area boundary.

## **SUSTAINABILITY CONSIDERATIONS**

The work outlined in this report supports the objectives of the City’s Sustainability Charter 2.0. In particular, it relates to Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods and Economic Prosperity and Livelihoods. Specifically, this work supports the following Desired Outcomes (“DO”):

- Built Environment and Neighbourhoods DO1: Surrey is comprised of distinct, diverse and compact neighbourhoods and Town Centres, with an engaging public realm;
- Built Environment and Neighbourhoods DO2: Surrey is well-connected within the City and to the rest of the region by fast and efficient public transit and active all-ages-and-abilities transportation infrastructure;
- Built Environment and Neighbourhoods DO4: Surrey’s neighbourhoods are safe, accessible, well-connected, walkable and bike friendly;
- Built Environment and Neighbourhoods DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, viewscales, agricultural land and urban wildlife; and

- Economic Prosperity and Livelihoods DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy.

## CONCLUSION

It is recommended that Council approve the final and complete the Cloverdale TCP document attached as Appendix “I”; approve the engineering servicing strategy and the related financial strategy as documented in this report and as contained in the Cloverdale TCP; approve amendments, as documented in Appendix “II” and Appendix “III”, to the OCP to align the land uses designations within the Cloverdale TCP with those in the OCP; and authorize the City Clerk to introduce the necessary amending bylaws for the required readings and to set a date for the related public hearing.

Jean Lamontagne  
General Manager, Planning & Development

Scott Neuman, P. Eng.  
Acting General Manager, Engineering

Laurie Cavan  
General Manager, Parks, Recreation & Culture

MK/CS/PK/ar

Appendix “I” - Cloverdale Town Centre Plan

Appendix “II” - Proposed Amendments to the OCP

Appendix “III” - OCP General Land Use Designation Amendments: Property List

Appendix “IV” Corporate Report R035; 2014



Appendix "I"

# Cloverdale

# Cloverdale Town Centre

## | Town Centre Plan





**Cloverdale Town Centre Plan**

Planning and Development, Engineering, and Parks, Recreation and Culture

City of Surrey  
13450 104 Avenue  
Surrey, British Columbia V3T 1V8

**APPROVED BY COUNCIL November 2019**

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## WHAT KIND OF COMMUNITY DO WE WANT TO BE?

*Today, community building is about ensuring the success of our residents and our planet now and into the long-term future. One of the main challenges for cities is to become smarter and be able to respond cohesively to the inevitable effects of climate change.*

At the same time, we need to accommodate many new residents while maintaining the level of amenities and services needed by all. We are facing increased demand for housing, energy, infrastructure and recreational, health and social programs. More people generate more greenhouse gas emissions, traffic congestion and waste. Growth and development have significant impacts on local natural systems.

The planning of our neighbourhoods must take these factors into account. We must respond to the unavoidable impacts of climate change. We must plan and grow sustainably to create healthy and resilient communities. We will do this by greening our neighbourhoods, encouraging transit and active transportation use and planning our communities and buildings to be more efficient.









# Cloverdale Town Centre

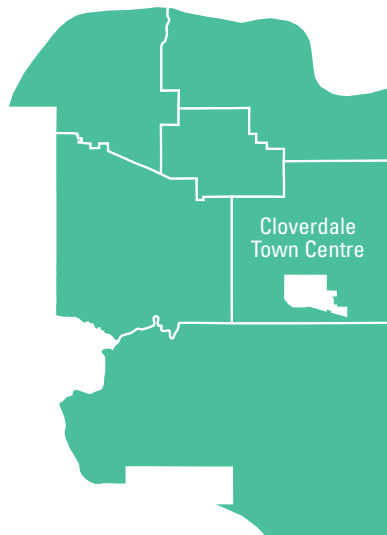
## I Plan Summary

### Cloverdale Town Centre Plan

Downtown Cloverdale is the historical centre of Surrey. It includes several heritage assets which reflect its unique western and railroad culture and character.

The Cloverdale Town Centre Plan was originally approved in 2000 to coordinate growth in downtown Cloverdale. A lot has changed since then. We've updated the plan to ensure it remains useful. The new plan includes land uses to support another 30 years of growth by ensuring there's enough space for future jobs, amenities and housing.

The plan area is centred on the crossroads of Highway 10 and Highway 15, and includes a mix of commercial, industrial and residential neighbourhood areas surrounding a pedestrian-oriented downtown core.



### How Will the Plan Improve My Neighbourhood?

Many public facilities and services are used daily by residents. These include community centres, cultural spaces, childcare facilities and libraries. When new development occurs in an area with a land use plan, the developer must make contributions to help fund these amenities. They are also required to upgrade sidewalks and other infrastructure.

### What's a Land Use Plan?

Land use plans designate what can be built and where. They guide the height, use, and look of new buildings, as well as locations and funding for new streets, parks and other public services.

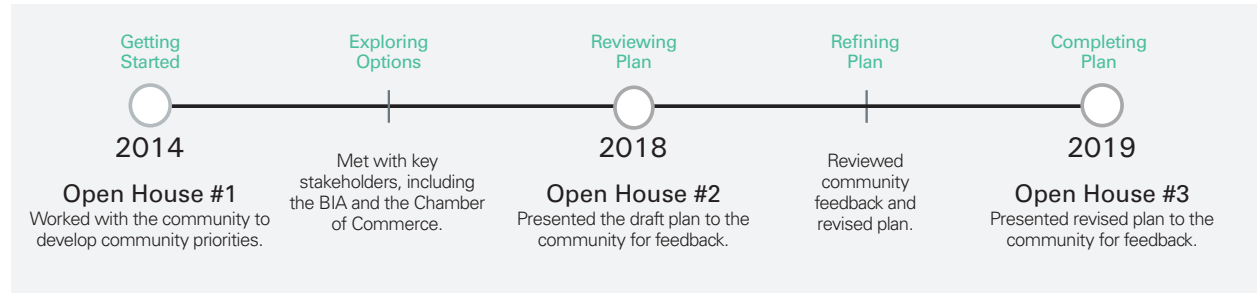
## Public Engagement

Engagement with Cloverdale residents and stakeholders began in 2014. Over five years staff worked with the community to develop priorities and draft the plan.

Early public engagement identified a strong desire to attract more local businesses, including retail shops and restaurants. Other priorities included parks, recreation opportunities, streetscape beautification, heritage preservation, public art and cultural amenities.

Residents and stakeholders provided additional feedback on the plan in 2018 and 2019. The plan was updated based on this input and staff analysis. Here is a summary of our outreach.

## 5 Years of Engagement

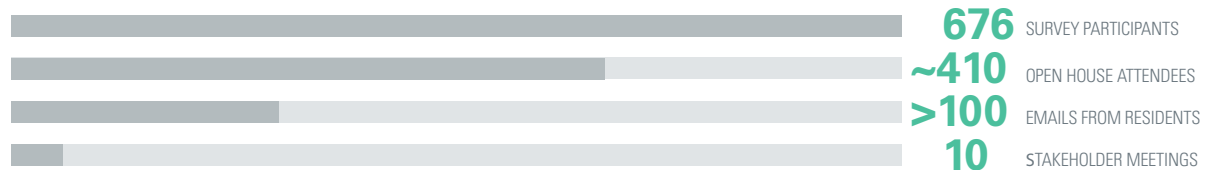


## 4 Ways to Notify Residents

- MAILER:** >16,000 Residents, Property Owners, & Businesses invited to 3 open houses
- WEBSITE:** [www.surrey.ca](http://www.surrey.ca)
- NEWSPAPER:** Surrey NowLeader, Cloverdale Reporter
- SOCIAL MEDIA:** Instagram, Facebook, Twitter

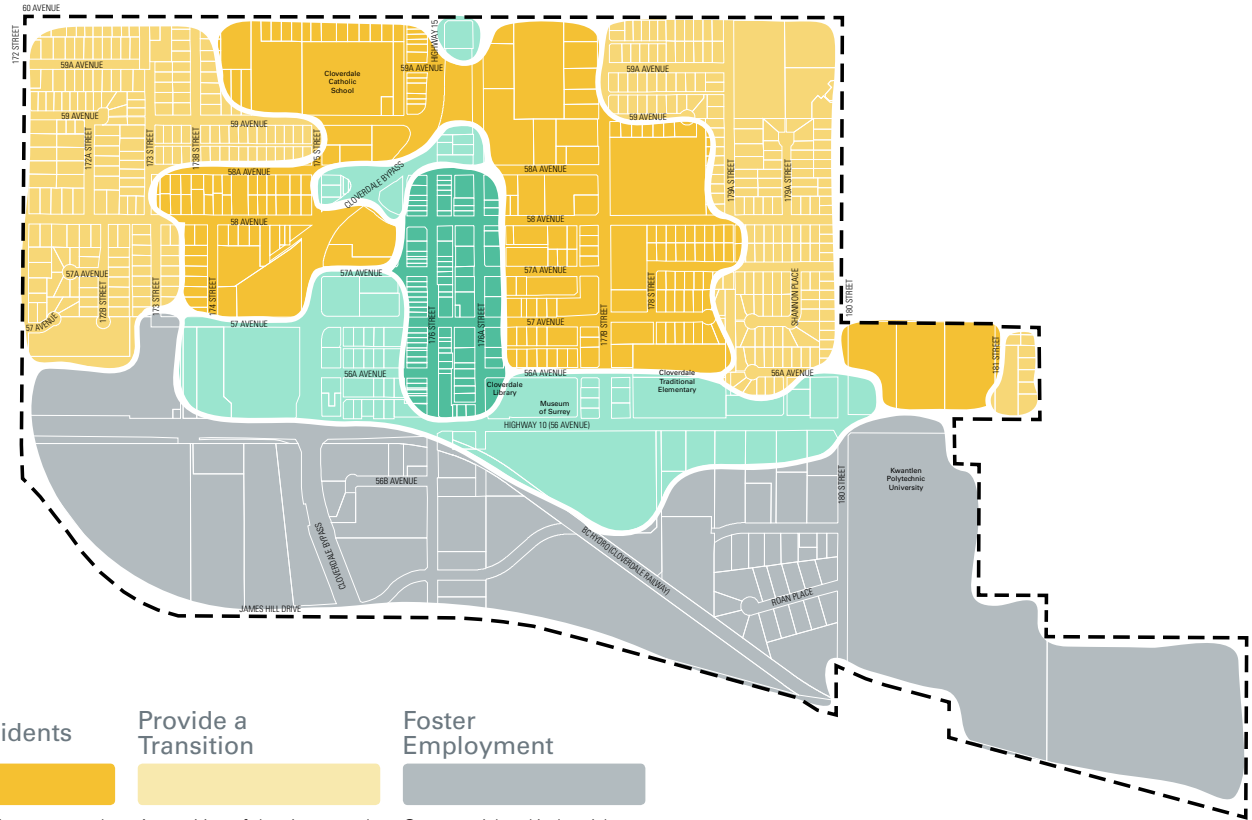
## 4 Ways to Participate

- PUBLIC OPEN HOUSES:** #1 May 22, 2014; #2 June 14, 2018; #3 April 11, 2019
- EMAIL & PHONE CONVERSATIONS:** 604-592-2640; CloverdaleTC@Surrey.ca
- SURVEY:** 3 surveys
- 1 ON 1 MEETINGS:** with the Planner



## Growth Objectives

The community's vision for a growing, distinct, and thriving town centre is implemented through five land use strategies.



### Enhance Character



The Town Centre core is reinforced by creating a coordinated public realm:

- Maintain 2-storey building heights on 176 Street;
- Encourage contemporary interpretations of historical architecture; and
- Extend the “Heritage Main Street” design features from 176 to 176A Street.

### Support Business



Mixed-use and commercial buildings adjacent to the heritage character area will:

- Provide additional space for new locally serving businesses;
- Encourage commercial at ground level; and
- Support active streetscapes with pedestrian amenities.

### Attract Residents



A range of housing types and enhanced parks and amenities will:

- Improve the balance of housing types and affordability;
- Focus new housing within walking distance of downtown; and
- Provide new parks and amenities within walking distance of all households.

### Provide a Transition



A transition of density towards the periphery of the Plan Area will:

- Preserve valued single family housing;
- Provide infill opportunities for alternative forms of single family (fee simple) housing;
- Retain the look and feel of existing neighbourhoods; and
- Provide opportunities for alternative forms of fee simple single family homes.

### Foster Employment



Commercial and industrial lands along and south of Highway 10 will:

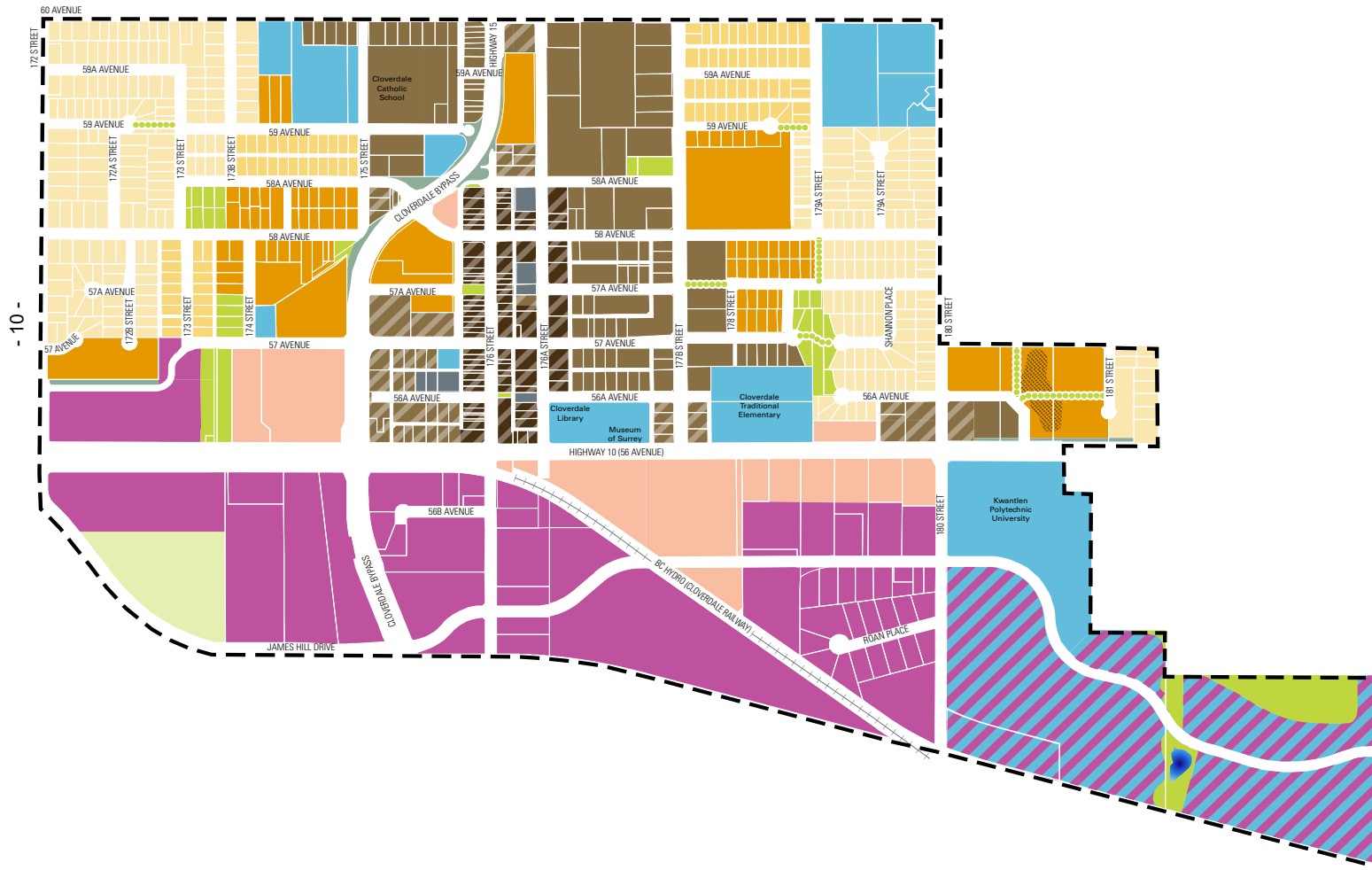
- Provide opportunities for light industry and business park development;
- Leverage a key location at the intersection of two provincial highways; and
- Expand opportunities for institutional and civic development.



# Cloverdale Town Centre | Plan Summary

## Land Use Strategy

This map shows where and how land uses fit together to create a coordinated plan. It includes example images and summary descriptions for the different types of land uses that could occur on each lot in the plan area.



### LEGEND

#### Land Uses

- Detached Residential
- Semi-detached Residential
- Townhouse
- Low Rise Residential
- Low Rise Mixed Use
- Heritage Downtown
- Commercial
- Institutional
- Industrial/Business Park
- Institutional or Industrial/Business Park
- Parks & Natural Areas
- Agricultural Land Reserve (ALR)
- Parking
- Landscaped Buffer

#### Natural Features

- Heritage Tree Preservation
- Wetlands

#### Transportation

- Roads (Future & Existing)
- Pedestrian Pathway

### WHAT IS FAR?

Floor Area Ratio (FAR) is a measure of density. It is a ratio of the building's floor area divided by the site's area. FAR alone does not determine a building's height.

For example, a building with 1 FAR could have...

- 1 storey covering the entire site
- OR**
- 2 storeys covering half the site
- OR**
- 4 storeys covering a quarter of the site

# Cloverdale Town Centre | Plan Summary

## Detached Residential



Single family detached dwelling with the potential for a secondary suite allowing a maximum of two dwelling units per lot.

### TYPICAL HEIGHT

9.5m

### DENSITY

Up to 37 UPH (15 UPA)

## Semi-Detached Residential



One dwelling unit on each lot contained within a semi-detached residential building.

### TYPICAL HEIGHT

9.5m

### DENSITY

Up to 57 UPH (23 UPA)

## Townhouse Residential



Ground-oriented townhouse buildings and related amenity spaces with a comprehensive design.

### TYPICAL HEIGHT

13 m

### DENSITY

Up to 1.0 FAR or 75 UPH (30 UPA)

## Low-Rise Residential



Multi-family housing with ground-oriented units at base of buildings.

### TYPICAL HEIGHT

4 storeys

### DENSITY

Up to 1.5 FAR

## Low Rise Mixed-Use



Multi-family housing with ground-oriented commercial space encouraged.

### TYPICAL HEIGHT

4 storeys

### DENSITY

Up to 1.5 FAR

## Heritage Downtown



Historical main street characterized by small shops and heritage buildings.

### TYPICAL HEIGHT

2 storeys on 176 St. between 56 Ave and 58A Ave. 4-5 Storeys on 176A St.

### DENSITY

Up to 1.5 FAR

## Commercial



Shopping and service centres serving the broader community.

### TYPICAL HEIGHT

Up to 4 storeys, to a maximum of 20m.

### DENSITY

Up to 1.5 FAR

## Industrial/ Business Park



Comprehensively designed business park consisting of light impact industrial, offices and service uses.

### TYPICAL HEIGHT

4 storeys, to a maximum of 18m.

### DENSITY

Up to 1.5 FAR

## Institutional



Public and private community spaces such as churches, universities, schools, museums, libraries and community centres.

### TYPICAL HEIGHT

### DENSITY

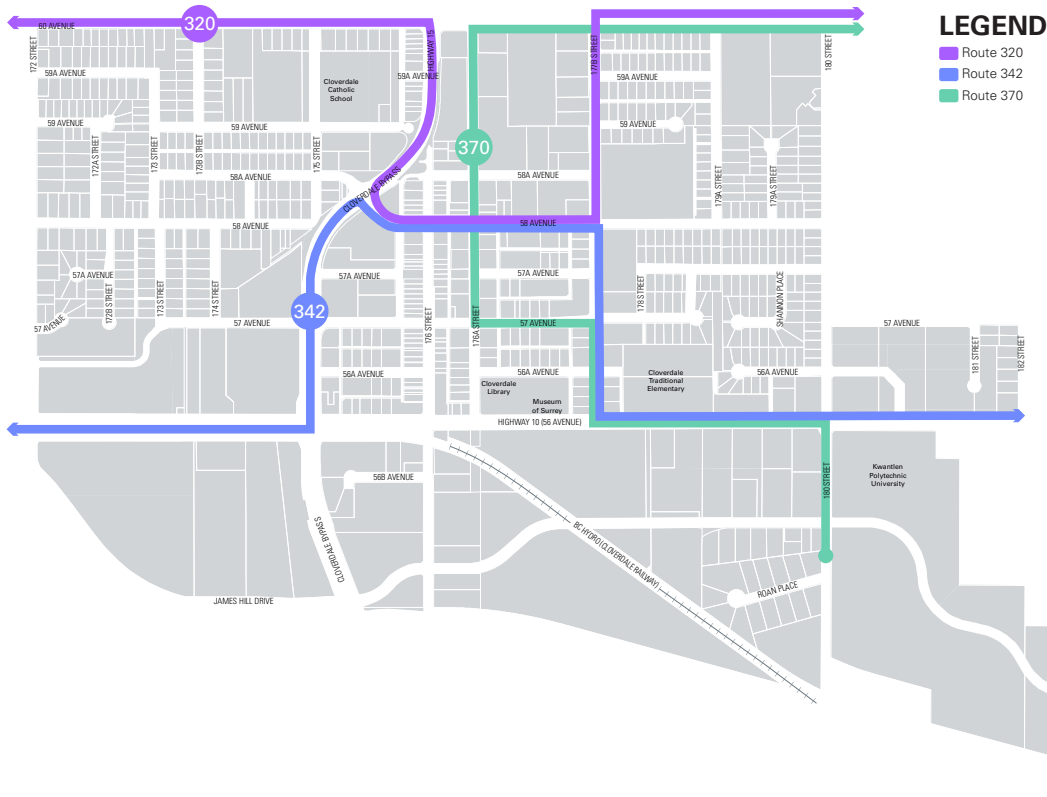
.....  
Building height and density may be increased in certain designations where additional community benefit is being provided in accordance with City policies. See Section 3 for details.



## Transit Network

As of the adoption of this plan in 2019, Cloverdale Town Centre is served by three bus routes, the 320, 342, and 370. With the extension of SkyTrain service down Fraser Highway bus routing may change to provide frequent and fast connecting service.

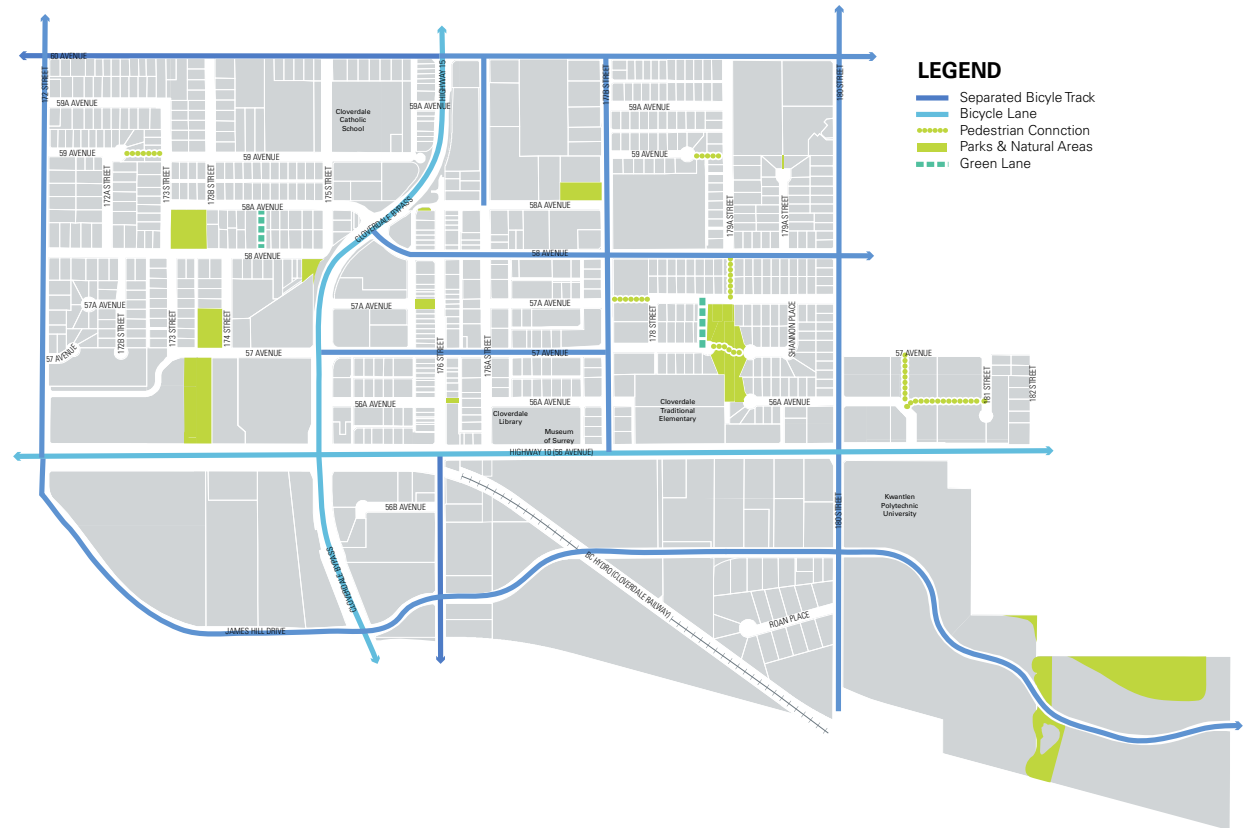
The plan encourages transit-supportive land uses and densities adjacent to current transit routes. Growth in the plan area will support increased transit ridership, which will in turn support improved service. The existing road network can accommodate bus stops and shelters to support future transit service improvements.



## Cycling & Pedestrian Network

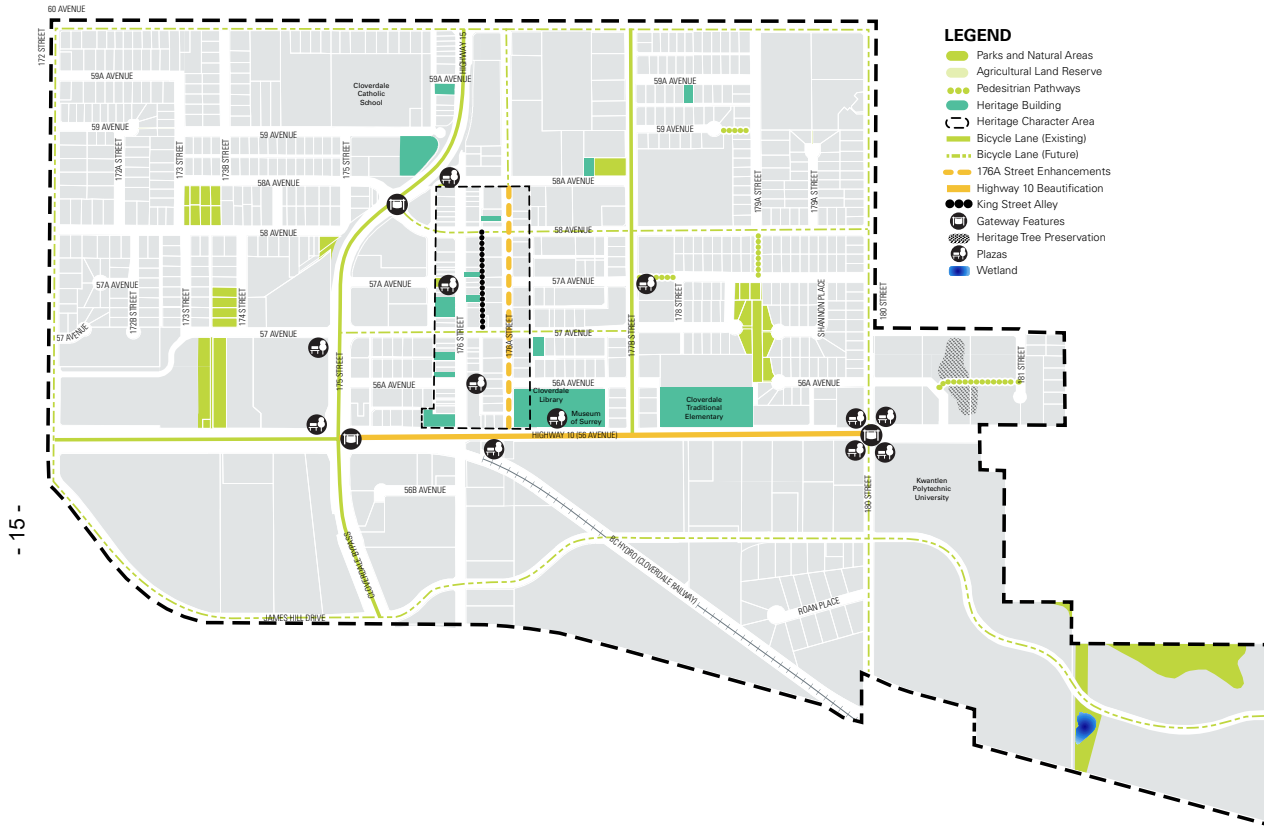
Walking and cycling infrastructure outside of the historic downtown area is limited. Most existing local roads do not have sidewalks and can only support minimal pedestrian volumes. Collector roads do not currently meet basic cycling standards. The Hook Greenway along Highway 15 is partially completed between 58 and 60 Avenues. Where older existing infrastructure does exist, it may not meet current standards.

Most new walking and cycling infrastructure within the plan will be delivered through new development. This includes new sidewalks, multi-use pathways and cycling lanes (on collectors). All new walking and cycling infrastructure will meet contemporary construction standards and will reflect the road cross sections outlined in this plan.



## Parks & Community Amenities

Civic facilities and services are essential components of the overall health and wellness of all residents. They provide year-round amenities and programming that encourage active lifestyles, learning, opportunities for social interaction, and the capacity to provide dynamic programming that supports all ages and abilities. Civic facilities and services welcome the entire community, and strive to serve vulnerable individuals, families and children through fostering a sense of belonging and connection.



## Cloverdale Town Centre's Existing Growth Trends

Based on the 2016 Census data, the Cloverdale Town Centre had a slower growth rate, higher percentage of people over 50 and higher percentage of 1-2 person households than citywide.

Population Growth Between 2011-2016	Population Over 50	1-2 Person Households
3%*	40%	62%
11%	34%	48%

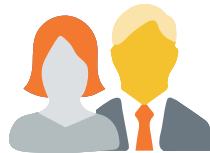
\* Cloverdale, as a whole, had a growth rate of 21% between 2011-2016.

## Cloverdale Town Centre's Projected Growth Trends

The plan supports future growth, including new housing, commercial and amenity spaces. New housing will need to respond to the area's growth trends, including an aging population and smaller household sizes.

Here is a comparison of the existing conditions and the future growth projections for the Cloverdale Town Centre. These projections reflect full build-out of the planned land uses over several decades.

- 16 -



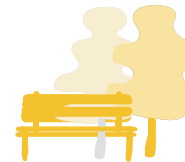
Population



Housing Units



Jobs



Parkland

Existing (2019)	5,126	2,250	3,573	4.47 hectares
Projected*	12,989	5,871	6,045	6.47 hectares
% Increase	153%	161%	69%	45%

\* Assumes complete build out of the proposed land uses over several decades.

\*\* This is an increase from 9.9 acres in the 2000 plan.



## How Does the Plan Address Housing Affordability?

The plan allows for some of the existing single-family neighbourhoods around the downtown to be redeveloped into apartments, townhouses and semi-detached homes. These tend to be less expensive than traditional detached single-family homes. They can also suit a full range of household sizes and needs.

Other housing strategies include:

- Requiring one-to-one replacement of purpose-built rental housing units lost to redevelopment;
- Encouraging development of new affordable purpose-built rental housing; and
- Requiring new residential development to contribute \$1,000/unit towards development of new affordable rental housing.

For more about how the City supports low-income residents and seniors, refer to the City's Affordable Housing Strategy and the Age Friendly Strategy for Seniors at [surrey.ca/community/3201.aspx](http://surrey.ca/community/3201.aspx).







# Introduction

## I Why a plan for Cloverdale?

The Cloverdale Town Centre plan has been developed through extensive community consultation, with support from local stakeholders, residents and City staff. The intent of the plan is to continue the development of a compact, vibrant, and sustainable town centre over the next 30 years.

20

The Plan Document  
Policy Context

19 . The original Cloverdale Town Centre plan was approved in 2000 to coordinate growth and reinforce the area's unique character. The 2019 plan reflects changes in the area and includes land uses to support another 30 years of growth by ensuring there is enough space for future jobs, amenities and housing.



## THE PLAN DOCUMENT

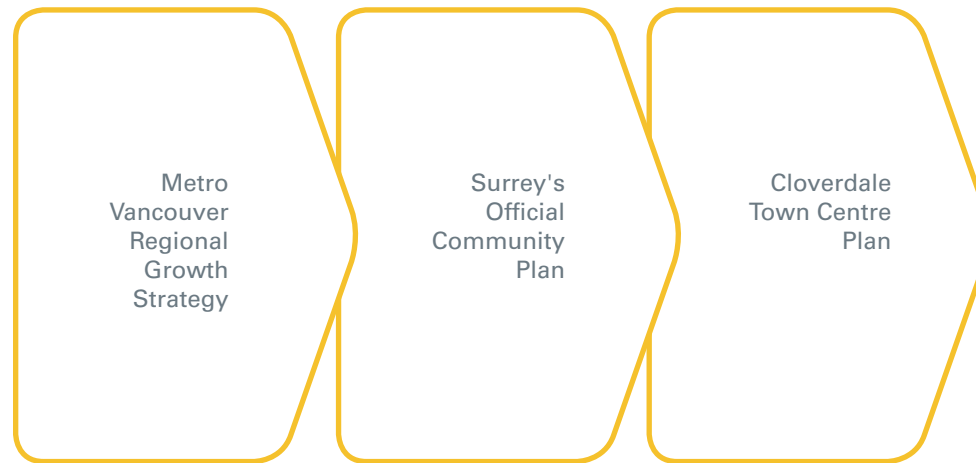
The plan is organized into the following sections:

- 1. Background** provides an overview of the planning context and process.
- 2. Plan Framework** outlines the vision and objectives.
- 3. Land Use** outlines each land use and associated design guidelines.
- 4. Transportation** outlines new road connections and active transportation initiatives.
- 5. Parks & Open Space** identifies parks, natural areas and outlines development considerations.
- 6. Community** identifies recreation and cultural amenities, schools and libraries.
- 7. Utilities** details infrastructure improvements to support development.
- 8. Implementation** outlines policies and financing required to build out the plan.

## POLICY CONTEXT

Planning in Surrey is guided by the Official Community Plan (OCP) and the Sustainability Charter. These documents provide the policy framework for growth and implement the broader direction from Metro Vancouver's Regional Growth Strategy (RGS). Land use plans, such as the Cloverdale Town Centre plan, provide more specific details and development considerations for growing areas of the City.

A significant portion of Cloverdale's Town Centre is identified as an Urban Centre in the RGS. Portions of the plan area are also identified as 'Town Centre' within the OCP. These designations mean the area is a regional focal point for concentrated growth and transit service. They also indicate that Cloverdale Town Centre is a priority location for employment and services, higher density housing, commercial, cultural, entertainment, institutional and mixed uses.

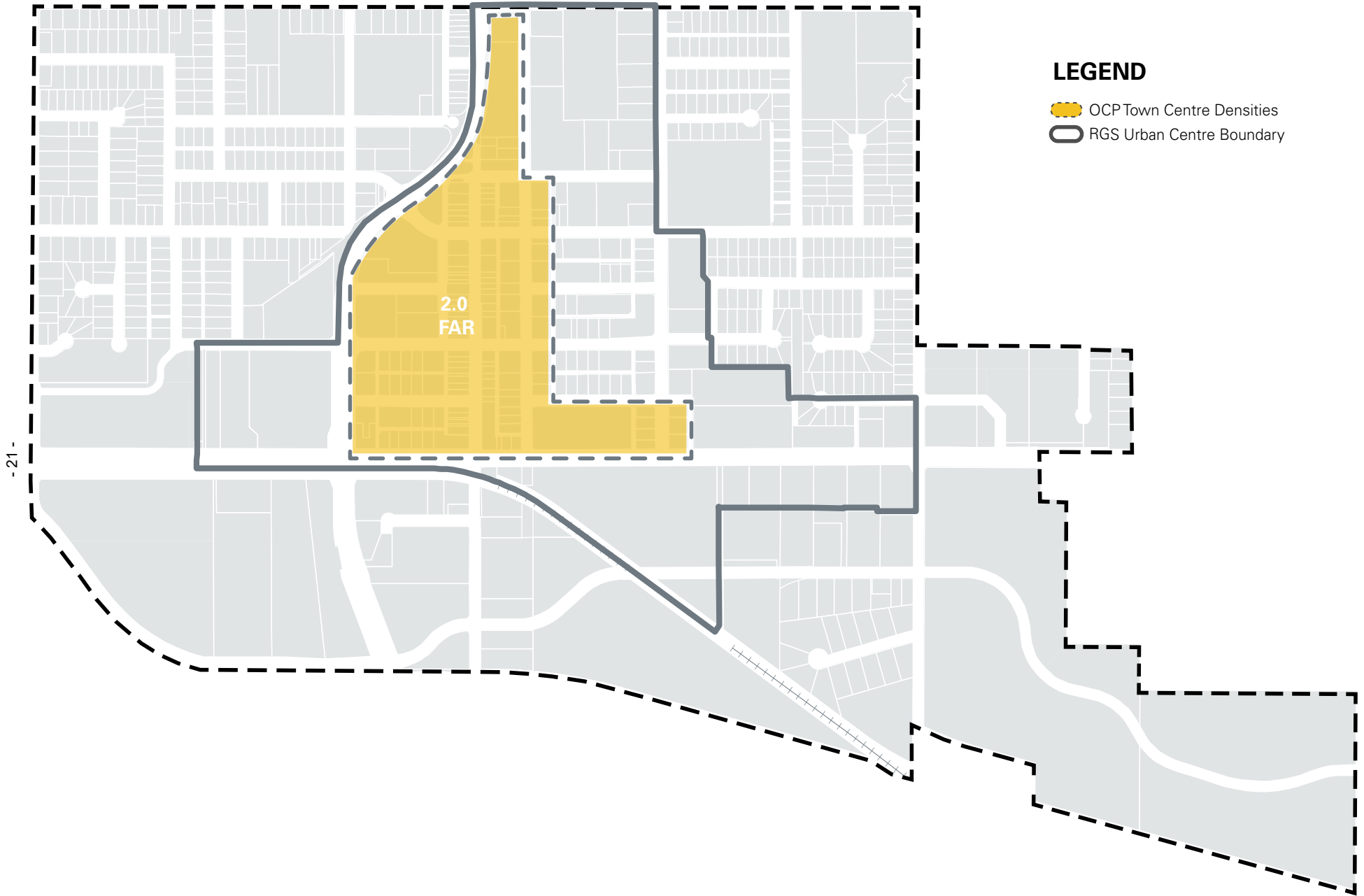


### What's a land use plan?

Land use plans designate what can be built and where. They guide the height, use, and look of new buildings, as well as locations and funding for new streets, parks and other public services.

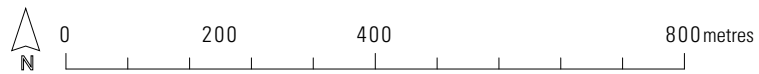
### How will the plan improve the neighbourhood?

Many public facilities and services are used daily by residents. These include community centres, cultural spaces, childcare facilities and libraries. When new development and rezoning occurs in an area with a land use plan, developers must make contributions to help fund these amenities. They are also required to upgrade sidewalks and other infrastructure.



**LEGEND**

- OCP Town Centre Densities
- RGS Urban Centre Boundary

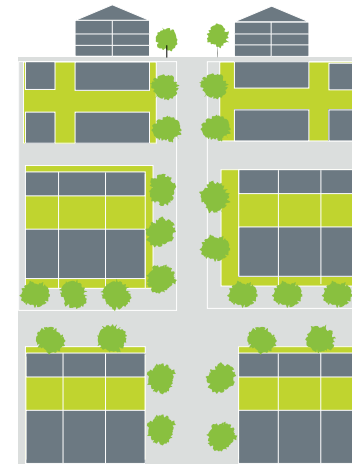


## Built Form Transitions

The Cloverdale Town Centre plan boundary expands beyond the RGS 'Urban Centre' and OCP 'Town Centre' boundaries to provide planning direction and context to the surrounding neighbourhood. This encourages a more purposeful blending and transition of land uses and densities into surrounding neighbourhoods.



Existing neighbourhoods



Transitional Density



Core Area



Planning Transect



**Town Centres** are social, cultural and commercial centres for local communities within the City. Town Centre Plans provide land use and development guidance to supplement the sustainability goals found in Surrey's Official Community Plan (OCP). They must be regularly updated to maintain relevance.

**Urban Centres** are priority development areas where a mixture of uses are encouraged in an enriched public realm to promote transit, cycling and walking.



The Official Community Plan

*"The City of Surrey will continually become a greener, more complete, more compact and connected community that is resilient, safer, inclusive, healthier and more beautiful."*

The OCP identifies five long-term sustainability goals to help address the challenges of urban growth, climate change and demographic shifts:



**Accommodate population growth** by maximizing the efficient use of urban land while minimizing the impacts of change in existing neighbourhoods.



**Improve the balance of local jobs to population** in order to reduce commuting time, traffic congestion, and greenhouse gas emissions while reducing the burden of property taxes on residential properties by diversifying the local tax base.



**Reduce automobile reliance** by re-orienting land use patterns to include higher density, mixed use developments with access to transit, cycling and walking.



**Promote a compact urban form** that supports transit and renewable district energy infrastructure while reducing costly infrastructure extensions and avoiding development in environmentally sensitive areas.



**Serve needs of the City's population** by providing housing diversity and community programs to support all ages and socio-cultural groups.





# Section 1: Background & Context

## | How We Got Here

The foundation of any land use plan is the context. Geography, history and people frame and define the area. They also set the stage for the future and support the direction of the plan.

26	1.1 Plan Area
28	1.2 Geography & Environment
30	1.3 History
30	1.4 Community Profile
31	1.5 Planning Process







## 1.1 PLAN AREA

The Cloverdale Town Centre plan includes an area of 297 hectares (733 acres) centred on the crossroads of Highway 10 (56 Avenue) and Highway 15 (Pacific Highway).

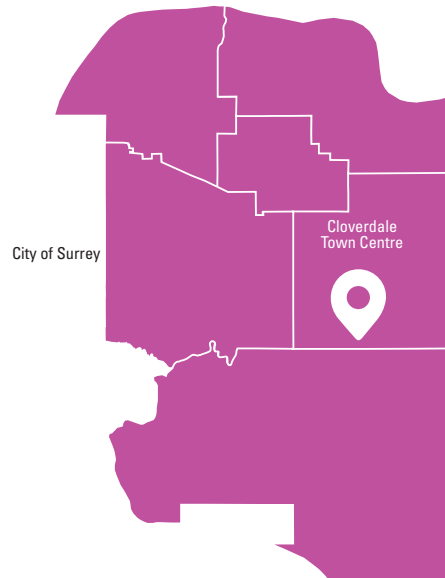


Figure 1.1: Cloverdale TC Location in Surrey

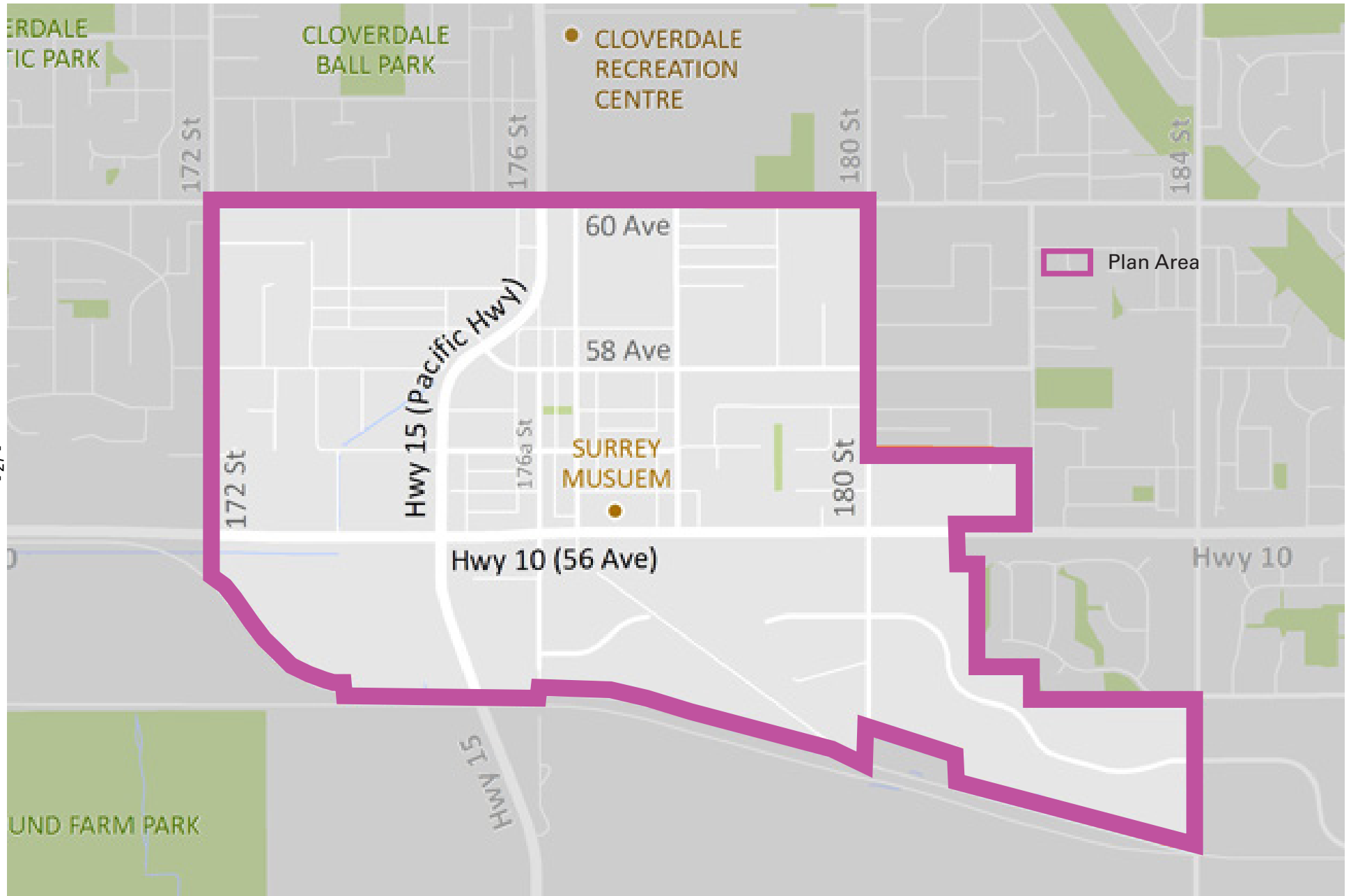
## 1.2 GEOGRAPHY & ENVIRONMENT

Cloverdale Town Centre is in the Nicomekl River watershed, with a portion of the plan area within the river's floodplain. The plan area is generally flat, with a gentle southward slope. Low-lying areas are susceptible to flooding from heavy rainfall and will be at risk due to anticipated sea level rise. The area is also predominantly built on soft clay soils which has implications on water infiltration, drainage and development. Due to the nature of the soils in this plan area, undeveloped lands (such as greenfield sites and agricultural land) in low-lying areas may have seasonal wetland habitat present.

Natural flora and fauna in the area is limited due to the area's built out urban environment. However, the adjacent Agricultural Land Reserve (ALR) and Mound Farm Park provide habitat for common birds, mammals and amphibians of the region, including coyotes, skunk, red tailed deer, vole species, barred owls, red-legged frogs and snakes. Most of the area's agricultural ditches provide aquatic habitat and support commercial fish species, including the Cloverdale Canal. Existing background information indicates that there are no known threatened or endangered species or interior forest habitats within the Town Centre area.



Figure 1.2 Cloverdale TC Plan Area





## 1.3 HISTORY

The City of Surrey recognizes that Cloverdale, like all of Surrey and the Lower Mainland, is located on the unceded traditional territory of the Coast Salish people, who have lived here for thousands of years. Today, three landbased First Nations, Katzie, Kwantlen and Semiahmoo, have ancient and ongoing ties to this place. Within this context, this section of the plan provides a brief summary of the municipal history of Cloverdale.

Cloverdale is Surrey's first urban settlement, and home to Surrey's first town hall, built in 1881. It was built in what was known as Surrey Centre, referred to today as part of Cloverdale. Downtown Cloverdale's unique character reflects the area's historical roots as a village centre within a rich agricultural region (previously known as the Clover Valley). It was also the intersection of three railway lines, which made Cloverdale an early regional hub for commercial and cultural activities.

Cloverdale is historically centered on 176 Street. The surrounding heritage character area includes numerous heritage facilities and attractions, including the Museum of Surrey, Surrey Archives, Cloverdale Library and Heritage Railway.

Cloverdale has grown and changed in recent years, with new commercial and multi-family residential buildings along Highway 10 and Highway 15 (Pacific Highway). These developments have attracted new residents and resulted in more shops and services. The Town

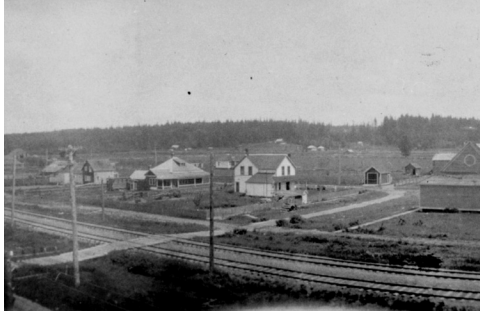
Centre retains a unique historic charm based on the railway and western themed architecture along 176 and 176A Streets. Cloverdale Town Centre remains the historical heart of the City of Surrey due to its historical context, concentration of heritage buildings and central geographic location within Surrey.



**First Nations History**

Prior to European settlement, the Cloverdale area was the historical and traditional home of the Coast Salish peoples.

The Coast Salish peoples have lived in the region for thousands of years. Community life centered on hunting and fishing, focusing on tidal resources of shellfish and river supplies of salmon. The Campbell, Nicomekl and Serpentine Rivers were the inland routes used for trading and communication. The coastal waterways connected the First Nations to the surrounding communities.



**1870s European Settlement**

Settlers, predominantly European, began to settle the area. Logging began, the land was cleared and small farming communities grew. The name 'Clover Valley' was first used.

**1879 Surrey Becomes a Municipality**

The first town hall was constructed in Cloverdale in 1881. One of Surrey's earlier general stores opened in 1870 near Five Corners (60 Avenue and Old McClellan Road).

**1890s The Commercial Core Grows**

The commercial core of Cloverdale (176 Street) begins to develop into what now constitutes Cloverdale Town Centre.



**1891 Railway Development**

The New Westminster Southern Railway (NWSR) opens in 1891, linking Cloverdale to the Port Mann area and other Great Northern Railway (GNR) service to Bellingham, WA, and New Westminster. The NWSR railway was followed by the Victoria Terminal Railway and Ferry Company (VTRF) in 1903 and the BC Electric Interurban (BCER) line in 1910. The advent of railways played a significant role in the development of Cloverdale, and greatly influenced the area's layout.

**1910s Many of Cloverdale's historic buildings date from this period.**

**1911**

With three intersecting railways, Cloverdale quickly developed as the transportation, administrative, commercial, and educational centre of the Surrey Municipal District.

**1912 Surrey's Second Municipal Hall Constructed**

Located at 17671 56 Avenue, it replaced the City's original Town Hall in Surrey Centre, and established Cloverdale as the regional centre of the District.

**1913 Highway 15 Improvement**

Clover Valley Road (Highway 15) was improved and opened south to the border at Blaine, Washington. The highway was later paved in 1923.

**1945**

**Post WWII Boom**

The area experienced a post war boom from returning veterans and their families. It was during this period that the first small rodeo was held in Cloverdale in 1945.

**1946**

**The Cloverdale Rodeo**

The first standalone Cloverdale Rodeo event is first held.



**Cloverdale Today**

Many historical elements are still visible in the Cloverdale Town Centre area, including the historic 176 Street and many municipally designated and protected buildings.

Figure 1.3 Cloverdale Historical Timeline

# 1.4 COMMUNITY PROFILE

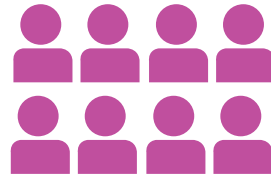
In 2018 the Cloverdale Town Centre area had a population of approximately 7,200 residents, with a population density of 2,424 residents/km<sup>2</sup>. Surrey’s average population density was 1,587 residents/km<sup>2</sup> in the same year. Cloverdale Town Centre’s population is also older than the City average, with a higher percentage of residents 50 and older, living in smaller household sizes (1-2 person) than citywide.

The Town Centre is becoming more urban through redevelopment. Vacant and underutilized sites near the historical downtown have been redeveloped with mixed-use apartments and townhouses. Suburban single-family housing lots are increasingly being redeveloped with larger homes or subdivided to allow for smaller single-family homes. The result has been an increase of approximately 300 housing units within the plan area between 2014 and 2019.

The **average single family home** in Cloverdale costs close to \$1.0 million (2019). In contrast, most Surrey families have a household income of between \$63,000 and \$120,000/year (2019). More affordable housing types, such as apartments and townhouses, will help support the housing needs of everyone.

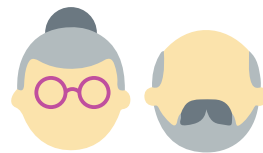
Increasingly, **seniors are choosing to downsize** over moving into designated senior housing or care facilities. Smaller unit sizes with limited yard maintenance give seniors the opportunity to age in place.

## COMMUNITY TRENDS



### Slow Growth

Population growth in the plan area grew by only 3% between 2011 and 2016. By comparison, the broader Cloverdale community grew by 21% and Surrey grew by 11%.



### Ageing Population

40% of population are over the age of 50 (up from 36% in 2011) compared to 34% citywide.



### Smaller Households

62% of households are 1-2 people compared to 48% city-wide.

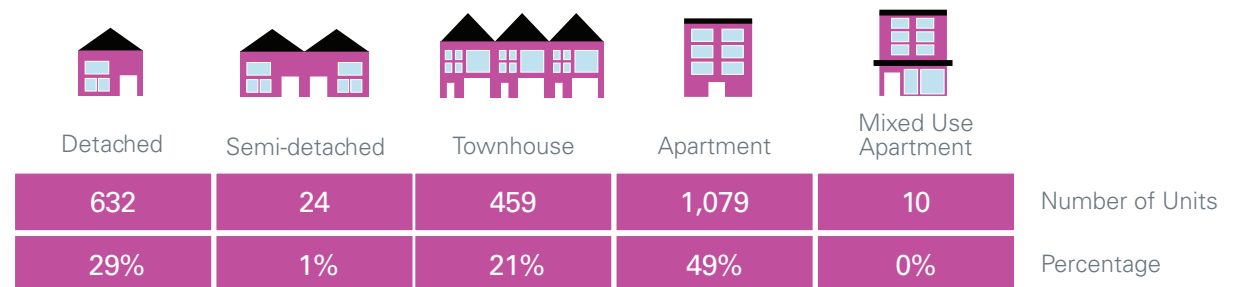


Figure 1.4: Community Trends (top), Figure 1.5 Existing Residential Units (bottom)

# 1.5 PLANNING PROCESS

## 1.5.1 Overview

The process of updating Cloverdale’s Town Centre plan was initiated by Council in 2014 at the request of the Business Improvement Association and Chamber of Commerce. The intent was to update the land use plan to encourage additional residents and businesses to move into the area.

The planning process included a public consultation component aimed at gauging stakeholder values and priorities to guide the future development of Cloverdale Town Centre. Background studies were conducted to evaluate and advise on heritage assets, economic conditions, and parking needs. These studies informed the draft land use plan, which features specific strategies to address both public preferences and background study recommendations. Finally, infrastructure servicing needs were identified based on proposed land use designations, and a financing strategy is proposed to support future development.

### PLANNING TIMELINE



### TIMELINE AND KEY MILESTONES

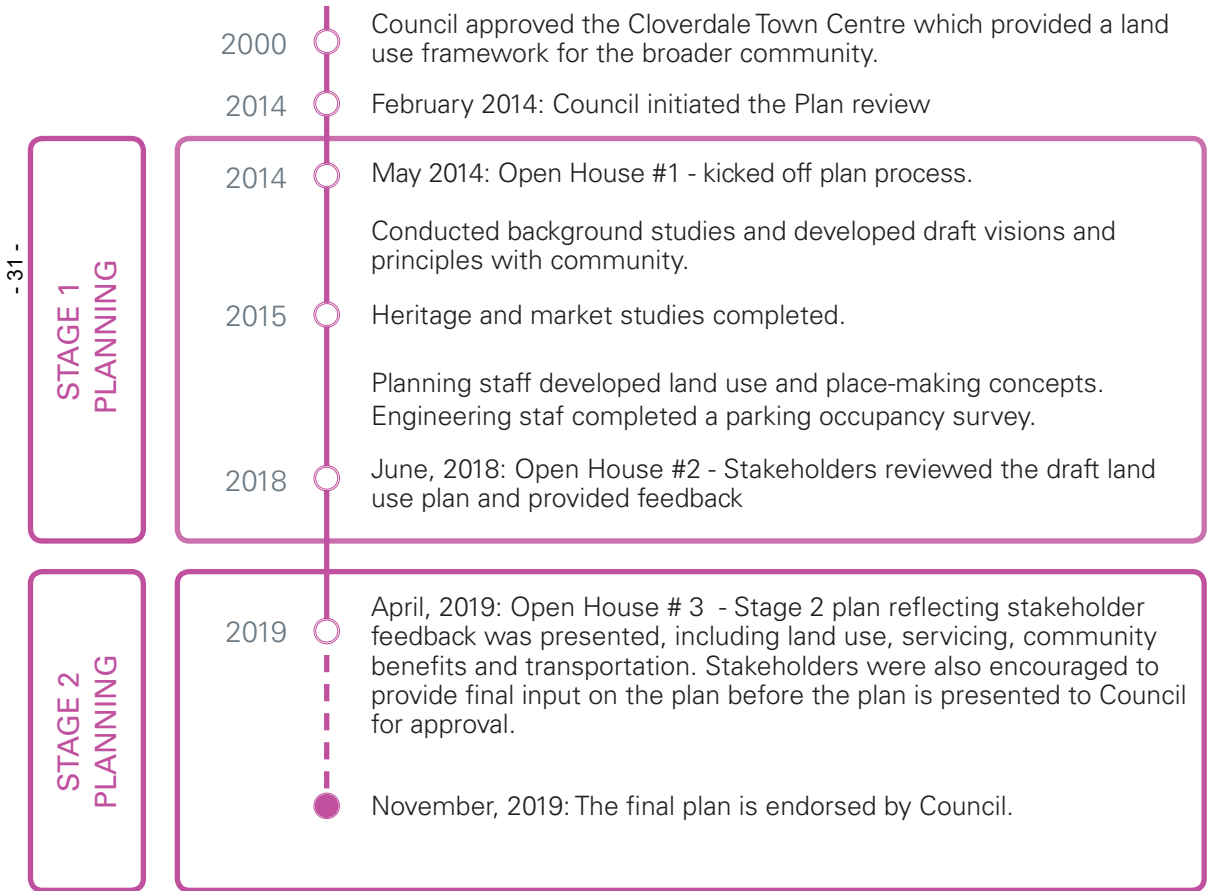


Figure 1.5: Timeline and Key Milestones



## 1.5.2 Public Consultation

Following Council initiation of the plan update in 2014, Cloverdale residents and stakeholders were invited to a plan kick-off open house to identify strengths and opportunities for the Town Centre. Early input identified a strong desire to attract more local business, including retail and restaurants within walking distance of residences. Parks and recreation opportunities also ranked high among community priorities. Other desires included beautification and streetscape improvements, such as heritage, arts, and cultural amenities.

An initial draft land use concept was presented at a second open house in June 2018. The concept featured an expanded mixed-use area downtown (along 176 Street) with street-level commercial. It also introduced new neighbourhood parks. Public response to the initial draft concept included concerns about increased traffic congestion, safety, loss of neighbourhood character, and a desire to maintain single-family neighbourhoods. Retention of surface parking lots in the historical downtown was raised as a major concern among the business community.

The final draft was presented at a third open house in April 2019 and received general support from stakeholders. This draft added downtown parking, adjusted residential designations and moved a proposed neighbourhood park in response to citizen feedback on the initial draft land use concept.

## CONSULTATION SUMMARY

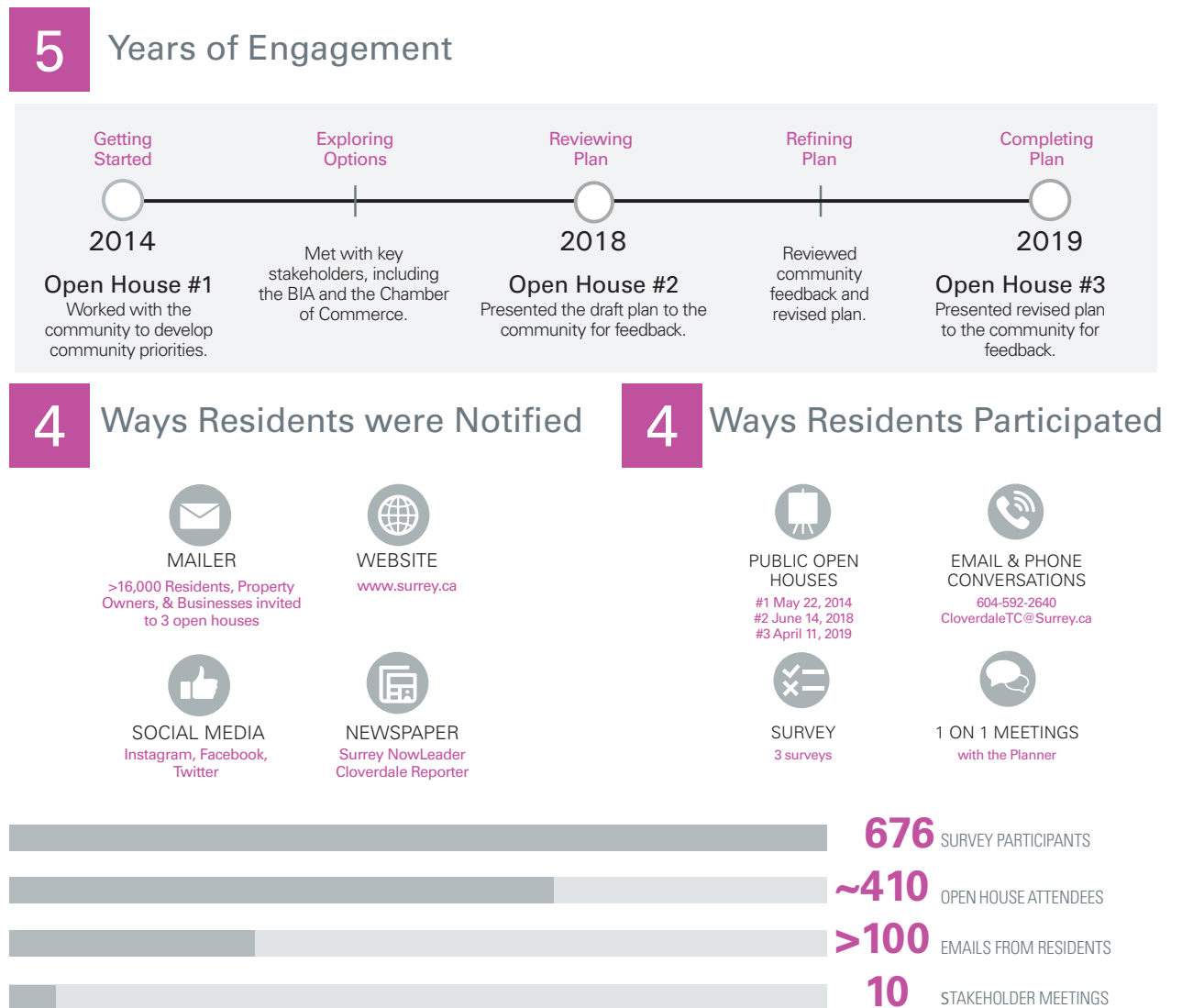


Figure 1.6: Community Consultation Summary

### 1.5.3 Background Studies

#### HERITAGE STUDY

In January 2015, the Cloverdale Town Centre Heritage Study was completed by Donald Luxton and Associates Inc. The report includes the historical context of Cloverdale, and identifies opportunities and recommendations for the conservation, commemoration and interpretation of the area's heritage. Study findings and recommendations have been incorporated into the new plan.

#### MARKET ANALYSIS

In March 2015, a Commercial Market Study was completed by Urbanics Consultants Ltd. The report indicated a need for additional housing to support local restaurants, bars, and retail shops, which currently draw residents to competing commercial districts outside the Town Centre. It also noted that additional commercial and retail opportunities within the historic downtown as well as additional highway-oriented retail on Highway 10 could support the overall commercial viability of the Town Centre. Land use designations have been updated to reflect the findings of the market analysis.

#### PARKING STUDY

In 2018, the City of Surrey surveyed all public street and off-street parking in Cloverdale Town Centre to measure occupancy rates. The study suggested that the existing parking supply adequately meets current demands. Parking will need to be managed to prevent a shortage of available spaces as the downtown continues to grow.





# Section 2: Plan Framework

## I The Big Picture

At the beginning of the planning process the community helped develop a vision and objectives for the Town Centre Plan. These guiding elements were revisited throughout the process to ensure the plan, as it progressed, continued to reflect these objectives.

- 36 2.1 Vision
- 2.2 Growth Concept & Objectives
- 38 2.3 Growth Projections

- 35 -



## 2.1 VISION

### PLANNING VISION

The vision statement represents the enduring values and character of the neighbourhood and embodies the priorities of local stakeholders as well as the City's growth and sustainability goals.

*“Cloverdale Town Centre is the historic heart of the City. It is a distinctive, thriving centre for commercial, social, cultural, and recreational activities. It is a pedestrian-friendly neighbourhood with a variety of housing types and local businesses that celebrates its heritage and embraces its role as a regional destination.”*

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#### GROWING

A range of housing options attracts new residents to the area. Local population growth supports new businesses and amenities that enhance the Town Centre.



#### DISTINCT

Place-making enhancements reflect Cloverdale's unique historical identity. New and improved parks, plazas and streetscapes support a growing population.



#### THRIVING

More locally-oriented mixed-use buildings and businesses revitalize the downtown. A built-in population base and commercial space attracts small retail shops and restaurants that sustain a vibrant and distinct urban core.

## 2.2 GROWTH CONCEPT & OBJECTIVES

Cloverdale is a distinct and eclectic community with historic significance in Surrey. Residents and visitors engage with its history and character. The plan recognizes this and strives to promote, preserve and enhance distinctive local character and sense of place.

The plan is framed around five key growth objectives. These provide direction to advance the vision and support the long-term growth of Cloverdale. These objectives are supported by clear direction, land use designations and policies to guide growth, development and design.



#### OBJECTIVE 1. ENHANCE CHARACTER

The Town Centre core is reinforced by creating a coordinated public realm:

- Maintain 2-storey building heights on 176 Street;
- Encourage contemporary design, compatible with historical architecture; and
- Extend the “Heritage Main Street” design features from 176 to 176A Street.



#### OBJECTIVE 2. SUPPORT BUSINESS

Mixed-use and commercial buildings adjacent to the heritage character area will:

- Provide additional space for new locally serving businesses;
- Encourage commercial at ground level; and
- Support active streetscapes with pedestrian amenities



#### OBJECTIVE 3. ATTRACT RESIDENTS

A range of housing types and enhanced parks and amenities will:

- Improve the balance of housing types and affordability;
- Focus new housing within walking distance of downtown; and
- Provide new parks and amenities within walking distance of all households.



#### OBJECTIVE 4. PROVIDE A TRANSITION

A transition of density towards the periphery of the plan area will: Preserve valued single-family housing;

- Provide infill opportunities for alternative forms of single family (fee simple) housing,
- Retain the look and feel of existing neighbourhoods; and,
- Focus meaningful density around the downtown commercial area.



#### OBJECTIVE 5. FOSTER EMPLOYMENT

Commercial and industrial lands along and south of Highway 10 will:

- Provide opportunities for commercial, light industry and business park development;
- Leverage a key location at the intersection of two provincial highways; and
- Expand opportunities for institutional and civic development.







## 2.3 GROWTH PROJECTIONS

### 2.3.1 Population Projections

The Cloverdale Land Use Plan will accommodate modest population growth over several decades. New development within the plan area is anticipated to continue at the same pace resulting in an annual population growth rate between 2-3%. This represents a rate below the City of Surrey's average. Assuming eventual build-out over many decades, the plan will yield more than double the existing housing units, resulting in a total population of approximately 13,000 residents. To accommodate this increase in population the plan designates additional parkland as well as additional employment lands.

### 2.3.2 Housing Projections

The plan supports more diverse housing options by providing apartment and townhouse opportunities between the historic downtown and existing single-family neighbourhoods. A residential transitional area around the downtown core will support the objective of the plan by attracting new residents, supporting new and existing local businesses and providing a buffer between commercial areas and lower density residential neighbourhoods. A greater variety of housing will support a full range of housing needs within walking distance of the downtown.

In total, the number of dwelling units will increase from the existing 2,204 (2019) to approximately 6000. New housing units will be predominantly apartments and townhouses.

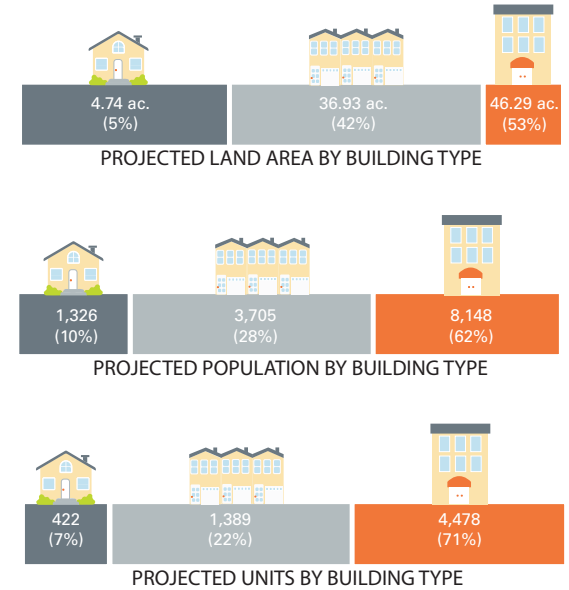
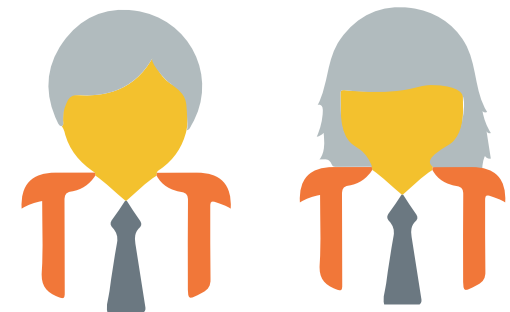


Figure x: Population Projections

2030

2050



420 - 436 students

824 - 1,017

Figure 2.2 Projected Elementary and Secondary Students

#### How long will it take for the plan to be fully implemented?

Development in Cloverdale Town Centre will largely take place through infill development. This typically requires the consolidation of lots, which takes time. The plan will likely take several decades to be fully realized since most of the area is already developed with existing buildings and uses.



### 2.3.3 Employment Projections

The plan supports local businesses by providing a built-in customer base. Mixed-use commercial/residential buildings adjacent to the heritage downtown will support the provision of desired locally oriented businesses and services.

Commercial and industrial lands south of Highway 10 will continue to provide a diverse range of regionally oriented industries and services that leverage the Town Centre's location at the crossroads of two provincial highways. This area may evolve to support new institutional and locally oriented uses which complement the heritage downtown core. Total jobs within the Plan Area will roughly double from 2019 level to approximately 6,000.

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# Section 3: Land Use

## | How We Grow

The land use map and designations reflect the goals and objectives of the plan. They show how future development will fit together and where the City expects growth. The land use map shows the land uses designations in the Town Centre. Council, staff and residents expect future development proposals to correspond with this concept plan.

- 42 3.1 Land Use Strategy
- 44 3.2 Mixed Use Designations
- 48 3.3 Mixed Use Interface
- 50 3.4 Residential Designations
- 56 3.5 Employment Designations
- 61 3.6 Other Land Use Designations

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# 3.1 LAND USE STRATEGY











Cloverdale Town Centre is a distinctive centre for commercial, social and cultural activities. It is the heart of the broader Cloverdale community. Centered on 176 Street and 176A Street, this area features a finer-grained and pedestrian friendly street network. These streets support many local businesses, services and public gathering spaces.



A variety of housing types accommodate residents with different needs and means. Most new residential development will occur within walking distance of the downtown. This will provide convenient access to shops and services and provide a larger customer base for local businesses.

Land use designations define future land uses that the City will encourage over time. Each land use designation outlines what may be possible on sites with that designation.

Implementation of the plan is intended to take place over time through applications for rezoning and development permits. Zoning regulations specify permitted land uses and densities on a property-by-property basis and are intended to be generally consistent with the provisions outlined in this section. Not all sites will be able to meet the maximum densities outlined in the designation due to limitations created by context (e.g. road dedications, heritage retention etc.) and site constraints (e.g. lot size and shape, existing trees, riparian areas). New proposed zoning will be reviewed at the time of development application submissions on a case-by-case basis.

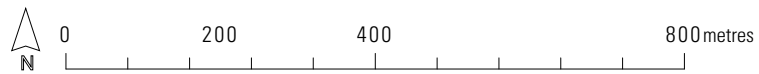
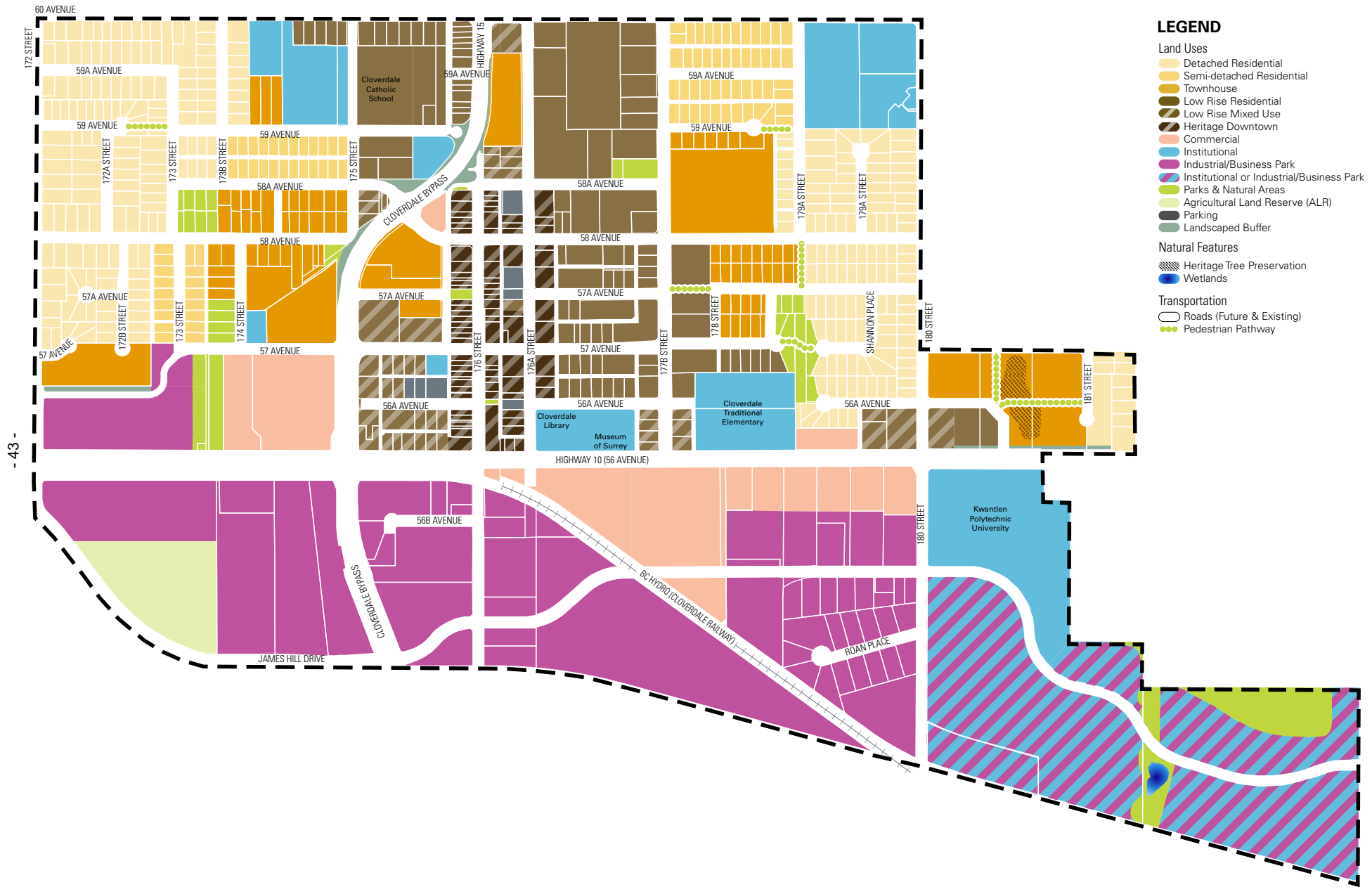
TABLE X: LAND USE DESIGNATION SUMMARY

 <p><b>Detached Residential</b></p> 	 <p><b>Semi-Detached Residential</b></p> 	 <p><b>Townhouse Residential</b></p> 	 <p><b>Low-Rise Residential</b></p> 	 <p><b>Low Rise Mixed-Use</b></p> 
<p>Single family detached dwelling with the potential for a secondary suite allowing a maximum of two dwelling units per lot.</p>	<p>One dwelling unit on each lot contained within a semi-detached residential building.</p>	<p>Ground-oriented townhouse buildings and related amenity spaces with a comprehensive design.</p>	<p>Multi-family housing with ground-oriented units at base of buildings.</p>	<p>Multi-family housing with ground-oriented commercial space encouraged.</p>
<p><b>BUILDING HEIGHT</b> 9.5m</p>	<p><b>BUILDING HEIGHT</b> 9.5m</p>	<p><b>BUILDING HEIGHT</b> 13m</p>	<p><b>BUILDING HEIGHT</b> 4 storeys</p>	<p><b>BUILDING HEIGHT</b> 4 storeys</p>
<p><b>DENSITY</b> Up to 37 UPH (15 UPA)</p>	<p><b>DENSITY</b> Up to 57 UPH (23 UPA)</p>	<p><b>DENSITY</b> Up to 1.0 FAR or 75 UPH (30 UPA)</p>	<p><b>DENSITY</b> Up to 1.5 FAR</p>	<p><b>DENSITY</b> Up to 1.5 FAR</p>

 <p><b>Heritage Downtown</b></p> 	 <p><b>Commercial</b></p> 	 <p><b>Industrial/Business Park</b></p> 	 <p><b>Institutional</b></p> 
<p>Historical main street characterized by small shops and heritage buildings.</p>	<p>Shopping and service centres serving the broader community.</p>	<p>Comprehensively designed business park consisting of light impact industrial, offices and service uses.</p>	<p>Public and private community spaces such as churches, universities, schools, museums, libraries and community centres.</p>
<p><b>BUILDING HEIGHT</b> 2 storeys on 176 St, between 56 Ave and 58A Ave.</p>	<p><b>BUILDING HEIGHT</b> Up to 4 storeys to a maximum of 20m.</p>	<p><b>BUILDING HEIGHT</b> 4 storeys, to a maximum of 18m.</p>	
<p><b>DENSITY</b> Up to 1.5 FAR</p>	<p><b>DENSITY</b> Up to 1.5 FAR</p>	<p><b>DENSITY</b> Up to 1.5 FAR</p>	

Building height and density may be increased in certain designations where additional community benefit is being provided in accordance with City policies. See Section 3 for details.

Figure 3.1: Land Use Map



## 3.2 MIXED USE DESIGNATIONS

### 3.2.1 Heritage Downtown

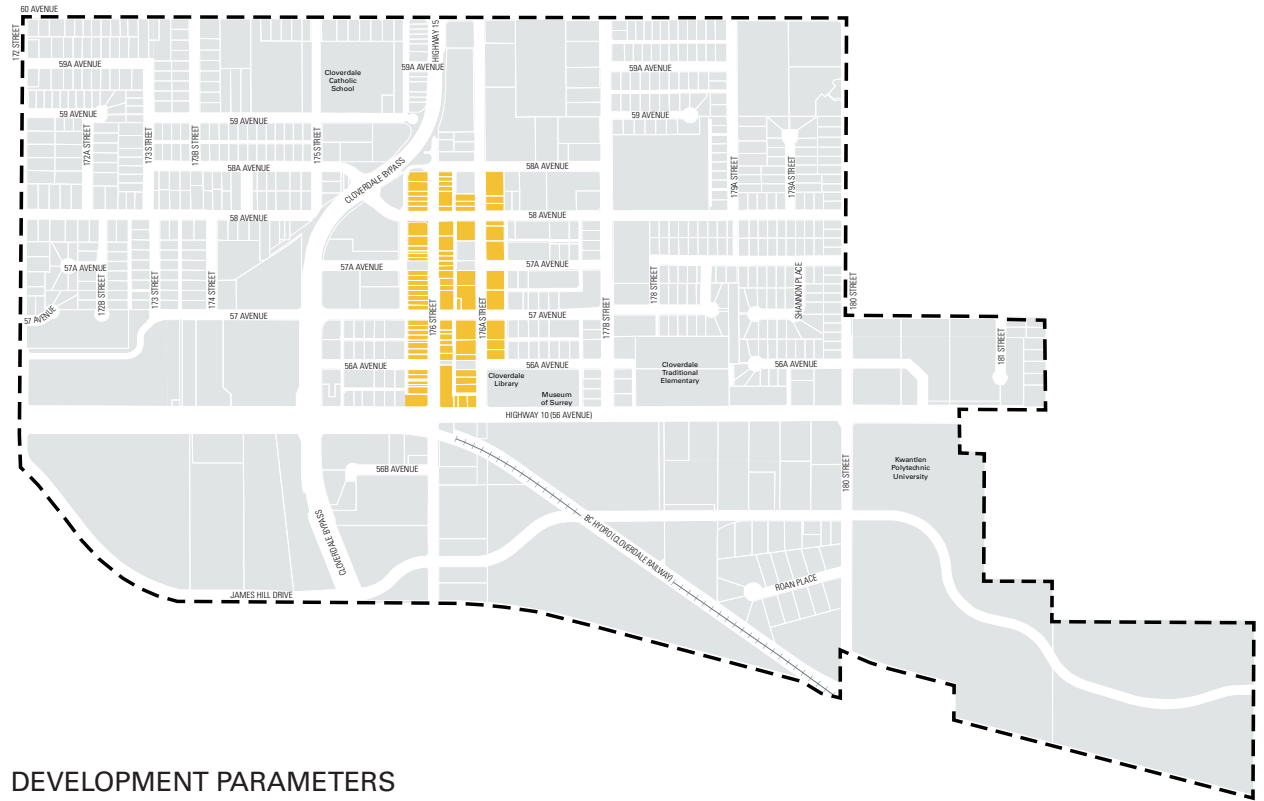
This designation is reflective of Cloverdale’s historical main street characterized by its small shops and heritage buildings. Its streetscape is inviting and highly walkable with a range of commercial uses that offer a wide selection of goods and services. It is a vibrant and eclectic area that residents and visitors want to spend time in.

New development will authentically complement scale, massing and architecture of the historic streetscape. “Heritage Main Street” design features will be expanded from 176 to 176A Street. Heritage character is achieved through contemporary interpretation of existing architectural forms and details. Development within this designation will meet the intent of the plan through the following objectives:

- Growth Objective 1: Enhance Character*
- Growth Objective 2: Support Business*
- Growth Objective 3: Attract Residents*

#### INTENT

Development within this designation will focus on providing ground floor retail, including space for shops, restaurants, businesses and services. Office or residential is permitted above. Street-level commercial or retail uses are required in all development in this area.



#### DEVELOPMENT PARAMETERS

##### Typical Height

2 storeys on 176 Street, between 56 Ave and 58A Ave.  
4-5 Storeys on 176A Street.\*

##### Parking:

Locate at the rear of the building, at grade wrapped within building envelope or underground and accessed by lane.\*\*

##### Density:

Up to 1.5 FAR\*

*Commercial at grade required, office or residential above. Refer to the ground floor interface policy in Section 7.1 for more details.*

*\* Building height and density may be increased to 5 storeys and up to 2.0 FAR on sites where heritage preservation is being proposed, a plan designated plaza is being delivered or where additional community benefit is being provided in accordance with City policies. In such cases, development must meet parking requirements and be subject to urban design approval to ensure appropriate interface treatments and consistency with design guidelines.*

*\*\* Where development is unable to provide required parking, allowance for a cash in-lieu contribution may be permitted. See Section 4.5 for details.*

## DESIGN GUIDELINES

### Form & Massing:

- New buildings should blend with the existing built context; the height and scale of adjacent structures should be respected, and a gradual transition should be achieved at the interface line.
- Ground floors should have a minimum ceiling height of 4 metres or 13 ft. to provide functional commercial space.
- Use simple building forms with strong eave lines and overhangs.
- Articulate building frontages approximately every 10 metres (33 ft.).
- If applicable, step back above the fourth storey or design the upper storeys to reduce the impact of visual bulk where interfacing with lower density area.

### Building Interface:

- Primary commercial/retail frontages are to face the most active streets.
- Minimize front setbacks to maintain the existing urban character and continuity of street frontages (approx. 0-1.5 metres (0-5 ft.)).
- Maximum CRU frontage of 6-8 metres (20-26 ft.). At-grade large format CRUs should be set behind smaller CRUs with narrow frontages.
- New buildings should respect the horizontal lines of neighbouring buildings. For example, eaves, rooflines, windows, cornices and parapets should be consistent to achieve a harmonious transition between old and new.
- Locate the building's entrance doors recessed in a covered alcove.
- Corner buildings should have active windows and/or entrances on all street frontages to activate street fronts.
- Off-street parking areas should be located at the rear of the building at grade and wrapped within the building envelope or underground, accessed from the rear lane. CRUs should be accessed directly by the street.
- Pedestrian linkages from the lane should be considered at midblock to provide pedestrian access from parking to the street.

### Materiality & Detailing:

- Use of natural materials such as wood, or brick is encouraged at street level. The predominant use of glazed curtain wall systems is not considered appropriate. Large areas of exposed natural or painted concrete are discouraged. Materials vary from building to building to provide variation and diversity in the streetscape. Limit the number of materials used within a single building.
- Windows with heavy lintel and sill and wide window casements are encouraged.
- Provide continuous weather protection. Canopies' height should match existing adjacent building's canopies to create continuity along the streetscape. Canopies should be opaque, simple, fabric, and demountable. Recommended inclination of canopies is 45 degrees (minimum 30 is acceptable).

### Signs

- Identification signs limited to one major sign on the principle façade and one minor sign on the secondary façade. Signage should be used for business identification purposes only. Signs used for advertising are not permitted.
- Signs that support pedestrian-friendly wayfinding and identity are encouraged: projecting signs, fascia signs, neon or painted window signs, wall painted signs, canopy/awning signs (excluding backlit awnings), and under canopy signs.
- The form, size, style and location of signs should complement and reinforce the architecture of the building facade. Signage should not obscure or affect important features of the building or its overall architectural integrity.
- Freestanding signs are supported.
- Backlit box signs with translucent acrylic faces are not supported.

Note: Where there is a conflict with the OCP Guidelines for Form and Character Development Permits, the Town Centre Plan's Guidelines take precedence.





### 3.2.2 Low Rise Mixed Use

This is an extension of the walkable downtown core, which combines a mixture of active commercial storefronts with office or residential above to create a more vibrant and self-sustaining urban centre.

Development in these areas will provide contemporary interpretations of historical Cloverdale. New buildings will draw inspiration from the traditional railway era as well as contemporary architectural styles. Development within this designation will meet the intent and of the plan through the following objectives:

- Growth Objective 2: Support Business*
- Growth Objective 3: Attract Residents*
- Growth Objective 4: Provide a Transition*

#### INTENT

Development within this designation is intended as multi-family apartment housing with ground-oriented commercial. Ground floor commercial is required at key intersection and along primary pedestrian oriented streets.

#### DEVELOPMENT PARAMETERS:

<b>Typical Height:</b>	4 storeys*
<b>Parking:</b>	Underground or within building envelope.
<b>Typical Lot Coverage:</b>	50%+
<b>Density</b>	Up to 1.5 FAR*

*Commercial at grade required on corners and commercial streets. Refer to the ground floor interface policy in Section 7.1 for more details.*



*\* Building height and density may be increased to 5 storeys and up to 2.0 FAR on sites where heritage preservation is being proposed, a plan designated plaza is being delivered or where additional community benefit is being provided in accordance with City policies. In such cases, development must meet parking requirements and be subject to urban design approval to ensure appropriate interface treatments and consistency with design guidelines.*

## DESIGN GUIDELINES

<b>Form &amp; Massing:</b>	<ul style="list-style-type: none"> <li>• Visually scale down buildings to a length of 50 metres. Add scale and visual interest at street level by articulating the building facade or changing building cladding material.</li> <li>• A simple roof form should address the street to complement the roof styles in the area.</li> <li>• Articulate building frontages approximately every 10 metres (33 ft.).</li> <li>• If applicable, step back above the fourth storey or design the upper storeys to reduce the impact of visual bulk where interfacing with lower density area.</li> </ul>
<b>Building Interface:</b>	<ul style="list-style-type: none"> <li>• Frame development sites with built edges against all streets.</li> <li>• Provide the following building setback guidelines:             <ul style="list-style-type: none"> <li>- 3 metres on commercial interfaces fronting arterial roads</li> <li>- 2 metres on commercial interfaces fronting collector and local road</li> <li>- 4.5 metres on all residential interfaces, fronting all roads.</li> </ul> </li> <li>• On residential interfaces, provide a second inside row of trees on private property where setbacks are 4 m or more to reinforce a formal tree lined promenade.</li> <li>• Orient retail uses towards the most active street frontages (see Figure 3.2: Ground Floor Interface in Mixed Use Designations).</li> <li>• On active interfaces, provide small scale CRUs with a maximum frontage of 10 metres (33 ft.) to establish a pedestrian scale and rhythm and to add texture and visual stimuli. At-grade large format CRUs should either be set behind smaller CRU frontages with a smaller entrance at ground level or located on the 2nd floor with smaller retail at grade. Maximize active frontages by locating non active uses such as exit stairs, service spaces and service doors away from primary frontages.</li> <li>• Locate parking underground or at the rear of the building and accessed by lane when underground is not feasible. Surface parking areas and driveways will not be permitted along active frontages. Back-of-house services, loading and parking ramps should be located off lanes to minimize interruptions along pedestrian-oriented streets.</li> <li>• Avoid storefronts set back behind columned arcades that reduce retail visibility.</li> <li>• Ensure main floor elevation is flush with adjacent sidewalk grade. Step main floor grade with sidewalk grade on sloped sites to maintain full accessibility.</li> <li>• Avoid exterior ramps and stair access to retail spaces and main entries into buildings.</li> <li>• Provide amenities such as in-ground landscaping, seating, garbage cans, bike racks, drinking fountains, and public art along the streetscape where appropriate.</li> </ul>
<b>Materiality &amp; Detailing:</b>	<ul style="list-style-type: none"> <li>• Use of natural materials such as wood, or brick is encouraged at street level. The predominant use of glazed curtain wall systems is not considered appropriate. Large areas of exposed natural or painted concrete are discouraged. Materials vary from building to building to provide variation and diversity in the streetscape. Limit the number of materials used within a single building.</li> <li>• Maximize CRU window size to encourage easy viewing of goods and provide passive surveillance to streets and plazas.</li> </ul>
<b>Signs</b>	<ul style="list-style-type: none"> <li>• Identification signs limited to one major sign on the principle façade and one minor sign on the secondary façade. Signage should be used for business identification purposes only. Signs used for advertising are not permitted.</li> <li>• Signs that support pedestrian-friendly wayfinding and identity are encouraged: projecting signs, fascia signs, neon or painted window signs, wall painted signs, canopy/awning signs (excluding backlit awnings), and under canopy signs.</li> <li>• Freestanding signs are not permitted.</li> </ul>

Note: Where there is a conflict with the OCP Guidelines for Form and Character Development Permits, the Town Centre Plan's Guidelines take precedence.



## 3.3 MIXED USE INTERFACE

### 3.3.1 Ground Floor Interface in Mixed Use Areas

To facilitate pedestrian engagement and street-level vibrancy within mixed-use areas, four ground-floor use classifications specify appropriate interfaces.

All ground floor use classifications must adhere to all additional building design guidelines as outlined within each land use designation.

#### ■ ACTIVE

176 Street and 176A Street are successful commercial streets which generate a high degree of pedestrian street activity. In these areas, as shown on [Map X: Ground Floor Interface in Mixed-Use Designations](#), “active” ground floor uses are required, including:

- Retail and commercial uses such as restaurants, coffee shops, specialty grocery and general retail.
- Interactive uses such as outdoor café spaces and merchandise displays (e.g. flowers or produce).
- Personal service uses such as barbershops, beauty parlours, shoe repair shops, dry cleaners and neighbourhood pubs, may be considered if design criteria is met.
- Entertainment and attractions that generate demand during mid-day, evenings, and weekends.

#### ■ ACTIVE OR LESS ACTIVE

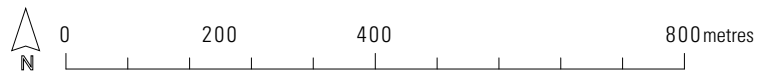
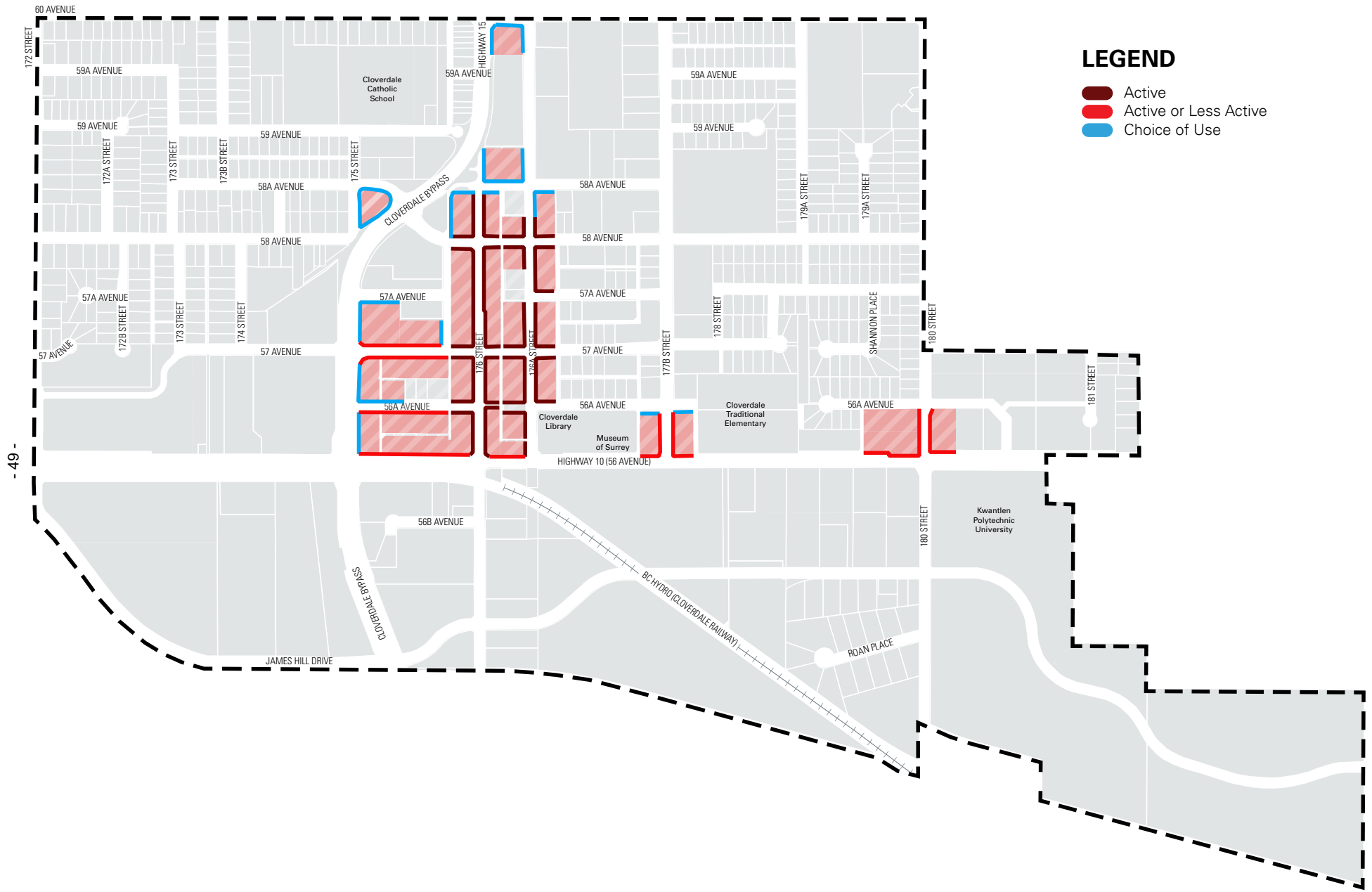
Areas with lower pedestrian volumes are better suited for less active ground floor uses. In these areas, as shown on [Map X: Ground Floor Interface in Mixed-Use Designations](#), “active or less active” uses are permitted. In addition to those listed in the “active Interface” the following uses are also permitted:

- Ground floor high intensity office with large floor plates (head office, large medical building, institutional and civic uses) will be permitted. Large office frontages should include a component of active retail such as coffee shops, convenience retail etc.
- Smaller ground floor small office and service uses including child care, small fitness/yoga studios, medical clinic, business services, banks, lawyers office, dry cleaners will also be permitted.
- Institutional uses such as a performing arts centre, churches, schools, care facilities, and supportive housing will be permitted.

#### ■ CHOICE OF USE

These areas as shown on [Map X: Ground Floor Interface in Mixed-Use Designations](#), permit a combination of active, less active and residential uses as appropriate to the development proposal and existing interface conditions.

Figure 3.2: Ground Floor Interface in Mixed-Use Designations



# 3.4 RESIDENTIAL DESIGNATIONS

## 3.4.1 Low Rise Residential

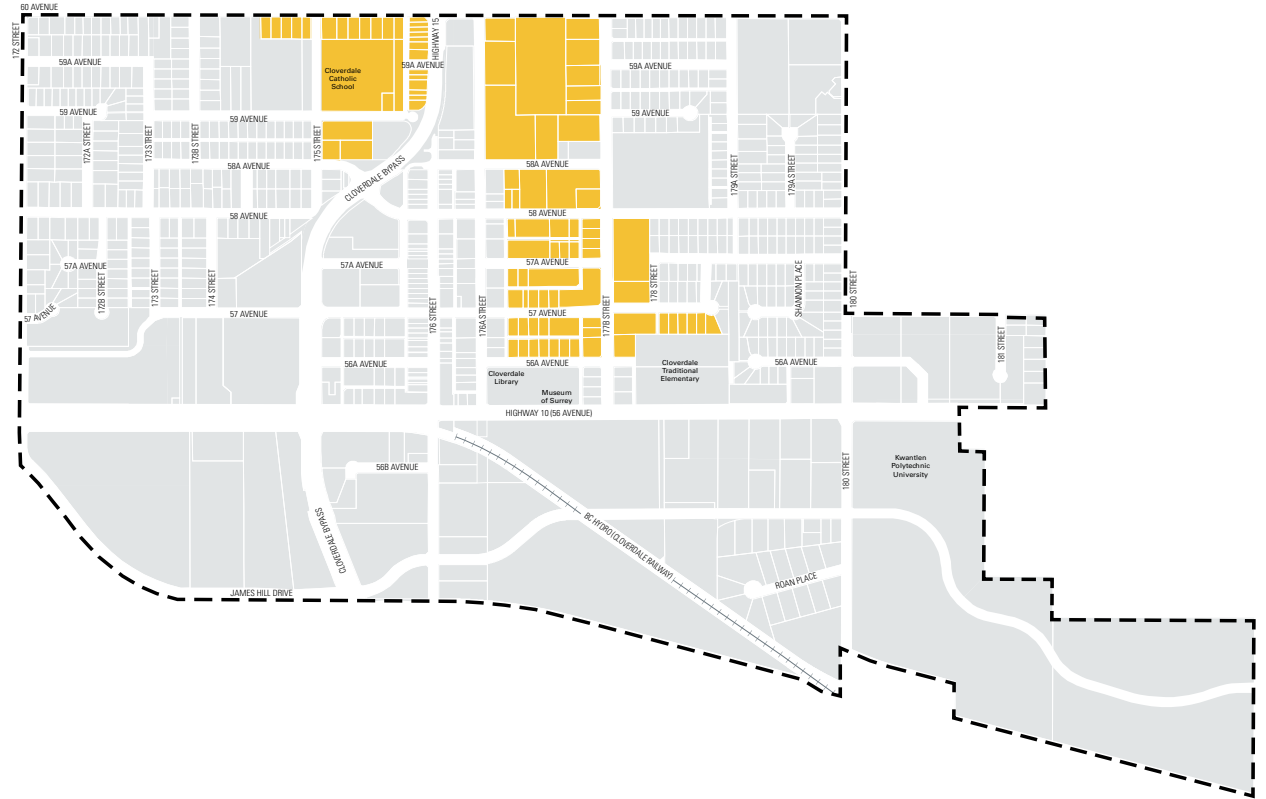
New residential development will be focused within walking distance of the downtown. This will attract new residents to support local business and provide a buffer between commercial areas and lower density residential neighbourhoods. A greater variety of housing types will support a full range of housing needs for young families, working professionals and seniors.

New development will draw inspiration from the eclectic mix of architectural styles and detailing within the Town Centre and will emphasize smooth transitions and interfaces between distinct building forms. Development within this designation will meet the intent of the plan, through the following objectives:

- Growth Objective 3: Attract Residents*
- Growth Objective 4: Provide a Transition*

### INTENT

Development within this designation is intended as multi-family housing. New development will feature ground-oriented townhouse units at base of buildings and apartments above.



### DEVELOPMENT PARAMETERS:

<b>Typical Height:</b>	4 storeys*
<b>Density:</b>	Up to 1.5 FAR*
<b>Parking:</b>	Underground or within the building envelope. No parking in front of the main building entrance.

*Walkability and pedestrian access are key considerations. Provide a range of unit sizes from 1-3 bedrooms.*

*\* Building height and density may be increased to 5 storeys and up to 2.0 FAR on sites where heritage preservation is being proposed, a plan designated plaza is being delivered or where additional community benefit is being provided in accordance with City policies. In such cases, development must meet parking requirements and be subject to urban design approval to ensure appropriate interface treatments and consistency with design guidelines.*



## DESIGN GUIDELINES

### Form & Massing:

- Visually scale down buildings to a length of 50 metres. Add scale and visual interest at street level by articulating the building facade or changing building cladding material.
- A strong primary roof form should address the street with secondary roofs (dormers, gables etc.) to visually support the primary roof.
- Add windows where stairs and lobbies have exterior walls for daylighting.
- If applicable, step back above the fourth storey or design the upper storeys to reduce the impact of visual bulk where interfacing with lower density area.

### Building Interface:

- Frame development sites with built edges against all streets.
- Provide 4.5 metre setbacks on all interfaces.
- Extended porches and recessed entries should be used to articulate facades and reinforce residential character.
- Non-active uses such as indoor amenity rooms and service spaces should be located away from street interfaces and should not be located on any prominent frontage.
- Indoor and outdoor amenity areas should be located together to ensure they can be used at the same time.

### Materiality & Detailing:

- Use of natural materials such as wood, or brick is encouraged at street level. The predominant use of glazed curtain wall systems is not considered appropriate. Large areas of exposed natural or painted concrete are discouraged. Materials vary from building to building to provide variation and diversity in the streetscape. Limit the number of materials used within a single building.
- Use simple window configurations.
- Building and roofing materials should express a texture and quality of craftsmanship that reflects the local heritage without imitation.

### Signs

- Freestanding signs are supported.
- Live-work units may have small fascia projecting signs.

*Note: Where there is a conflict with the OCP Guidelines for Form and Character Development Permits, the Town Centre Plan's Guidelines take precedence.*





### 3.4.2 Townhouse Residential

Townhouses provide an affordable alternative to detached single-family housing. New townhouses will attract young families and working professionals to the Town Centre. This will meet the objectives of the plan by attracting new residents and providing a density transition from downtown.

New townhouses will draw inspiration from the historical and contemporary mix of architectural styles and detailing within the Town Centre. Development within this designation will meet the intent of the plan through the following objectives:

- Growth Objective 3: Attract Residents*
- Growth Objective 4: Provide a Transition*

#### INTENT

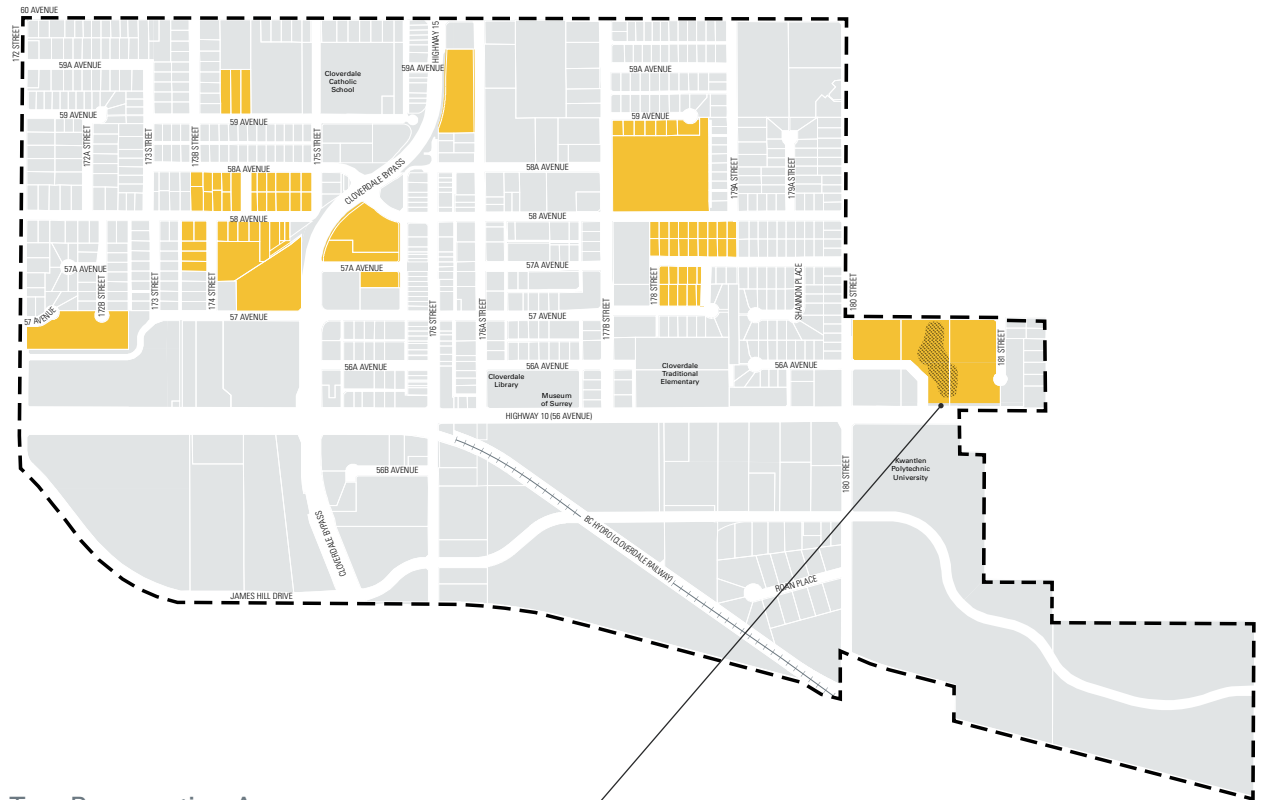
Development within this designation is intended as ground-oriented townhouses.

#### DEVELOPMENT PARAMETERS:

<b>Maximum Height:</b>	13 m*
<b>Density:</b>	Up to 1.0 FAR or 75 UPH (30 UPA)*
<b>Clustering:</b>	Minimum 3 attached units; maximum of 6-units per building

*Land assembly to provide a minimum of 1-hectare sites may be required to ensure provision of adequate public street access.*

\* Building height and density may be increased to X m and up to 1.3 FAR on sites where stacked townhouses are proposed. In such cases, development must meet parking requirements and be subject to urban design approval.



#### Tree Preservation Area HERITAGE TREE PRESERVATION

A small grove of six heritage trees (common apple, horse chestnut, black & English walnut) is located on the Bourassa farm site at the northeast corner of Highway 10 and 180 Street.

The underlying Townhouse designation will support preservation of heritage trees by clustering buildings outside of and avoiding disturbance of the tree preservation area. The tree preservation area shall be placed in a protected natural amenity area to ensure perpetual preservation. Heritage tree preservation, including all area within root protection and no-construction zones, should not contribute towards the provision of outdoor amenity area requirements.

## DESIGN GUIDELINES

### Form & Massing:

- A strong primary roof form should address the street with secondary roofs (dormers, gables etc.) to visually support the primary roof.
- Minimum 3 attached units; maximum of 6 units per building, to ensure a good fit with the neighbourhood scale.
- Extended porches and recessed entries should be used to articulate facades and reinforce residential character.

### Building Interface:

- Provide townhouses with front door patios at grade, to create an active and engaging street frontage. Frontages can be either traditional two or three-storey row units or stacked townhouse units, as long as the exterior retains the character of a traditional row townhouse expression.
- A separate entry porch to each unit should be expressed at the street level with weather protection over each entrance. Front doors and porches should face the street with steps leading straight to the street (not turned). Individual entrances should be complemented with landscaping including a tree. Consider shrubs and low hedges in lieu of front yard fencing. If fencing is proposed, set fencing back 1 metre beyond the sidewalk and provide landscaping in front. Low fences (0.9m height) between units will be permitted.
- Avoid raised front yards. If necessary, they will only be permitted if associated retaining walls are faced with high quality materials in character with the architecture of the building and landscaping is provided. Required landscaping includes a minimum of 1 metre of irrigated landscaping directly in front of the base (sidewalk adjacent) and 0.5 m of irrigated landscaping at the top of the retaining wall, in front of any fencing or guard rails. Retaining walls are limited to 0.6 metres in height. Tiered landscaping will be required for any retaining wall interfaces over 0.6 metres in height.
- Avoid placing balconies directly above the porch to retain the sense of entry at ground level.
- Active living spaces, such as living, dining rooms and kitchens, should face the street with overlooking windows at grade. Private bedrooms should be located on upper floors or away from unit frontages.
- Main floor elevations should be set between 0.6 to 1.2 metres above the adjacent sidewalk grade. Step main floor elevation between units to follow the sidewalk grade.
- Use soft edges (landscaping etc.) to create opportunity for more pedestrian activity and interaction.

### Setbacks

- Provide 1.5 - 2.0m driveway aprons. Include and locate trees along drive aisles between garages.
- Set buildings frontages 4.5 metres on all residential interfaces.
- Provide a second inside row of trees on private property where setbacks are 4 m or more to reinforce a formal tree lined promenade.
- On-site pedestrian pathways, where applicable, should be at least 1.5 metres wide universal accessibility.

### Materiality & Detailing:

- Use of natural materials such as wood, or brick is encouraged at street level. The predominant use of glazed curtain wall systems is not considered appropriate. Large areas of exposed natural or painted concrete are discouraged. Materials vary from building to building to provide variation and diversity in the streetscape. Limit the number of materials used within a single building.
- Use simple window configurations.
- Building materials should be detailed with the quality of craftsmanship (wood, brick, metal) that reflects the local heritage without imitation.

*Note: Refer to the OCP Guidelines for Form and Character Development Permits. Where there is a conflict between TCP and OCP guidelines, the Town Centre plan's Guidelines take precedence.*

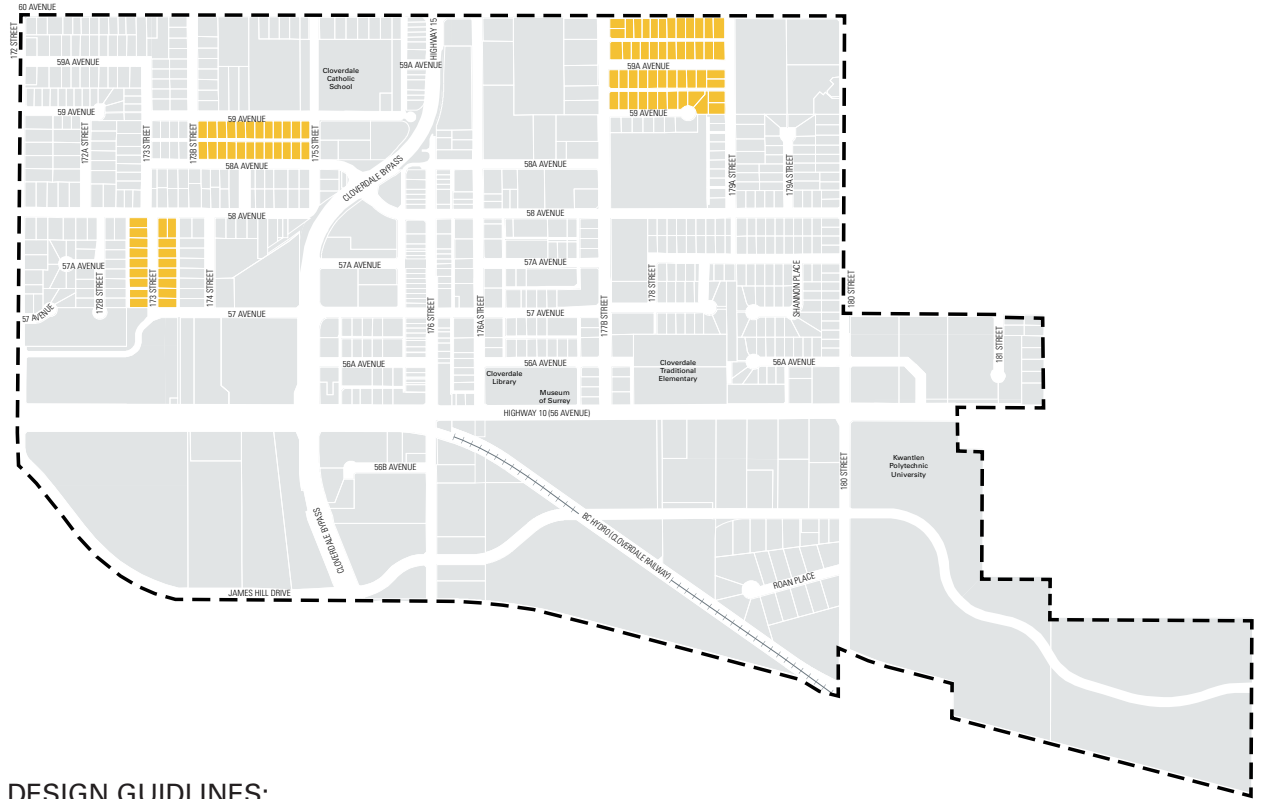


### 3.4.3 Semi-Detached Residential

Like townhouses, semi-detached housing (e.g. row housing, duplexes) provide an affordable alternative to single family. These dwelling types will also attract young families and working professionals.

Semi-detached or urban detached development will draw inspiration from local history and traditional craftsman design. Development within this designation will meet the intent of the plan through the following objectives:

- Growth Objective 3: Attract Residents*
- Growth Objective 4: Provide a Transition*



#### 54 INTENT

Development within this designation is intended as attached dwelling units. Examples of appropriate development forms include row housing and duplex. Small, lane served, detached housing is also permitted in this designation.

#### DEVELOPMENT PARAMETERS:

<b>Maximum Height:</b>	9.5m
<b>Density:</b>	Up to 57 UPH (23 UPA)
<b>Maximum number of attached units:</b>	6
<b>Parking:</b>	Rear lot garages accessed from public lane preferred
<b>Clustering:</b>	Minimum 2 attached units; maximum of 6 units per building

#### DESIGN GUIDELINES:

Developments proposing RM-23 zoning should refer to Townhouse Design Guidelines.





## 3.5 EMPLOYMENT DESIGNATIONS

### 3.5.1 Commercial

Commercial provides an important role in supporting business growth and fostering new employment. In combination with the downtown mixed-use areas, this designation will enable a wider variety of commercial and retail uses.

Commercial designations along Highway 10 are generally auto oriented. Newer service commercial developments blend automobile convenience with pedestrian-friendly features. Commercial along Highway 10 also provides a transitional interface between industrial lands to the south and residential areas to the north.

Development within this designation will meet the intent of the plan through the following objectives:

- Growth Objective 2: Support Business*
- Growth Objective 5: Foster Employment.*

#### INTENT

Development within this designation is primarily intended as commercial. This may include retail and commercial development that requires a large floor plate and more prominent street presence. For example, general service, large-format commercial, retail, office and financial, in addition to food and beverage establishments.



#### DEVELOPMENT PARAMETERS:

<b>Maximum Height:</b>	Up to 4 storeys, to a maximum of 20 metres
<b>Density:</b>	Up to 1.5 FAR
<b>Parking:</b>	As per applied zoning



## DESIGN GUIDELINES

<b>Form &amp; Massing:</b>	<ul style="list-style-type: none"> <li>• Frame development sites with built edges against streets.</li> <li>• Buildings must be oriented towards the abutting roads. Parking areas should be located at the rear of retail buildings or underground.</li> <li>• Establish an engaging street frontage or embed smaller retail units into the anchor store façade if the store is in areas with strong pedestrian focus. Ensure that each retail unit has a separate entry.</li> <li>• Provide large, transparent glazing to allow views to the interior and increase window displays to showcase merchandise wherever possible.</li> <li>• Avoid exterior ramps and stair access to retail spaces and main entries into buildings.</li> </ul>
<b>Building Interface:</b>	<ul style="list-style-type: none"> <li>• Provide large, transparent glazing to allow views to the interior and increase window displays to showcase merchandise wherever possible.</li> <li>• At-grade large format retail CRUs should either be set behind smaller CRU frontages with a smaller entrance at ground level or located on the 2nd floor with smaller retail at grade.</li> <li>• Avoid storefronts set back behind columned arcades that reduce retail visibility.</li> <li>• Maximize active frontages by locating non-active uses such as exit stairs, service spaces and service doors away from primary frontages (e.g. street).</li> <li>• Avoid overt security at storefronts, such as bars on windows and bollards at storefronts. Consider less intrusive security measures, such as roll away security gates or use of landscaping planter pots to deter access.</li> <li>• Conceal drive aisle or drive-through queuing lanes from the retail street frontage by means such as landscaping, building placement or trellises.</li> </ul>
<b>Block Size:</b>	<ul style="list-style-type: none"> <li>• Provide a grid-type block of primary and secondary retail streets to break down large sites to a scale that is human-scaled and encourages walking.</li> <li>• Private streets in commercial areas should be attractive, active, and green, and prioritize pedestrian needs.</li> </ul>
<b>Materiality &amp; Detailing:</b>	<ul style="list-style-type: none"> <li>• Provide amenities such as in-ground landscaping, seating, garbage cans, bike racks, drinking fountains, and public art along the streetscape where appropriate.</li> <li>• On-site pedestrian pathways should be at least 1.5 metres wide with universal accessibility.</li> <li>• Raised crosswalks at retail street crossings are preferred.</li> </ul>
<b>Signs</b>	<ul style="list-style-type: none"> <li>• Pylon-type freestanding signs are appropriate.</li> <li>• Signage should be integrated (using similar materials and style) with the and architectural character of the overall development.</li> </ul>

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## DESIGN GUIDELINES

OCP Form and Character Development Permit Guidelines apply to all Industrial/Business Park designated lands within Cloverdale Town Centre as this area is considered highly visible due to the elevated arterial road, Highway 15 (Cloverdale Bypass).

### Form & Massing:

Locate buildings towards the street with parking at the rear or sides. Minimal customer parking may be provided at the front of the building if adequately landscaped.

Roof designs that provide integral screening for rooftop equipment are considered appropriate as they will be highly visible from Highway 15. Green roofs are encouraged.

### Materiality & Detailing:

Properties immediately fronting Highway 10 or Highway 15, should incorporate materials that reflect the traditional character of Cloverdale, such as brick and metal facades with wood detailing into building designs to provide continuity from the Town Centre core.

### Signs

Signage should be integrated (using similar materials and style) with the architectural character of the overall development.

*Note: Where there is a conflict with the OCP Guidelines for Form and Character Development Permits, the Town Centre Plan's Guidelines take precedence.*



### 3.5.3 Institutional

Institutional and civic uses are foundational to the development of complete communities. They form the social, educational, recreational and cultural foundation of community. Development within this designation will meet the intent of the plan through the following objectives:

- Growth Objective 2: Support Business*
- Growth Objective 3: Attract Residents*
- Growth Objective 5: Foster Employment*

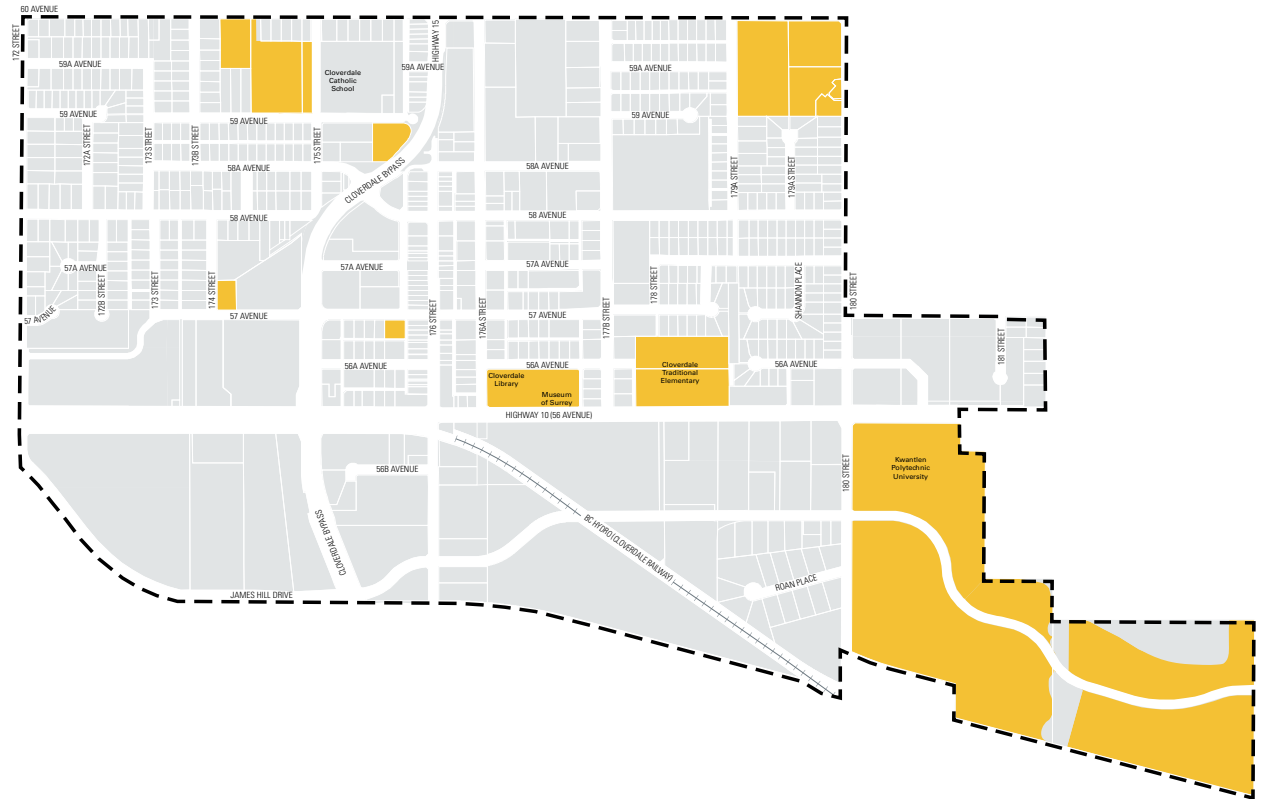
#### INTENT

Development within this designation is intended for institutional or civic use. This may include primary uses such as education, recreation, culture, religion, medical and first response. Secondary and supportive uses are permitted within this designation.

Medical and health service land uses are a priority for the City. As such, subject to Council consideration, they are permitted in any land use designation within the plan.

#### DESIGN GUIDELINES:

Frame site with buildings; locate parking at rear and side. Locate services away from the public realm and provide clear entry points and strong pedestrian circulation on site.



## 3.6 OTHER LAND USE DESIGNATIONS

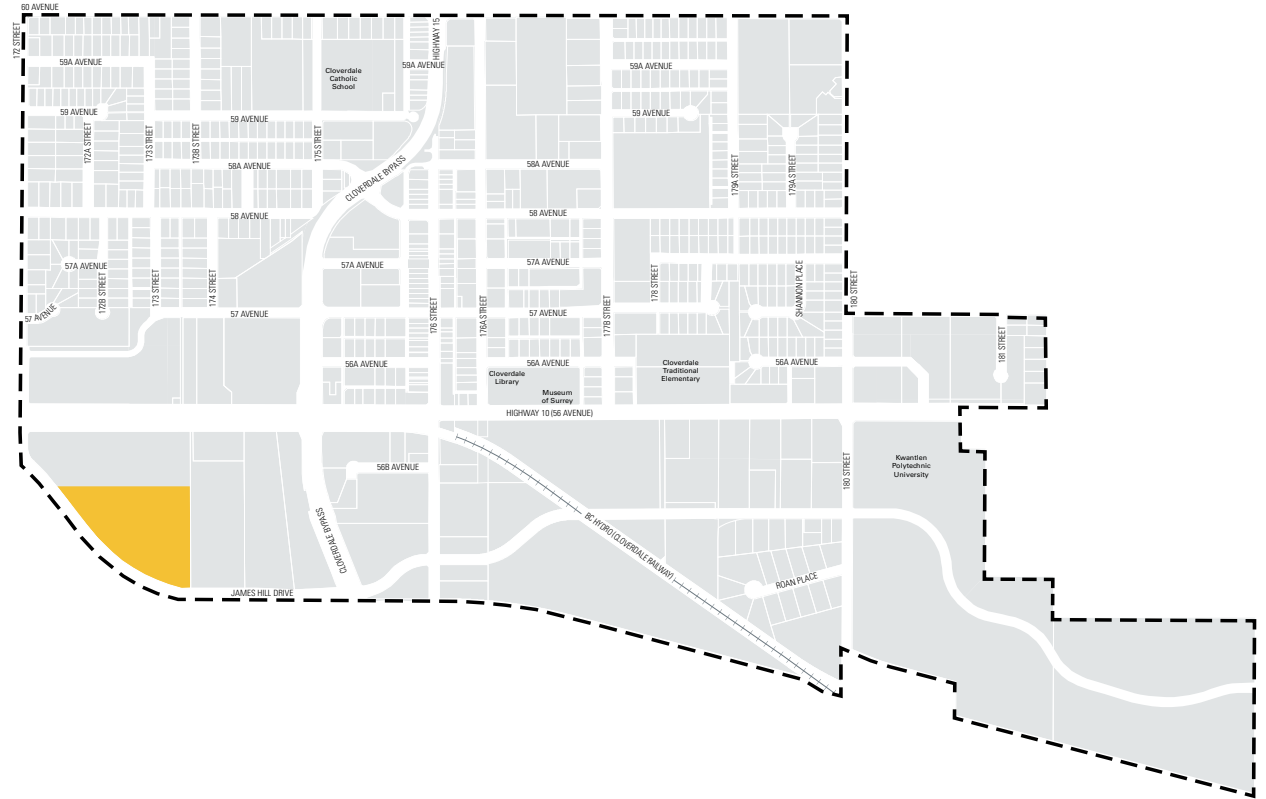
### 3.6.1 Parks and Natural Areas

The Parks & Natural Area designation outlines the location of new and existing parkland. This includes neighbourhood parks as well as natural and riparian areas. Rezoning and subdivision for the purpose of development is not permitted within the Parks and Natural Area Designation. See Section 5 for details on parks and open spaces.



### 3.6.2 Agricultural Land Reserve

Land within the ALR is intended to support agriculture and complementary land uses. ALR uses are permitted in accordance with the Agricultural Land Commission Act, the regulations and orders of the Agricultural Land Commission (ALC) and the Farm Practices Protection Act. Non-farm uses require the approval of the ALC.





### 3.6.3 Landscape Buffer



### 3.6.4 Parking



Areas of the plan designated as Landscape Buffer are intended as private on-site landscaping as well as boulevard within road right-of-way. The intent is to provide a visual landscape buffering between high traffic road or industrial uses and residential development.

The Parking designation outlines the location of new and existing municipal surface parking lots. These parking facilities are made available to businesses that are unable to provide the required off-street parking on their own properties. The City may grant permits to specific downtown merchants to use the City-owned parking spaces as a substitute for off-street parking required by the Zoning By-law. These parking spaces are available for public use. See Section 5 for details on parking.

#### DESIGN GUIDELINES

Limit access points to parking lots. Combined or shared entrances with other properties should be considered.

The edge of parking lots along lanes should be well defined with fencing and landscaping.



# Section 4: Transportation

## | How We Get Around

The transportation component of this plan has been developed based on the guiding principles of the City's Transportation Strategic Plan, and supplementary plans, including the Walking Plan and Cycling Plan. In addition, it is consistent with the Highway and Traffic By-law and other City policies and practices regarding traffic operation.

- 66 4.1 Transportation Strategy
- 68 4.2 Street Typologies
- 76 4.3 Pedestrian and Cycling Network
- 78 4.4 Transit
- 80 4.5 Parking
- 81 4.6 Electric Vehicles

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## OVERVIEW

Based on these documents, the proposed transportation network focuses on providing a finer grained, interconnected, and continuous street grid that integrates efficiently into the surrounding area. In doing so, the network promotes cycling and pedestrian connectivity, transit service, and compact neighbourhood development.

New roads and pedestrian connections support growth by:

- improving connectivity and walkability;
- creating a comfortable and attractive environment for pedestrians; and,
- increasing road capacity and providing more on-street parking.

## 4.1 TRANSPORTATION STRATEGY

Most of Cloverdale Town Centre's transportation network is already in place. This includes key Provincial highways and all arterial and collector roads. Additional local connections will be built in conjunction with new development to improve accessibility by providing a finer-grained street network, while existing local roads would be improved through fronting developments.

The City requires all new streets to meet anticipated future transportation demands. Street design standards include space for sidewalks, treed boulevards, automobile lanes, and bicycle lanes where applicable.



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Unless otherwise stated in this plan, developers are obliged to construct the full length of road frontages (roads bounding property lines) to City standards.



Figure 4.1: Transportation Strategy



- LEGEND**
- █ Provincial Highway
  - █ Arterial
  - █ Heritage Main Street
  - █ Collector
  - █ Local
  - █ Flex
  - █ Lane
  - █ Green Lane
  - ⋯ Pedestrian Pathway

*Dashed lines indicate future roads.*

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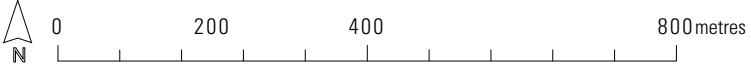




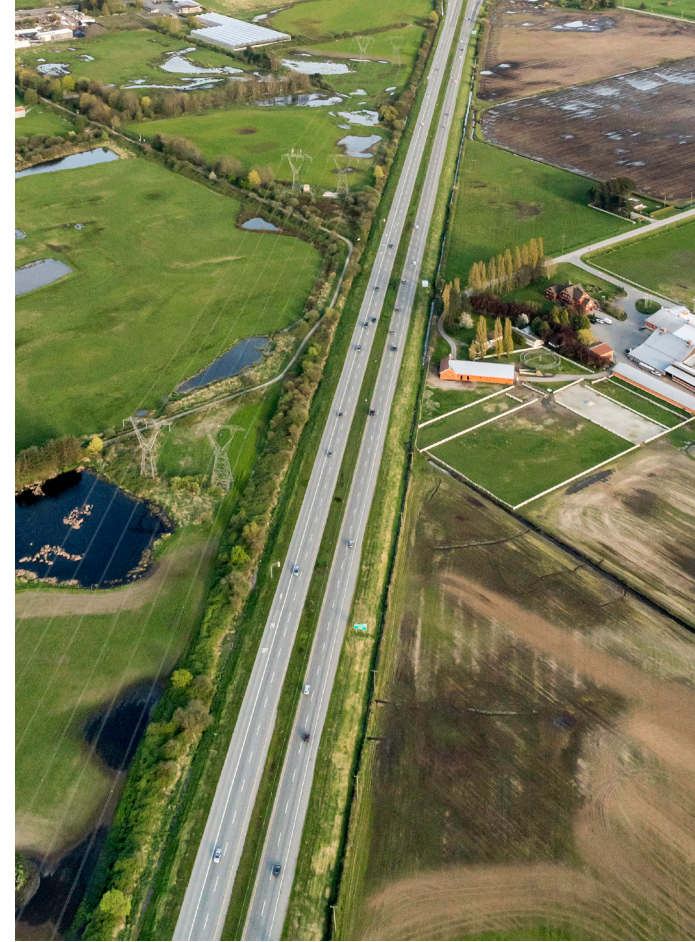




Figure 4.3: Highway 15 Typical Section, Curb and Gutter Raised Median

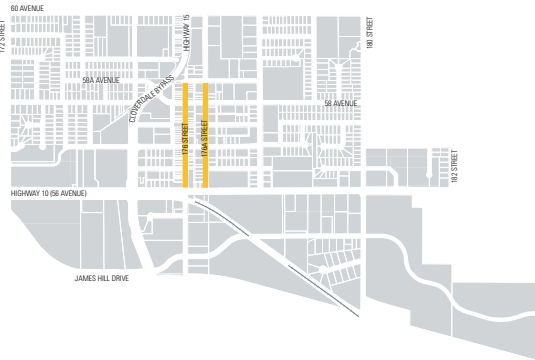
## HIGHWAY 15

Landscaped medians including trees and double row of trees on both sides.





## 4.2.3 Heritage Main Streets



Two existing collector roads (176 Street and 176A Street) are designated as heritage main streets, between Highway 10 (56 Avenue) and 58A Avenue. These main streets should include heritage features/interpretation and public art opportunities.

These heritage main streets feature wide sidewalks, branded street furniture, enhanced landscaping, and curb bump-outs to provide a safer and more pleasant pedestrian experience. Sidewalks in this streetscape should be utilized as a canvas to share the history and stories of of Cloverdale such as Indigenous recognition, social history, railway, etc.

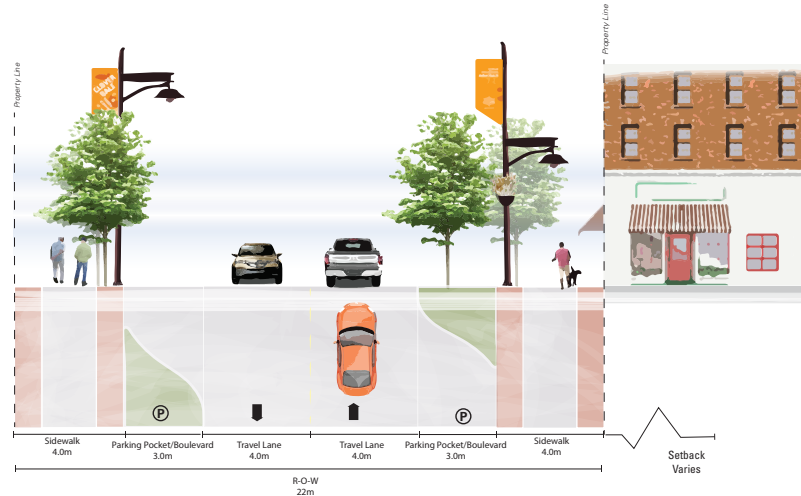


Figure 4.5: 176 and 176A 30 m Cross Section

### 176 STREET

- Embed steel rails in the eastern sidewalk to reflect the historic significance of the downtown's main street along the former alignment of the New Westminster Southern Railway later the Great Northern Railway.
- Utilize sidewalk as a canvas to tell the story of the railway and its significance in Cloverdale's development as a settlement.
- Embed continuous bands of contrasting color and texture alongside the curb for tree planting and streetlamps into the concrete. This buffer should be paved, not grass.
- Space trees at 10 metre intervals.
- Provide on-street parking in clusters separated by landscaped curb extensions.
- Implement curb extensions at all intersections and bollards at lane crossings.

### 176A STREET

- Embed continuous bands of contrasting color and texture alongside the curb for tree planting and streetlamps into the concrete. This buffer should be paved, not grass.
- Space trees at 10 metre intervals.
- Integrate street names signage, lamp post, and street furniture design as is implemented on 176 Street.
- Provide on-street parking in clusters separated by landscaped curb extensions.
- Implement curb extensions at all intersections and bollards at lane crossings.

## 4.2.4 Collector Roads



There are several collector roads in the Town Centre, including portions of 57 and 58 Avenue (east of Highway 15) and 176A Street, 172 Street, 177B Street, and 180 Street. A portion of 54A Avenue is unconstructed and will be built with new development.

Collector roads collect and distribute traffic between local and arterial roads. Like arterial roads, collectors include pedestrian and cycling infrastructure to support non-vehicular trips.



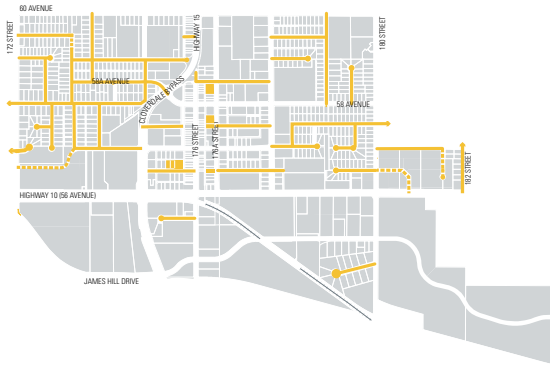
Figure 4.6: Typical Collector Road 24m Cross Section

### 58A AVENUE

- Plant double row of trees on both sides of the street.
- Line decorative pavers along all on-street parking areas.
- Human scale lighting with flower basket hangers.
- Use of three board or split-rail fence on parking areas exposed to the street.
- Match street furniture with commercial streets.



## 4.2.5 Local Roads



The local road network within the plan area is largely existing. A few local connections will be constructed with new development to reinforce a finer grained network and enhance connectivity. These include, the extension of 57 Avenue to 172 Street, the construction of 174A Street between 58 and 58A Avenue, 179 Street between 57 and 57A Avenue and the extension of 56A Avenue and 181 Street.

Local roads provide direct access to individual properties. Depending on the fronting developments and their densities, on-street parking will be available on both sides of all local roads. Cyclists are expected to share the road with vehicular traffic, while sidewalks are expected on both sides of local roads for pedestrians.

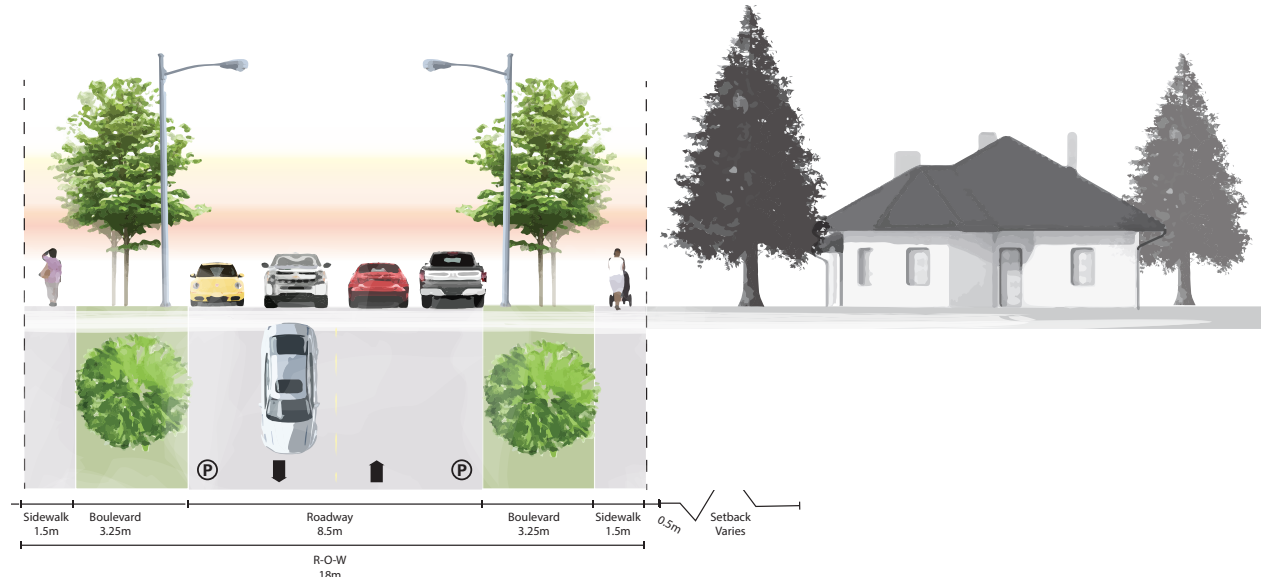
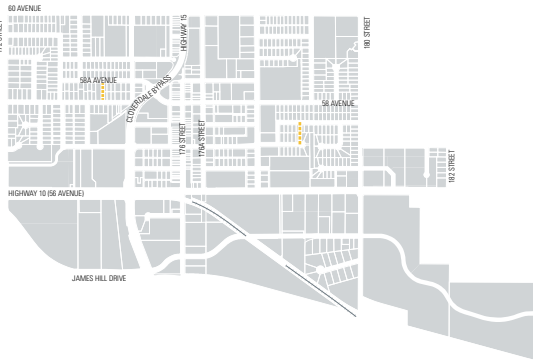


Figure 4.7: Local Roads 18m Cross Section

## 4.2.6 Green Lanes



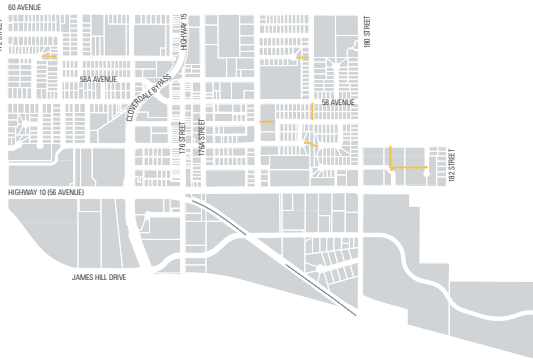
The plan includes one green lane between 59 and 60 Avenue on the west side of Highway 15. A green lane is an enhanced laneway with a sidewalk on one side to facilitate pedestrian travel. They provide vehicle circulation and access as well as basic pedestrian connectivity.

A second sidewalk and street trees may be incorporated on the opposite side on private property.



Figure 4.8: Green Lanes 12m Cross Section

## 4.2.7 Pedestrian Pathways



There are three new pedestrian pathways identified in the plan. These shared cyclist-pedestrian paths are intended to provide increased permeability and pedestrian connectivity within the plan area. They provide direct connections between neighbourhoods where road connections currently do not exist.

These pedestrian pathways must be a minimum of 10m to allow enough space for pedestrians, cyclists and room for trees to grow over time. This width may be wider if servicing is also required underground.

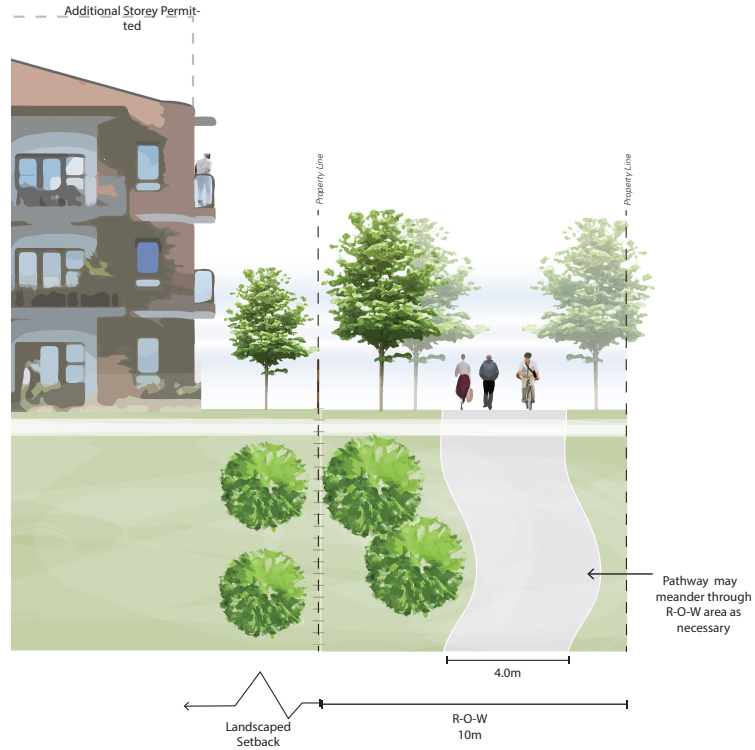


Figure 4.9: 10m Walkway



### 4.3 PEDESTRIAN & CYCLING NETWORK

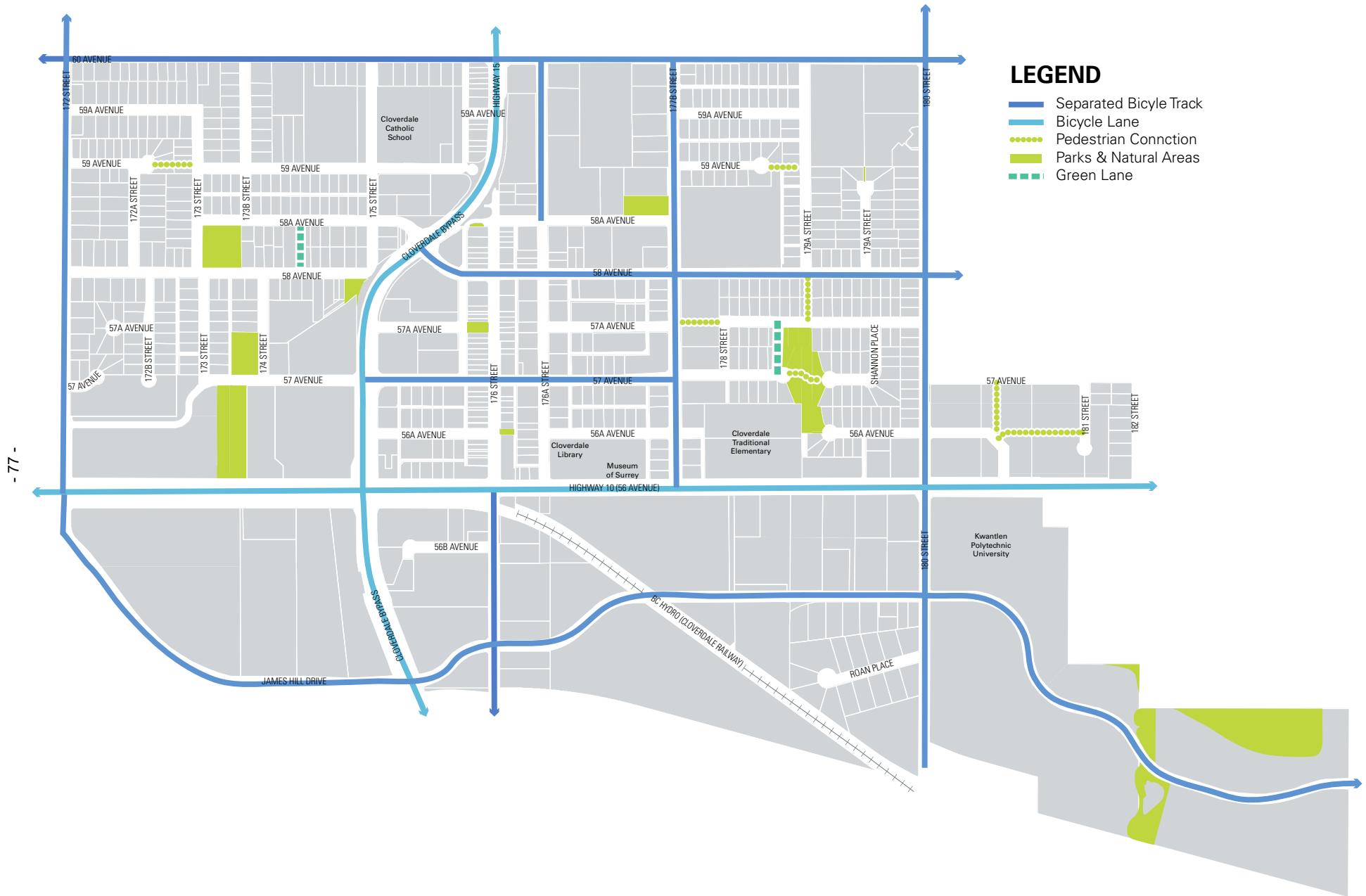
Walking and cycling infrastructure outside of the historic downtown area is limited. Most existing local roads do not have sidewalks and can only support minimal pedestrian volumes. Collector roads do not currently meet basic cycling standards. The Hook Greenway along Highway 15 is partially completed between 58 and 60 Avenues. Where older existing infrastructure does exist, it may not meet current standards.



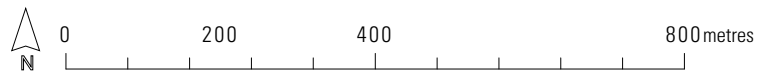
Most new walking and cycling infrastructure within the plan will be delivered through new development. This includes new sidewalks, multi-use pathways and cycling lanes (on collectors). All new walking and cycling infrastructure will meet contemporary construction standards and will reflect the road cross sections outlined in this plan.



Figure 4.10: Bicycle and Pedestrian Network



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## 4.4 TRANSIT

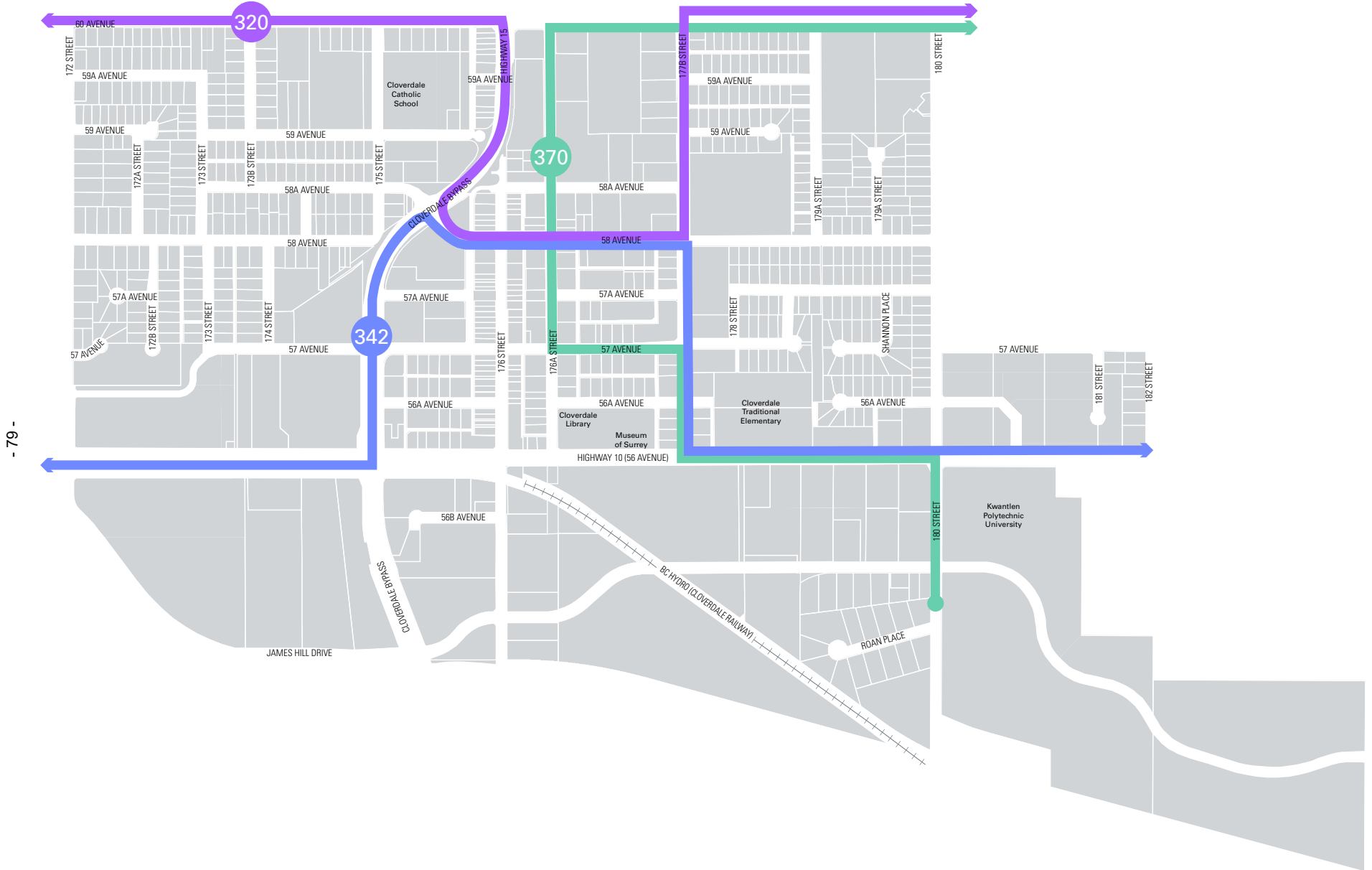
As of the adoption of this plan in 2019, Cloverdale Town Centre is served by three bus routes, the 320, 342, and 370. With the extension of SkyTrain service down Fraser Highway bus routing may change to provide frequent and fast connecting service.

The plan encourages transit-supportive land uses and densities adjacent to current transit routes. Growth in the plan area will support increased transit ridership, which will in turn support improved service. The existing road network can accommodate bus stops and shelters to support future transit service improvements.

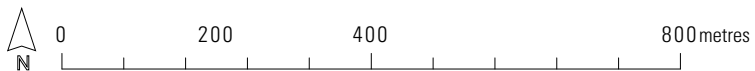
- Route 320 - Langley/Fleetwood/Surrey Central: Connects City Centre and Fleetwood Town Centre to the northwest and the City of Langley to the east. Ridership (annual boardings) in 2018 was 2,295,000, an annual increase of 3.8%. In the future, this route will provide a quick connection to SkyTrain.
- Route 342 – Langley Centre/Newton Exchange: Connects Newton Town Centre to the west and the City of Langley. Ridership in 2018 was 1,069,000, an annual increase of 16.5%.
- Route 370 –Cloverdale/Willowbrook: A community shuttle service that connects Cloverdale Town Centre to the City of Langley (Willowbrook Mall). Ridership in 2018 was 127,000, an increase of 3.3% since 2017.



Figure 4.11: Transit Network



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## 4.5 PARKING

Parking in downtown Cloverdale supports local business. The downtown area consists of 176 and 176A Streets, as well as connecting streets, between Hwy 10 and 60 Ave. This area includes 260 on-street parking spaces with an additional 210 spaces in four City-owned parking lots: three along 176A Street and one on 56A Avenue, which are to provide off-street parking for the public. Additional on-street parking is available in the surrounding neighbourhood.

The City's off-street parking lots are made available to businesses that are unable to provide the required off-street parking on their own properties. New commercial development that cannot meet off-street minimum parking requirements can utilize the payment in-lieu of parking provisions of Part 5 of the Zoning By-Law, which will go towards the City lots.

The plan calls for City-owned land east of 176A to be sold, and proceeds to be used for the purchase and development of new public parking facilities west of 176 Street. This will serve the additional mixed-use development designated within that area.

In 2018 the City studied parking capacities within downtown Cloverdale and determined that there was enough parking. However, additional parking is planned to address growth.

Figure 4.12: Designated Off-Street Parking



Area	Total Parking Spaces	Weekday Occupancy	Weekend Occupancy
Downtown (on-street)	260	56%	43%
Downtown (off-street)	210	77%	42%

2018 City of Surrey Parking Capacity

## 4.6 ELECTRIC VEHICLES

### 4.6.1 Electric Vehicle Infrastructure

The City requires that electric vehicle (EV) charging infrastructure be provided on the heritage main streets. Two roughed-in EV charging stations will be provided on each block of 176 and 176A Streets between Highway 10 (56 Avenue) and 58A Avenue (i.e. one on each side) where on-street parking is provided. The City will designate these spaces as “EV only” and install Level 2 (240V) charging stations.

The City will develop an Electric Vehicle Curbside Charging Station Design Standard that will be incorporated into the City’s Supplementary Master Municipal Construction Documents (MMCD). It is anticipated that the Design Standard will include:

- Charging station location criteria;
- Concrete base for attaching the charging station;
- Conduit and wiring to a streetlight service base; and,
- Protective bollards to prevent damage to the charging station.

The City also requires new development to install EV charging infrastructure. Refer to Section 8.1.3 for additional details.

Figure 4.13: Location for On-Street EV Infrastructure







# Section 5: Parks & Natural Areas

## I Keeping it Green

Parks in Surrey are planned and designed through the lens of various plans, strategies and policies. These include the Parks, Recreation and Culture Strategic Plan, the Biodiversity Conservation Strategy (BCS) and Parks Design Guidelines along with various subplans and strategies including dog off-leash areas, playgrounds, natural areas and greenways.

- 86 5.1 Park Sites
- 88 5.2 Plazas
- 91 5.3 Supporting Green Spaces

- 83 -





## OVERVIEW

One of the goals of the City's Parks, Recreation & Culture Strategic Plan is to provide neighbourhood parks within 500 metres or a 10-minute walk of all residents. The plan delivers on this principle through new and enlarged parks in the area.

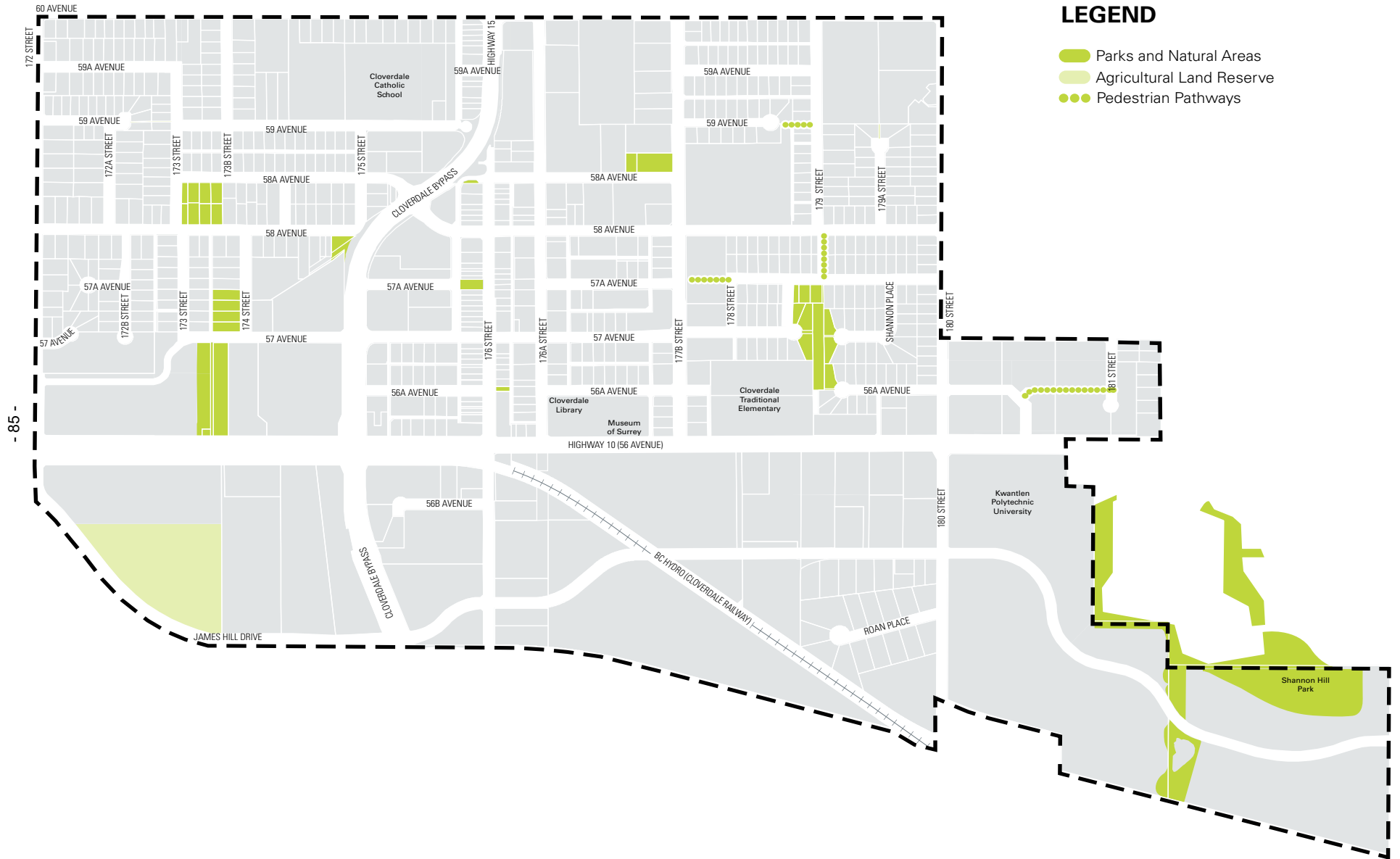
The plan features the expansion of existing parkland and the addition of two new neighbourhood parks in the north and west of the plan area. The plan also presents a network of smaller public plazas to support retail uses and active and vibrant streetscapes. Together, these parks and open spaces total 6.47 hectares (16 acres) of open space. All streams and riparian areas will also be conveyed to the City, to be protected and maintained as natural area parkland and habitat corridors.



- 84 -

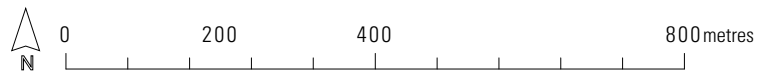


Figure 5.1: Parks & Open Space Strategy



**LEGEND**

- Parks and Natural Areas
- Agricultural Land Reserve
- Pedestrian Pathways



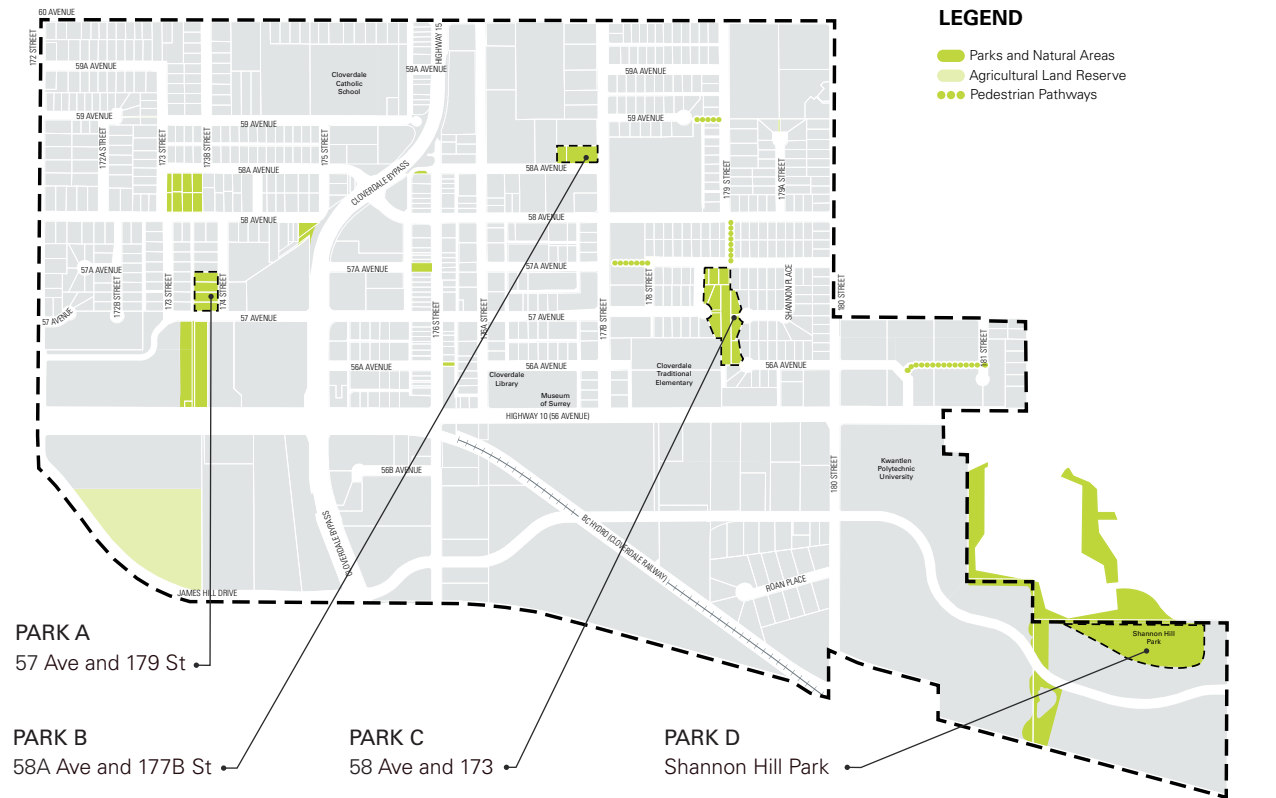


## 5.1 PARK SITES

Once parkland is acquired the City works with the community to design new parks. Typical neighbourhood park amenities include playgrounds, pathways, natural areas, seating areas and landscaping. While each park will be subject to its own detailed design and public engagement process, a general overview of the park network follows.

1. **Park A:** A park on the west side of Highway 15 is planned for the north-east corner of 58 Avenue and 173 Street. This will be a new 0.57 ha (1.4 acre) neighbourhood park serving existing and new residents in the area. It will protect many of the significant trees while providing new amenities in consultation with the neighbourhood.
2. **Park B:** A new park at 177B Street and 58A Avenue will be a small local park that protects Dr. Sinclair House, a registered heritage house. The heritage house will be repurposed in consultation with the neighbourhood to a public use and incorporated into the future park design. At 0.3 ha (0.75 acres) in size, this park will meet the City's mini-park designation.
3. **Park C:** The park at 57 Avenue and 179 Street builds off existing parkland to provide a more sizable neighbourhood park at 1 ha (2.6 acres). It will contain more active amenities including a playground, sports field, paths and seating opportunities and improve the pedestrian connectivity to the elementary school and the commercial core of the plan.

Figure 5.2: Park Sites



4. **Park D:** Shannon Hill park will be expanded south to protect the existing forest as well as any riparian areas in and around this park. The lands will be protected as natural area with the potential for public paths along the edge.

In addition to these parks, residents within the plan area are served by several nearby parks and outdoor recreation amenities including Mound Farm Park, Greenaway Park (outdoor pool and tennis courts), Cloverdale Ball Park (baseball) and the Cloverdale Youth Park.

## PARK DESIGN GUIDELINES

Development adjacent to parkland should positively contribute to park design and function by complying with the following guidelines:

**GUIDELINE 1:** Development adjacent to, or across the street from all parks and public pathways shall ensure CPTED design principles such as unit orientation, clear site lines, active rooms and windows facing public spaces be applied. Adjacent commercial or retail developments shall provide active frontage and avoid loading or other 'back of house' functions adjacent to public space.

**GUIDELINE 2:** Multi-family development adjacent to parks should front units onto parkland and will provide an on-site sidewalk within the private property onto which all units will front. Any fencing to delineate private property will be a maximum of 1.2m tall, visually permeable and located on the private property side of the frontage sidewalk.

**GUIDELINE 3:** Design development to meet the existing natural grade of a park or plaza wherever possible. If retaining walls are required adjacent to a park or plaza, they must be entirely on private property including any underpinning with all necessary setbacks required for maintenance of private property.

**GUIDELINE 4:** If rights-of-way for servicing or any other access (temporary or permanent) is required through existing or future parkland, compensation for the access and cash in lieu for the restoration replanting are required, to Parks standard.

**GUIDELINE 5:** Any development adjacent to an existing or future park must submit an arborist report including the first 15m of land within the park and report on all trees 8cm DBH or greater. Removal of any tree on parkland requires advanced written approval from the Parks, Recreation & Culture (PRC) Department.



## 5.2 PLAZAS

Plazas encourage social interaction and activity and reinforce the public realm. They provide a second tier of public open space in higher density areas. Activities supported by public plazas such as socializing, resting, and eating, add to the quality of city living and provide positive social and cultural opportunities.

Like parks, plazas require a strong program of use and design. Careful thought should be given to a plaza's principal function and its relationship with adjacent buildings and uses. Individual plazas function best as part of a hierarchy of open spaces, serving immediate local needs. A general overview of identified plaza locations follows.

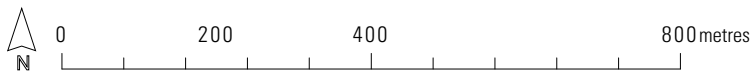
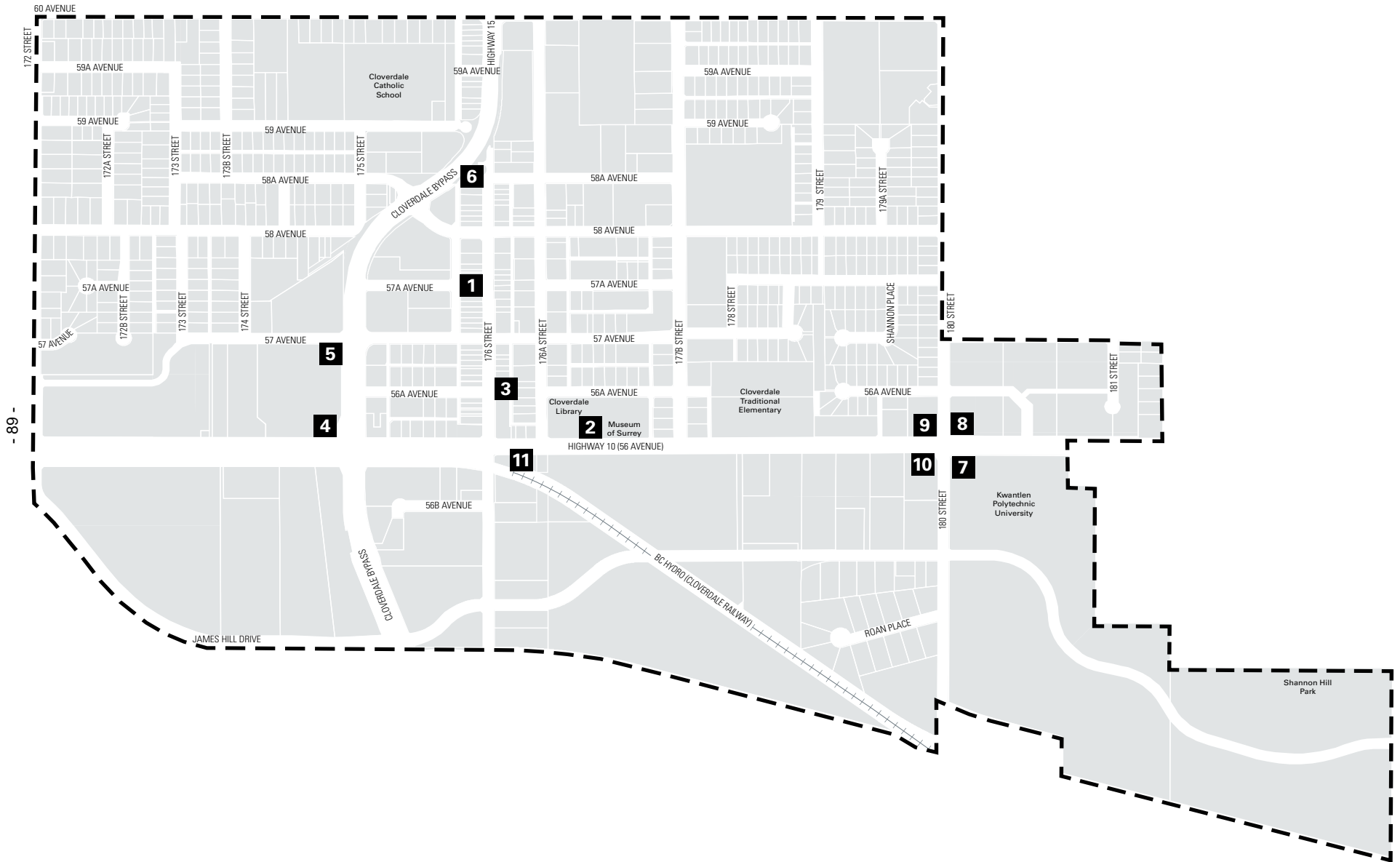
### PLAZAS

	Name	Location	Intent
1	Hawthorne Square (existing)	West side of 176A Street at 57A Avenue	Hawthorne Square is a small urban plaza that incorporates the 'Heritage Main Street' theme and provides key social space along 176 Street. The plaza also provides a key pedestrian link between 176 Street and the residential areas to the west. It is home to one of the Moments in Time (2009) public artwork.
2	Veterans Square (existing)	Northeast of 176A Street and Highway 10	Veterans Square is a public plaza frequently used for larger events. Located between the Museum of Surrey campus, the plaza is home to the Cloverdale Cenotaph and is the site of Remembrance Day service as well as other public events. It is home to the Kneeling in Remembrance (2006) and The Rivers that Connect Us (2019) public artworks. A collection of heritage buildings such as the Anniedale School and the Anderson cabin are also located into the plaza.
3	56A Avenue Plaza (existing)	56A Avenue, between 176 and 176A Street	A small plaza that provides a key pedestrian link between 176 and 176A Street and the Museum of Surrey campus. The plaza incorporates the 'Heritage Main Street' theme and provides a small downtown social space. It is home to one of the Moments in Time (2009) public artwork.
4	Turntable Square (existing)	Northwest of Hwy 10 and Highway 15	This corner plaza incorporates a railway turntable design at the entrance to a commercial shopping centre. The plaza provides landscaping and seating areas.
5	57 Avenue Plaza (existing)	Southwest of 57 Avenue and Highway 15	This corner plaza incorporates a heritage railway design with landscaping, seating area and bike racks.
6	Proposed	Road right-of-way bounded by Highway 15, 176 Street, and 58A Avenue	Opportunity for Town Centre gateway featurea including landscaping, and pedestrian and cycling support features.
7, 8, 9, 10	Proposed	Corners of 180 Street and Highway 10	Delivered through enhanced 5x5 metre corner setbacks at the corners of 180 Street and Highway 10, these future plazas will act as a gateway and signify the entrance to the Town Centre.
11	Proposed	176A Street	A future plaza within road right-of-way to extend the 'Heritage Main Street' theme and support the Surrey Heritage Rail Station.

Table 5.1: Existing and Proposed Plazas



Figure 5.3: Plaza Locations





## PLAZA DESIGN GUIDELINES

Plazas will typically be delivered as publicly accessible open space on private property. Development adjacent to parkland should positively contribute to plaza design and function by complying with the following guidelines:

**GUIDELINE 1:** Layout and site design should be planned comprehensively within identified sites to complement and extend public streets, pathways and parks.

**GUIDELINE 2:** Open space should be designed to serve specific uses of adjacent buildings such as outdoor seating, eating and play.

**GUIDELINE 3:** Provide clear street visibility to indicate the space is public, and to encourage street activity and public safety. Avoid screening or blocking off the plaza from the street.

**GUIDELINE 4:** Grade at street level to provide clear access for all.

**GUIDELINE 5:** Take advantage of distant views to mountains, agricultural land, and other landmarks wherever possible.

**GUIDELINE 6:** Plazas should maximize seating opportunities and comfort and consider opportunities for weather and sun protection.

**GUIDELINE 7:** Design with multiple activity generators, such as adjacent food and retail outlets, as well as entertainment to support socializing and relaxation. Provide infrastructure for events (e.g. electrical outlets, water supply and lighting) and to facilitate activity.

**GUIDELINE 8:** Furnished with a variety of amenities to encourage public usage and to create a sense of liveliness and excitement. Key amenities can include bike racks, drinking fountains, tables and chairs, games and public art.

## 5.3 SUPPORTING GREEN SPACES

### RIPARIAN AREAS

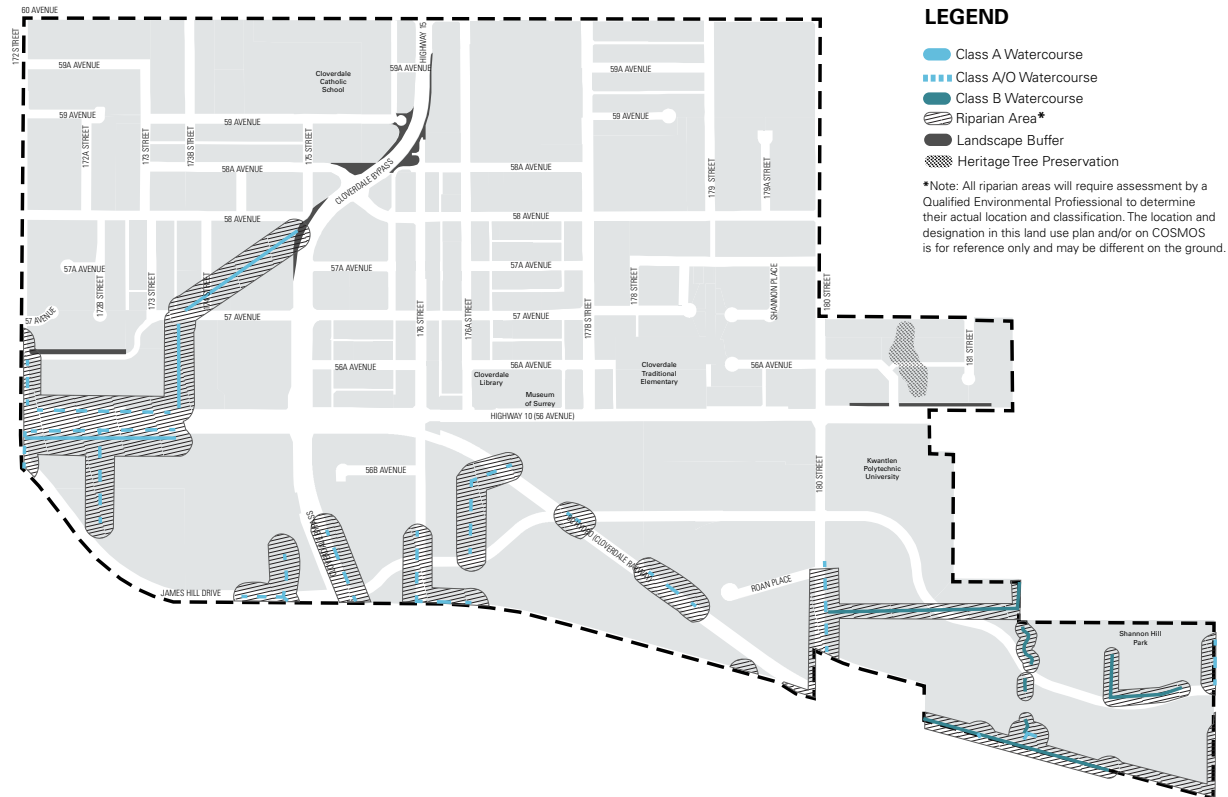
Streams (including wetlands, ditches, and natural streams) are all protected under the City's Streamside Protection Bylaw (Part 7A of the Zoning Bylaw 12000) and subject to the Sensitive Ecosystems Development Permit Area Process. The aim of the bylaw is to protect the public's interests by planning for flood hazards, as well as for agricultural land use, particularly as climate change progresses and adds uncertainty to existing flood and drought conditions. As a result of the Bylaw, these riparian areas will require a prescribed buffer between the stream and proposed development. This buffer is to be naturalized with native vegetation species, which will aid in bank stabilization to reduce erosion and flood potential, and will encourage native pollinators and wildlife to occupy riparian spaces.

Riparian areas in the Cloverdale Town Centre tend to be limited to constructed agricultural ditches and channelized natural watercourses. These streams are critically important for fish species throughout their life cycle; for example, adolescent salmon species will use these ditches for overwintering habitat, when the lowlands flood and bring water and nutrients into the ditch systems.

### LANDSCAPE BUFFERS

The plan illustrates (Section 3.6.3) several locations for the use of landscape buffers. The intent is to provide screening to buffer residential uses from adjacent non-residential uses. It also includes green spaces within public rights-of-way

Figure 5.4: Riparian Areas



where streets have been closed - particularly along Highway 15.

Installation of plantings or other improvements to these areas may be required as part of new development projects, or by special request through the City of Surrey's established community enhancement programs.





# Section 6: Community Amenities

## I Building Community

Town Centre areas create a critical mass of activity which facilitate cultural, social, educational, and economic exchange. Community facilities, services and events are the foundation to that exchange.

- 94 6.1 Civic Facilities & Services
- 98 6.2 Neighbourhood Enhancement
- 100 6.3 Schools & Post-Secondary
- 102 6.4 Public Art
- 105 6.5 Heritage Conservation

- 93 -







## OVERVIEW

Cloverdale is unique in that it has many established community and cultural assets including heritage sites, public art, festivals and events which build on the area's rich history. In addition to creating a sense of place, these are vital to realizing the Plan's objectives to attract new residents, enhance character and support local business.

## 6.1 CIVIC FACILITIES & SERVICES

Civic facilities and services are essential components of the overall health and wellness of all residents. They provide year-round amenities and programming that encourage active lifestyles, learning, opportunities for social interaction, and the capacity to provide dynamic programming that supports all ages and abilities. Civic facilities and services welcome the entire community, and strive to serve vulnerable individuals, families and children through fostering a sense of belonging and connection.



Figure 6.1: Civic Facilities & Services



## 6.1.1 Community Recreation & Facilities

Community and recreation facilities and services act as community hubs that bring people together, supporting community capacity, volunteerism and a sense of place. They will be transformational health and social service centers that, in collaboration with community partners, will make a positive impact on real social issues facing the community. Although just outside of the Town Centre, several nearby facilities serve current and future recreation and social needs of residents, including:

- Cloverdale Recreation Centre
- Cloverdale Ice Arena
- Cloverdale Curling Rink
- Shannon Hall
- Greenaway Outdoor Pool (Greenaway Park)
- Don Christian Recreation Centre

The existing Cloverdale Ice Arena can still provide years of service to the local community. The Parks, Recreation & Culture 10-year plan calls for a new sports and ice complex to be planned for the town centre. This will provide opportunity for the future expansion of additional ice sheets, while also offering added flexibility for the redevelopment of the community, recreational and social components within Cloverdale.

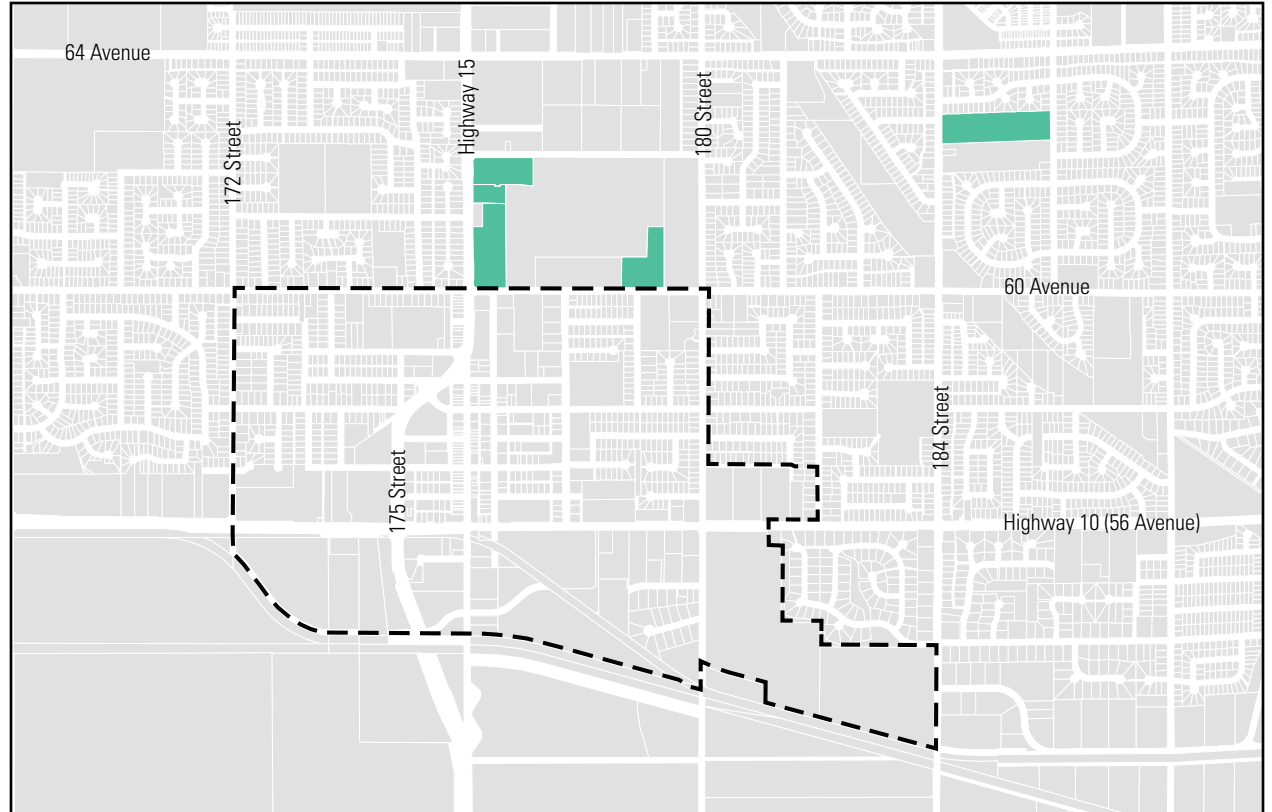


Figure 6.2: Community Recreation & Facilities



### 6.1.2 Cultural Facilities



As the area transitions into a more urban landscape, cultural facilities and assets will play an essential role in contributing to a more distinct and thriving downtown. They will support this vision by providing opportunity for social, educational, and economic exchange and by celebrating the historical and cultural heritage of Surrey. Within the plan area there are several cultural facilities that serve current and future residents, including:

- Museum of Surrey
- Surrey Archives
- Veterans Square

While the Museum of Surrey, Surrey Archives and Veterans Square currently provide an essential community service, additional facilities are required to address future needs of the community. For example, the Surrey Archives may outgrow its' current location and may need to relocate, opening up the potential to repurpose the 1912 Hall.

### 6.1.3 Library Facilities



There's been a library in Cloverdale since the 1930's. From 1976-1988 it was located in the 1912 Municipal Hall which is now the Surrey Archives. It was relocated and expanded in 1988, and in 2019 underwent a large renovation. Cloverdale is a community library that provide a collection based on the area's demographics and expressed interests. It includes some specialized collections and services, computer workstations, children's areas, study and reading space. It also offers meetings rooms for library events and community use. The genealogy collection at Cloverdale supports the historical resources at the nearby Surrey Museum and Archives. The library also supports special events and programs.

### 6.1.4 Special Events

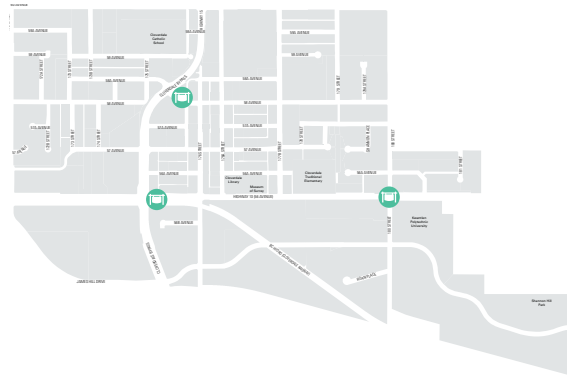
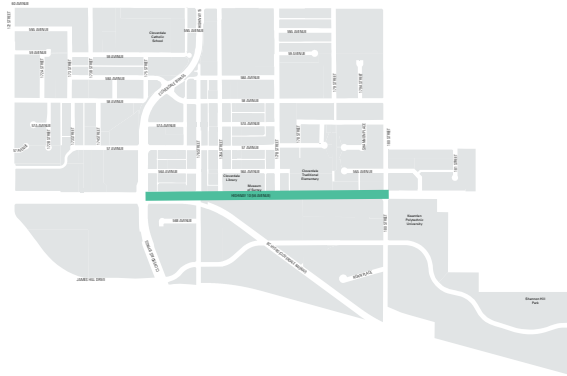


Cloverdale is home to several major annual outdoor events, as well as dozens of community festivals, concerts and gatherings. These are supported through a variety of public venues, including the Bill Reid Millennium Amphitheatre, Cloverdale Fairgrounds and Hawthorne Square.

In addition to community events and music concerts, Cloverdale is host to the City's annual Canada Day Festival and the Cloverdale Rodeo, drawing thousands of visitors to the City annually.







### HIGHWAY 10 CORRIDOR ENHANCEMENT

Highway 10 is a key gateway corridor into both Cloverdale and Surrey. Improvements to the streetscape to enhance safety and attractiveness of corridor will be prioritized. Opportunities for boulevard and sidewalk improvement, medians, gateway features, expanded planting and street trees will be explored. Pedestrian and cycle path improvements or alternative routes will also be examined. Improvements to the corridor must take into consideration the needs of the industrial and commercial land use in the vicinity of Highway 10.

### GATEWAY FEATURES

Gateway features will serve as a visual indication of the Cloverdale Town Centre area. In collaboration with community groups, the Plan supports the development of Cloverdale community signage near intersection of Highway 15 And Highway 10, 180th Street and Highway 10, and Highway 15 and 58th Avenue. Features such as signage and public art should be designed to reflect Cloverdale’s agricultural and railway heritage.

### COMMUNITY EVENT SPACE - “KING STREET ALLEY”

The compact form of Downtown Cloverdale limits the available space for public gatherings and community events. The City owned parking lot at 176A Street and 57A Avenue can be used as a community event during non-peak parking demand hours. This site has been conceptualized as “King Street Alley” by the local Business Improvement Association. Through working with neighbouring properties and community groups amenities such as lighting, landscaping, electrical access, murals, public art and other features can animate and beautify the site.

## 6.3 SCHOOLS & POST-SECONDARY

The plan anticipates new growth and development taking place gradually over several decades. This is expected to slowly increase student numbers and school enrollment in the Town Centre.

### ELEMENTARY

Cloverdale Town Centre is served by George Greenaway and Martha Currie elementary schools. Enrollment at both schools is expected to grow over the next 10 years as young families continue to move into both catchment areas. George Greenaway Elementary will capture new students in portions of the plan area on the west side of 175 Street (Highway 15) while Martha Currie Elementary will capture everything east of 175 Street.

In 2019 George Greenaway was operating over capacity and required portable classroom additions. To accommodate future student enrollment increases it is anticipated that the school will require one additional portable per year for the foreseeable future. A combination of strategies will be used to accommodate future enrollment growth at George Greenaway, including catchment boundary changes, program changes, and a facility addition.

Martha Currie will capture the largest portion of anticipated growth. The School District is examining opportunities for an expansion to the school, targeted for 2022. Any enrolment growth from the revised Town Center plan will be included as part of the feasibility study.

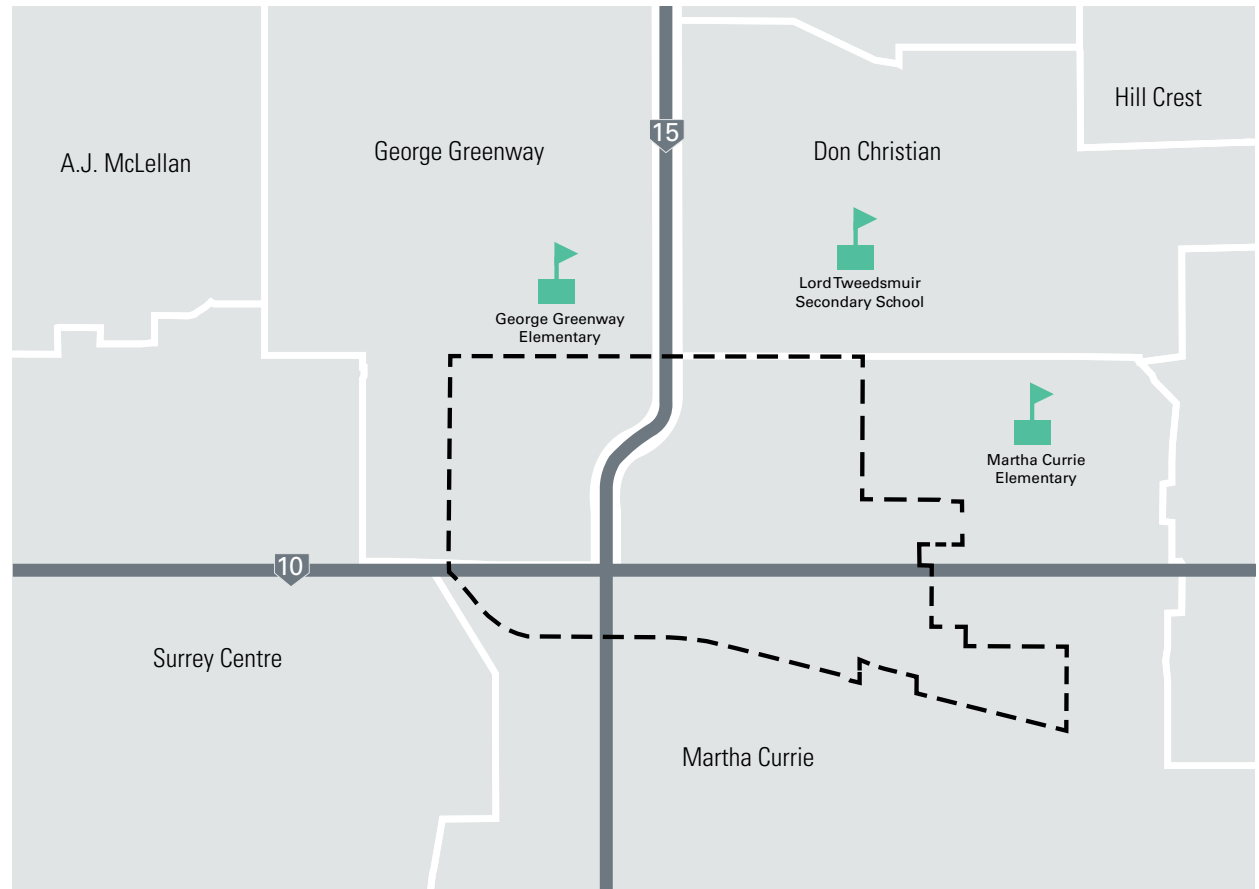


Figure 6.3: School Catchments

*George Greenaway Elementary will capture portions of the plan area on the west side of 175 Street (Highway 15).  
Martha Currie Elementary will capture portions of the plan area east of 175 Street.*

### SECONDARY

Lord Tweedsmuir Secondary serves the entire plan area and will also be impacted by growth. In 2018, enrolment was above capacity with portables required to meet demand. The school is projected to continue to grow and the District will consider an addition for this school as part of future capital plans.

## POST-SECONDARY

The Town Centre is home to Kwantlen Polytechnic University's technical campus. Home of Kwantlen's Faculty of Trades and Technology, the Tech Campus reflects Kwantlen's commitment to the economic development in the South Fraser region and educational programs that will provide industry with the competent and highly-skilled graduates it requires.

The Tech Campus provides leading-edge trades and technology programs, which is an important new resource in helping the rising demand for skilled trades workers and apprenticeships. It is a full service campus providing a variety of student support services, library, bookstore and food services. The plan allows for the future expansion of the campus through the institutional designation of the surrounding land.

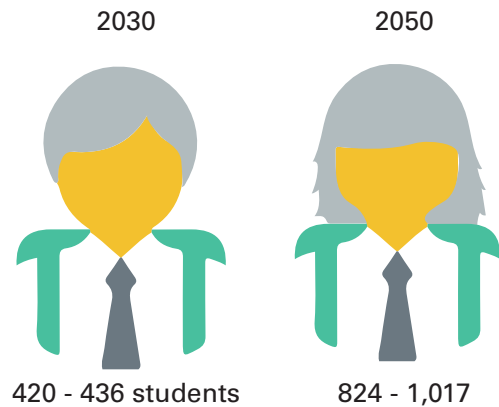


Figure 6.4: Projected Elementary and Secondary Students







## 6.4 PUBLIC ART

Public art installations animate the public realm and contribute to creating a memorable and unique landscape. They also engage residents in the interpretation and expression of what is important and significant to the community.

Public art features (in addition to heritage features) are envisioned to enhance the walkability and unique character of Cloverdale. Sites for these future artworks include the gateways of the Town Centre, as well as Surrey's east border, building plazas and curbside in the heritage district.

New development is expected to contribute to public art through the City's Private Development Public Art Policy. See Section 8.1.2 for more details.

*Kneeling in Remembrance by André Gauthier, 2006*



*Flow and Variations of Flow by Robert Studer, 2011*



*The Rivers that Connect Us, by Drew Atkins, Phyllis Atkins, and Aaron Jordan 2019*







## 6.5 HERITAGE CONSERVATION

The continued significance of heritage buildings is prevalent in the Town Centre. Many buildings have recognizable heritage significance and have been added to Surrey’s Community Heritage Register. Several of these buildings have also been protected by Heritage Designation By-law or Heritage Revitalization Agreement. Other buildings are currently on the Heritage Inventory, which means they are considered to potentially have heritage significance but require further evaluation.

### HERITAGE CONSERVATION & PROMOTION STRATEGIES

Heritage Register sites should continue to be targeted for conservation. General planning actions include the identification of appropriate regulatory tools and conservation incentives while negotiating with owners of heritage sites, as well as consideration of zoning guidelines that reinforce the intent to preserve historic character.

### CONSERVATION INCENTIVES

Heritage protection and conservation will be encouraged as redevelopment occurs by offering incentives to developers who acquire recognized heritage assets. Incentives may include:

- Grants & property tax exemption;
- Relaxations to zoning requirements. Allow rezoning and conversion of heritage single family homes to multi-family dwellings with potential additions where infill is not possible; and
- Building code equivalencies.

When renewing civic assets, ensure that heritage resources (architectural, social, and cultural) are considered as part of the planning and design process. This could mean retaining heritage resources or incorporating features or elements of heritage resources as part of the redevelopment.

### HERITAGE REGISTERED & PROTECTED

Properties that are both Registered and Protected have been added to the Heritage Register as well as formally protected through a Heritage Revitalization Agreement, Heritage Designation By-law, or Heritage Conservation Covenant.

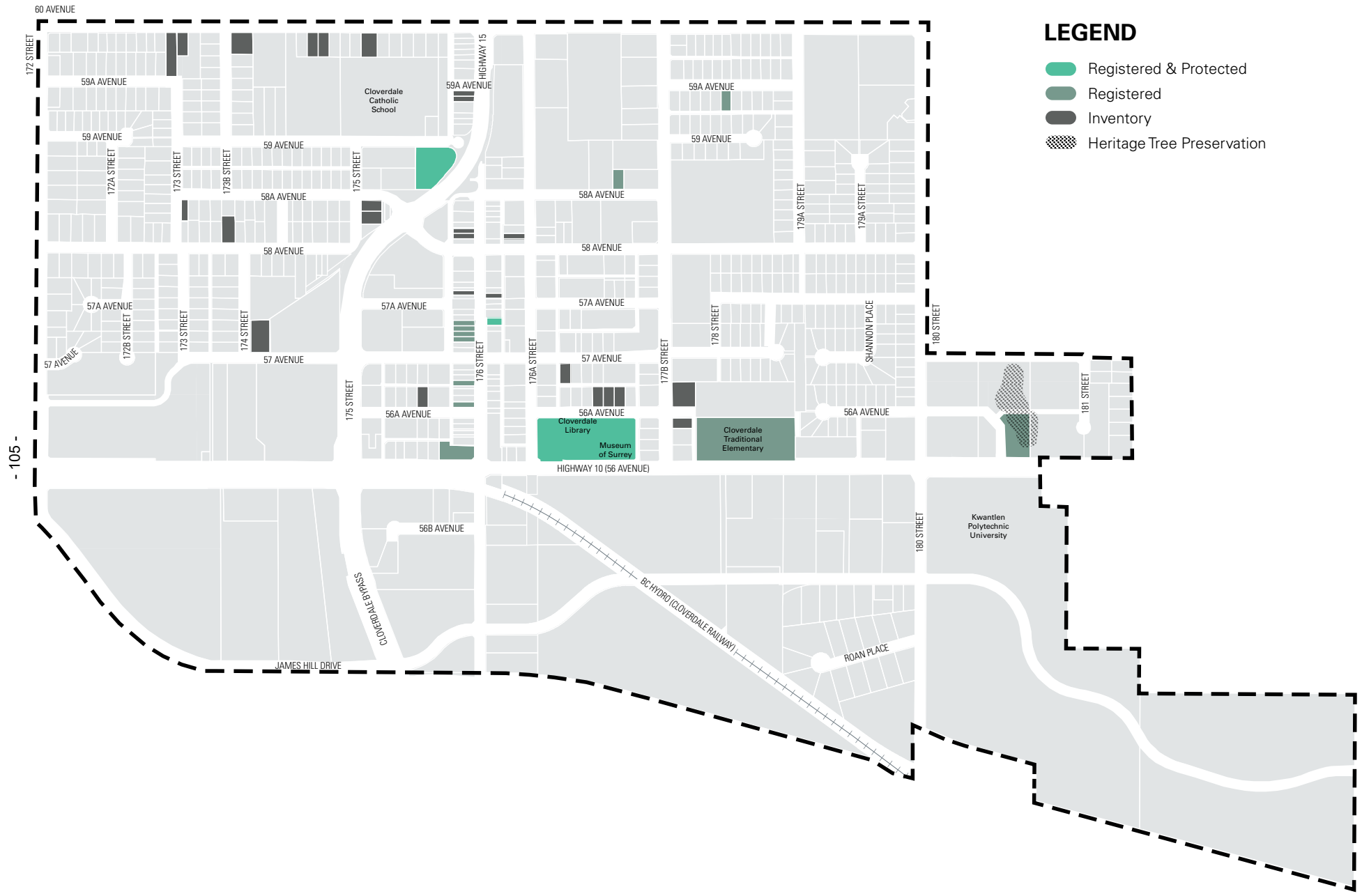
### HERITAGE REGISTER

Properties on the Heritage Register have been researched and evaluated for their heritage value, and deemed significant enough to be added to the Register by Council resolution. Registered properties must be included in any redevelopment proposal for the property, and require Council approval prior to removal from the Register.

### HERITAGE INVENTORY

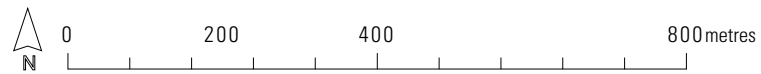
Properties on the Heritage Inventory include those that potentially have heritage significance, but require further evaluation before being considered by Council for addition to the Heritage Register. These properties are further assessed for their potential heritage value at the time of a development application or demolition permit.

Figure 6.6: Heritage Buildings and Heritage Character Areas



**LEGEND**

- Registered & Protected
- Registered
- Inventory
- Heritage Tree Preservation



## **ADAPTIVE RE-USE, RELOCATION, & ARCHIVAL DOCUMENTATION**

Developers should consider all available tools to preserve existing heritage building forms and architectural features. These may include the adaptive re-use of existing buildings, variances to protect heritage features, relocation of heritage buildings and Comprehensive Development Zones to provide increased flexibility in the permitted uses for heritage buildings. The 1912 Municipal Hall and Clova Theatre are examples of buildings suited for adaptive reuse. The Municipal Hall, current home of the Surrey Archives, could potentially be re-purposed to provide maker spaces, workshops and programming, as well as provide room for cultural and non-profit administration.

Under certain circumstances, relocation of a heritage building to another property may be supported to avoid demolition. When retention is not possible, heritage assets should be archivally documented

## **HERITAGE ENHANCEMENTS**

In addition to development related conservation, the City can take actions to enhance and acknowledge heritage in the Town Centre, including:

1. Develop a Town Centre-wide heritage and placemaking strategy, including recommendations for the development of heritage signage, storyboards, murals, and other creative heritage enhancements.
2. Expand heritage interpretation opportunities within the Town Centre, focusing on opportunities and partnerships within the Heritage Downtown area.
  - Increase the amount of building level interpretation through building-based panels and murals;
  - Increase Indigenous heritage recognition;
  - Increase the diversity of people and stories featured in heritage interpretive elements;
  - Develop partnerships with community groups and businesses to design interpretation programs; and,
  - Explore walking tours and self-guided walking routes to highlight local heritage sites, public art and monuments in the area.
3. Continue to expand the Museum of Surrey heritage campus to support larger exhibition space, as well as opportunity to display larger pieces in the City's heritage collection, such as its vintage fire truck and railway artifacts. Explore opportunities to develop a sports hall of fame, as well as expanded lecture hall space to support education, demonstrations and performances.
4. Continue to add sites to Community Heritage Register by evaluating potential heritage sites. Existing sites on the heritage inventory should be assessed, when circumstances allow, for addition to the Community Heritage Register.

## **HERITAGE TREE PRESERVATION**

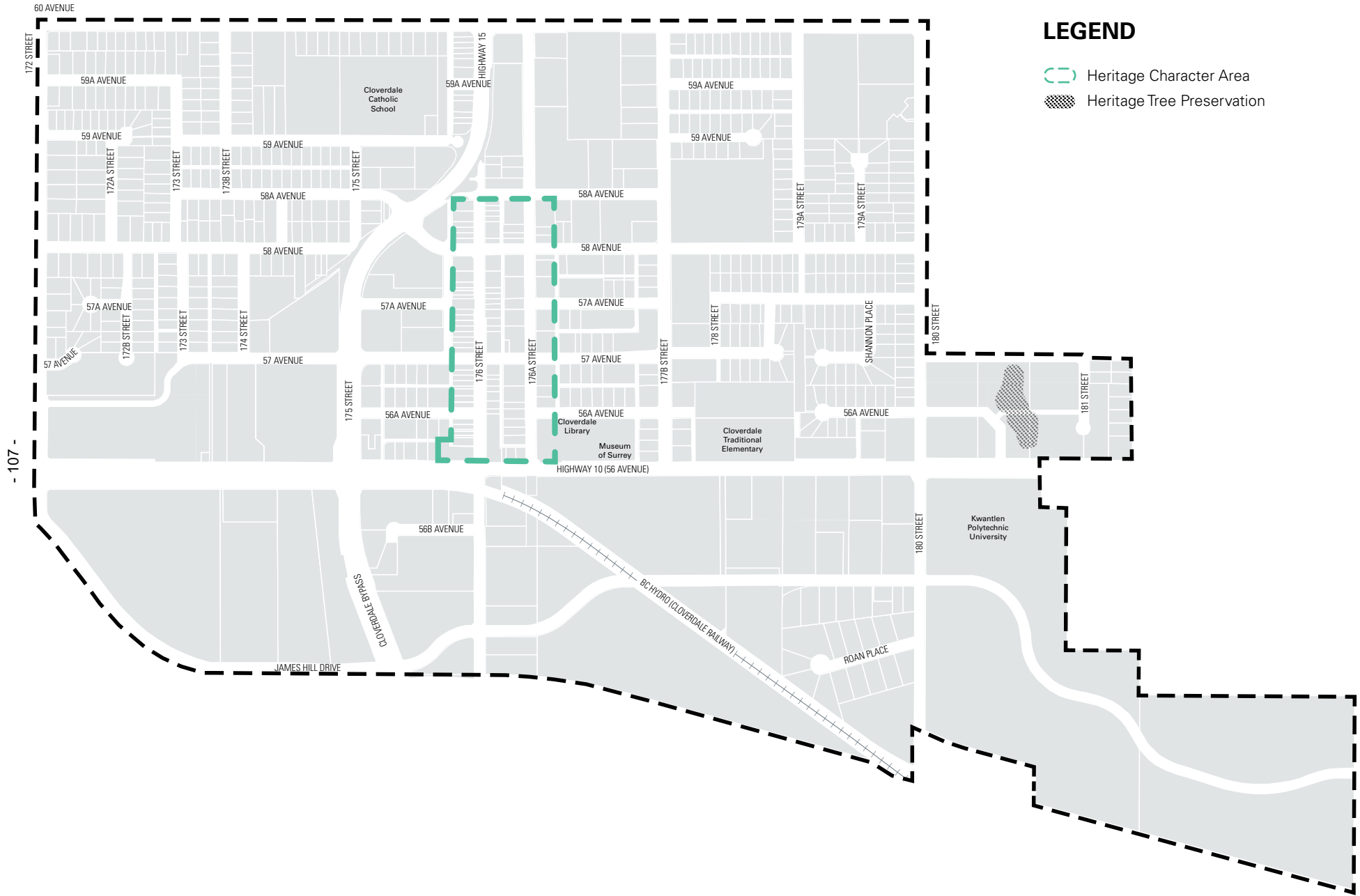
A small grove of six heritage trees (common apple, horse chestnut, black & English walnut) is located on the Bourassa farm site at the northeast corner of Highway 10 and 180 Street.

The underlying Townhouse designation will support preservation of heritage trees by clustering buildings outside of and avoiding disturbance of the tree preservation area.



The tree preservation area shall be placed in a protected natural amenity area to ensure perpetual preservation.

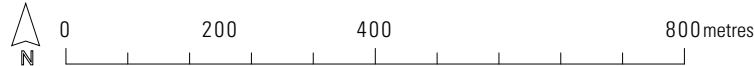


Figure 6.7: Heritage Character Area



**LEGEND**

-  Heritage Character Area
-  Heritage Tree Preservation







# Section 7: Utilities & Servicing

## | The Nuts and Bolts

Cloverdale Town Centre is an urbanized area with relatively complete utility infrastructure networks already in place. The plan will increase development intensity and population, and will require improvements to utility infrastructure, including water, sanitary and drainage systems.

- 110 7.1 Drainage
- 114 7.2 Sanitary
- 116 7.3 Water

- 109 -



## 7.1 DRAINAGE

Cloverdale Town Centre is in the Nicomekl River watershed. Stormwater from the Town Centre is conveyed by an extensive network of storm sewers and open channel watercourses. All stormwater flows south, into the lowlands, before discharging into the Nicomekl River. A portion of the plan area is within the Nicomekl River floodplain.

### WATERCOURSE CLASSIFICATION

The City has four different watercourse classifications:

1. Class A (Red) - Inhabited by salmon and trout all year, or potentially inhabited all year.
2. Class A(O) (Red dash) - Inhabited by salmon and trout primarily during the over-wintering period, or potentially inhabited during the over-wintering period with access enhancement.
3. Class B (Yellow) - Significant food or nutrient value. No fish potential present.
4. Class C (Green) - Not considered a stream under any definition. No fish potential present.

Class A, A(O), and B watercourses require environmental permits and Sensitive Ecosystem Development Permit approvals and must meet the applicable Zoning By-law setback requirements.

### STORM WATER MANAGEMENT

In addition to providing excellent habitat and nutrient potential for salmonid fish species, streams in Cloverdale Town Centre have riparian areas associated with them that also provide higher food security to the City of Surrey, as well as water security for the farming community. The streams (such as ditches, dykes, watercourses and wetlands) in this plan area contribute immensely to stormwater management, as they help manage natural rises and falls of groundwater while also acting as an integral system to help manage runoff from infrastructure and buildings.

Streams also provide critical flood protection and irrigation service to land in the ALR. Many local farms have irrigation licenses to be able to seasonally water their crops. The City assists in managing the waterways during the summer irrigation months as well as providing flood management in the winter.

The interface between uplands and lowlands is very sensitive to tidal elevations and rainfall events. Flooding in the Town Centre may occur due to limited downstream capacity in the lowlands. Care should be taken with construction elevations to confirm there is positive drainage from development as some areas may flood to road elevation.

In addition to sewer upgrades, development provides opportunity to manage runoff quantity and quality at a site level through implementation of a variety of stormwater best management practices (BMPs). The following onsite BMP strategy is recommended for new development:

- Include onsite BMPs in site development plans to address runoff volume and flow control;
- Implement on-lot water quality treatment units to remove pollutants from stormwater runoff before discharging into Hyland Creek;
- No further encroachment by development on riparian areas;
- Preserve remaining natural features as much as possible, and maintain their links with external natural areas; and
- Preference should be given to permeable pavements and driveway technologies that allow precipitation to infiltrate to the ground. In addition, the footprints of impermeable structures should be minimized to maintain as much natural land cover as possible.

Figure 7.1: Watercourse Classification





## STORMWATER UPGRADES

The proposed land use plan will increase impervious surface area and stormwater runoff volumes. Conveyance upgrades are needed to address existing and future capacity requirements. Development Cost Charge (DCC) eligible upgrades include:

- 175 Street trunk storm sewer – Upsize the 175 Street trunk storm sewer system from 60 Avenue to 58A Avenue and reroute directly into the Cloverdale Canal; and
- 176 Street rail crossing – Upsize the 176 Street rail crossing culvert to 1650mm diameter

In addition to area-wide upgrades, onsite stormwater management is required with redevelopment. Individual site development plans must incorporate best management practices (BMPs) to address both quantity and quality of stormwater through detention and filtration features that are integrated into site landscaping requirements. Example features include rain gardens, pervious pavement, and French drains. In addition, natural features and stream setbacks should be preserved and enhanced where possible.



Figure 7.2: Drainage System Upgrades







## 7.2 SANITARY

Cloverdale's sewage is discharged via the City's sanitary sewer system to Metro Vancouver's trunk sanitary sewer, which runs along 56 Avenue (Highway 10).

The City's existing sanitary infrastructure is over 30 years old. Much of the system is comprised of asbestos cement and vitrified clay pipes, which will require replacement.

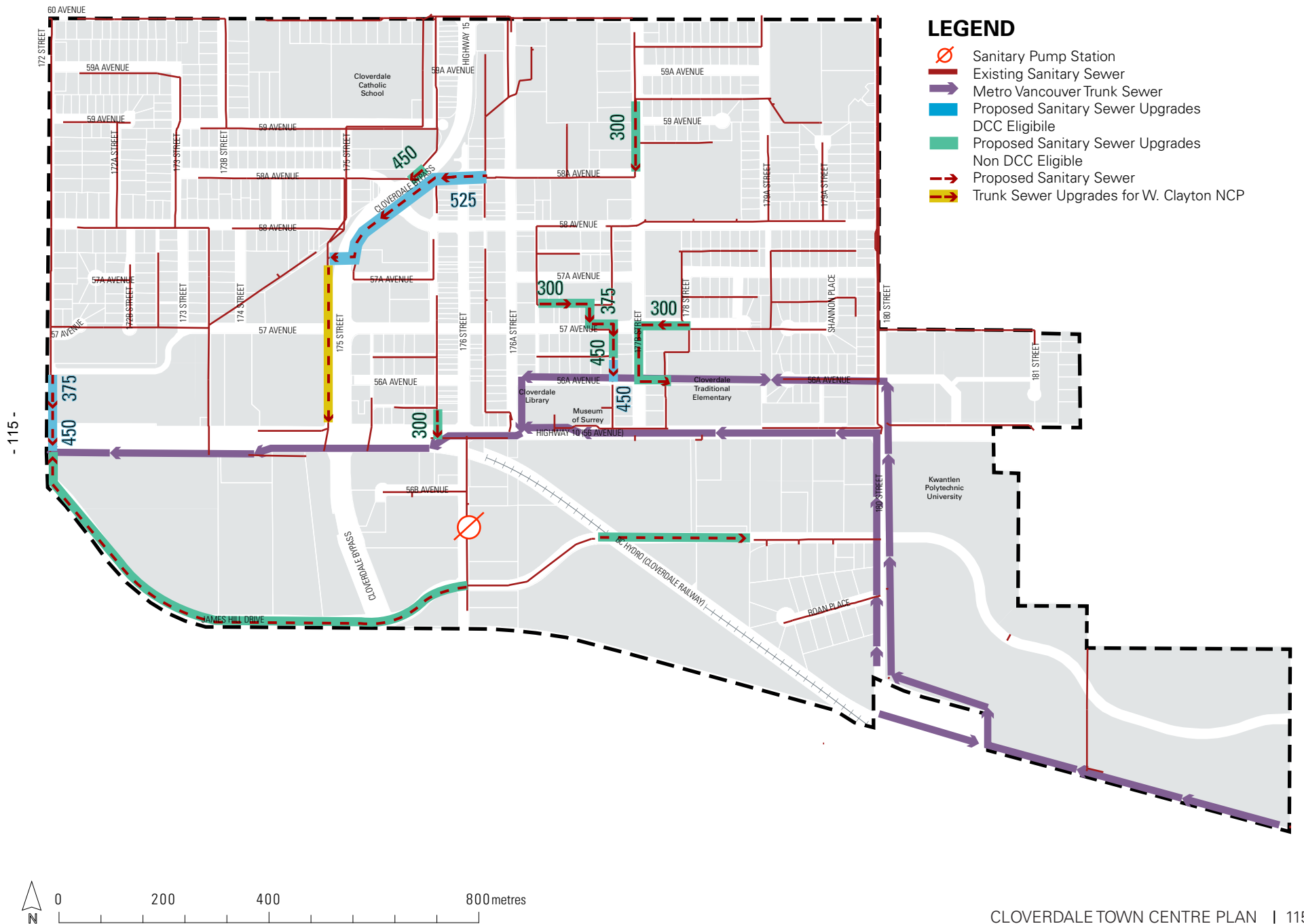
To support future development in the plan area, sanitary sewer upgrades will be required in and around 177B Street, along with upgrades at municipal connection points with Metro Vancouver's trunk sewer. A sewer upgrade is also required along 175 Street near 58A Avenue. These upgrades are Development Cost Charge (DCC) eligible. Additional fronting development upgrades (which are not DCC eligible) may be required, and will be addressed through the development approval process.

Low pressure sewers will be required on the James Hill Drive extension to service future developments south of Highway 10. These sewers are not DCC eligible.

While not directly benefitting the Cloverdale Town Centre plan area, a 1350 mm diameter trunk sewer upgrade is planned on 175 Street between Highway 10 and 58 Avenue. This sewer upgrade is in support of the approved West Clayton Neighbourhood Concept plan area to the north.



Figure 7.3: Sanitary System Upgrades



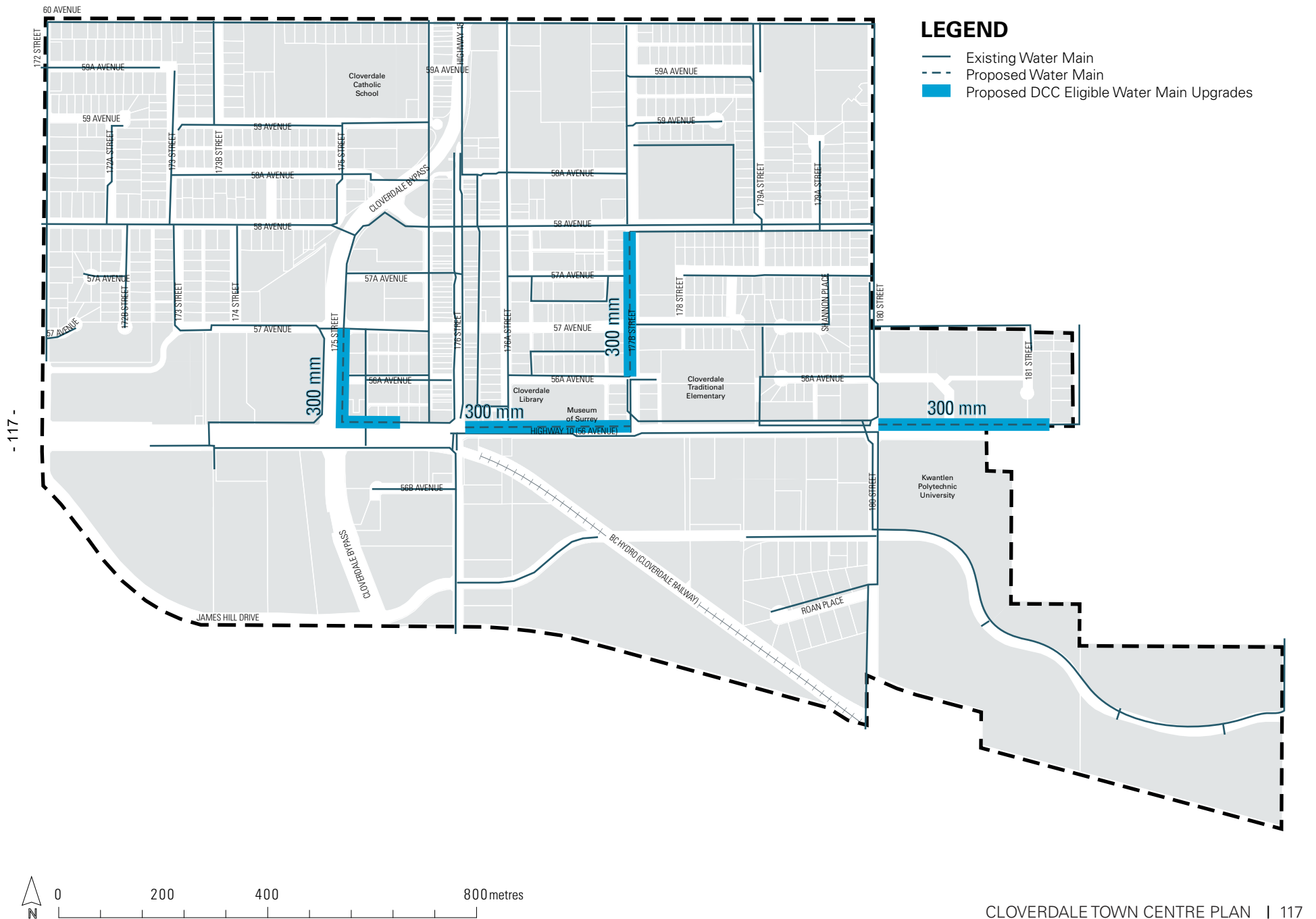
## 7.3 WATER

The Town Centre is located in the 90 metre pressure zone. Water supply is currently provided from two direct connection points to Metro Vancouver's transmission mains at 54 Ave and 192 St, and at Fraser Hwy and 176 St. The City's existing feeder main network has sufficient capacity to service the proposed development in the plan area.

Local distribution mains will need to be upgraded in accordance with the City's Design Criteria Manual (to a minimum size of 250mm diameter). These upgrades will be implemented as development proceeds and are not Development Cost Charge (DCC) eligible. Water main upgrades larger than 250mm diameter are shown on the figure below and will be partly funded by DCCs.



Figure 7.4: Water System Upgrades







# Section 8: Implementation

## I Making it Work

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# 8.1 DEVELOPMENT POLICIES

## 8.1.1 Housing Policies

As a designated Town Centre, Cloverdale plays an important role in achieving the City’s housing goals. The following housing objectives support the City’s Affordable Housing Strategy, and ensure that residents of all income groups benefits from development:

- Focus most new development within walking distance of downtown;
- Encourage more housing options, which benefits young families and seniors;
- Plan for a rapidly increasing seniors’ population with accessibility challenges;
- Prevent the loss of purpose-built rental housing; and,
- Retain the character of existing neighbourhoods at the edge of the plan area.

To support these housing objectives the Plan outlines the following policies that apply to new development within the Plan Area:

### HOUSING POLICY 1

A minimum of 30% of new multi-family housing units should be family oriented 2-bedroom or greater, and at least 10% as 3-bedroom or greater.

### HOUSING POLICY 2

All new residential units within the Town Centre should meet the Adaptable Housing Standards in the BC Building Code.

### HOUSING POLICY 3

All new multi-family housing developments should meet or exceed indoor and outdoor amenity space requirements as outlined in the Zoning By-Law.

### HOUSING POLICY 4

Re-development of purpose-built rental housing should conform with the City’s Rental Housing Redevelopment Policy (Policy O-61).

### HOUSING POLICY 5

New residential developments that require a rezoning should provide a per unit contribution to the Affordable Housing Reserve Fund. The funds will be used to purchase land for new affordable rental housing project.

## 8.1.2 Lot Consolidation Areas

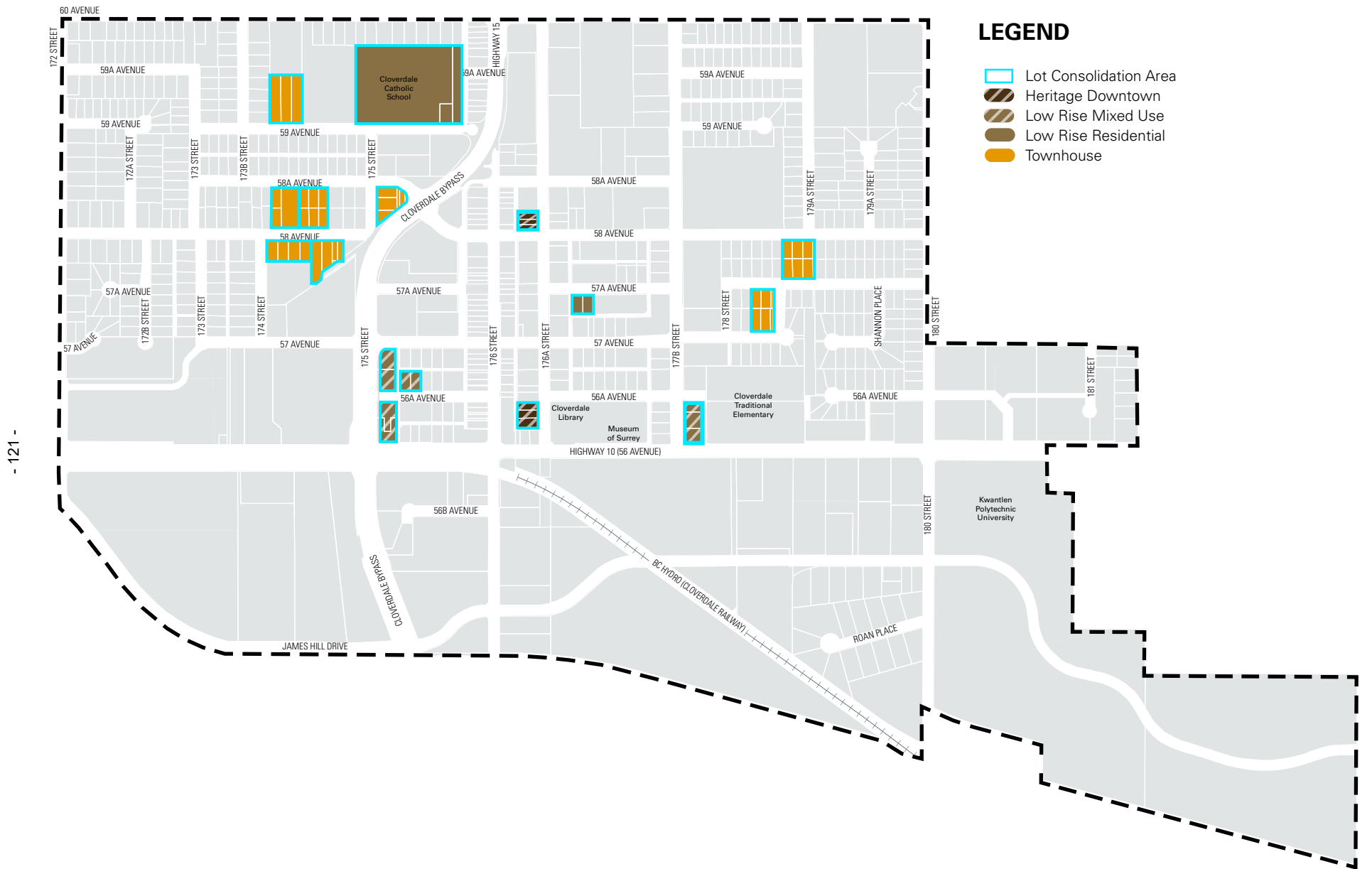
Lot consolidation requirements prevent the creation of land remnants which are undevelopable based on proposed land use designations. They also ensure equitable distribution of road dedication and construction costs across properties, and in some cases ensure development does not adversely impact existing residents. Lot consolidation requirements have been generally identified in Figure 8.1.

If land consolidation is proven to be unfeasible, the developer must:

- Demonstrate that the development potential of the excluded property is not compromised to the satisfaction of the City; and
- Share any required road construction costs amongst properties shown in the land consolidation area.



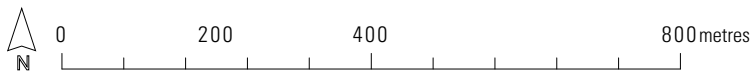
Figure 8.1: Lot Consolidation Areas



**LEGEND**

- Lot Consolidation Area
- Heritage Downtown
- Low Rise Mixed Use
- Low Rise Residential
- Townhouse

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### 8.1.3 Flood Considerations

Portions of the Plan Area are situated within the floodplain of the Nicomekl River. New residential development should be avoided within the floodplain. Developments that does occur within the floodplain will need to be constructed to the Flood Construction Level (FCL). FCL is the minimum elevation of habitable space in order to be protected from the 1 in 200 year return storm event.

Developments outside of the floodplain are also susceptible to flooding. Flooding can be caused by stormwater runoff from the urban upland drainage system, backwater flooding from the lowland drainage system, flooding from the Nicomekl River itself, or a combination of events. Sea level rise may also increase the flood elevation for properties in the Plan Area.

If underground parking is proposed anywhere within the Plan Area, a hydrogeological assessment should be conducted to:

- Characterize the current geological and hydrogeological conditions at the site, including an evaluation of seasonal variations in the groundwater table and groundwater flow direction, and assess the constraints these variables might have on the proposed development;
- Evaluate pre-development infiltration volumes at the site, assess the impact that proposed land use changes could have on these volumes, and propose mitigation measures to address these potential

impacts;

- Assess whether proposed site servicing will intercept the groundwater table and evaluate what mitigation measures could be employed to minimize potential disturbances to groundwater levels and flow patterns; and
- Evaluate the potential need for groundwater dewatering at the site.







### 8.1.4 Watercourse Protection

The City of Surrey's Streamside Protection Bylaw requires that a protective buffer be established around any ditch, dyke, watercourse or wetland that is connected to potential fish habitat. Not only does this protect wildlife and aquatic resources, but it also provides essential protection to flood-prone areas by providing water storage and flow away from private land.

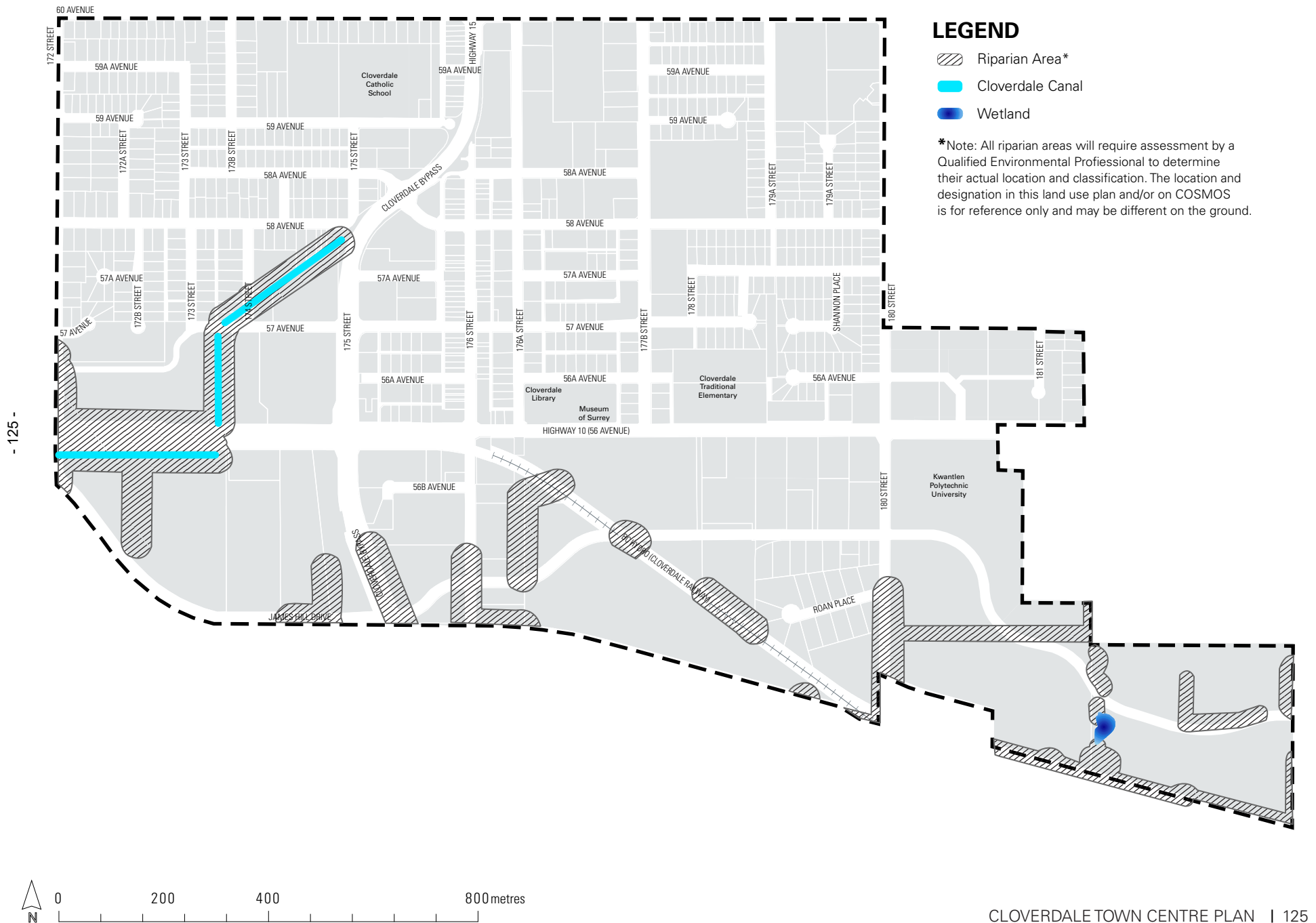
and reduce the potential for underground parking needed to support vertical development. At grade parking, wrapped in building envelope or enclosed to allow active frontages, could help to achieve additional building height on larger sites. Developers should be aware that environmental constraints may limit the developability and potential densities of certain sites.

The Streamside Protection Bylaw is enacted by a Sensitive Ecosystems Development Permit Area (SEDPA) DP3 process, which requires that any potential development within 50 meters of a stream be assessed by a Qualified Environmental Professional (QEP). The QEP will be required to write an Ecosystem Development Plan (EDP), in which a setback will be assigned (called the Streamside Protection Area, or SPA) to the stream based on Provincial and Municipal regulation, in which no disturbance may occur. The SPA will need to be protected by either a Registered Covenant (minimum safeguarding) or by conveying the land to the City of Surrey (maximum safeguarding), to ensure that the SPA is appropriately fenced off and maintained as a natural vegetated buffer in perpetuity. The QEP will need to address Provincial and geotechnical setbacks as well, as they can be potentially larger than the SPA; the largest of all setbacks will apply for development.

The intensity of development in much of the area is limited by geotechnical constraints of soft clay soils, as well as flood levels. These constraints limit excavations to one storey below ground



Figure 8.3: Environmental Constraints



### 8.1.5 Development Permit Areas

Where developments are located in designated Development Permit Areas (DPA), as identified in the OCP (steep slopes, farm protection, environmentally sensitive areas, etc.), as well as in the case of multiple unit residential or commercial developments, the OCP Design Guidelines will be implemented through the process of reviewing and approving the related Development Permit at the time of development application.

### 8.1.6 Electric Vehicle Charging Infrastructure

As per the Zoning Bylaw, all new residential developments are required to provide 100% of residential parking spaces to have an electrical outlet capable of supporting Level 2 EV charging (e.g. 220V outlet). All new commercial developments are required to provide a minimum 20% of parking spaces to have an electrical outlet capable of supporting Level 2 EV charging. The Zoning Bylaw requirements provide for EV Energy Management Systems to be implemented, where power can be shared between up to four parking spaces and where the minimum performance standard is achieved.



## 8.2 COMMUNITY AMENITY CONTRIBUTIONS

Table 8.1: CAC Rates

**CLOVERDALE CAC RATES TABLE**

Uses	Amenity Contributions***				TOTAL
	Police	Fire	Libraries	Parks**	
Residential* (\$/dwelling unit)	\$80.52	\$347/89	\$181.17	\$3,160.00	\$3,769.58
Non-Residential (\$/acre)	\$483.12	\$2,087.34	n/a	n/a	\$2,570.46

**Explanatory Notes:**

\* Excludes secondary suites.

\*\* Includes pathways and facilities.

\*\*\* See Section C of Schedule G in Zoning Bylaw 12000, Community Amenity Contributions for contributions related to Cloverdale Town Centre density increases.

In accordance with City policy to address the impacts of growth, all development proposals at the time of rezoning or building permit issuance will be required to make a monetary contribution toward the provision of new community amenities. These include needs identified within the plan area, as well as broader Community and Citywide amenities.

Plan area specific amenity needs include the development of new parks and open spaces, as well as population related improvements to police protection, fire protection and library services. Community and Citywide needs include new capital projects (cultural and recreational facilities), affordable housing and public art.

Total estimated costs are divided evenly by the average anticipated number of dwelling units (acreages in the case of non-residential development). This ensures an equitable contribution. It also means that if a development application proposes lower density than anticipated within the plan, the applicant will be expected to “top up” the amenity fees as per the plan designation. This will avoid a shortfall in anticipated funding. Amenity contribution rates will be updated with future iterations of the plan.

To enact the above noted amenity contribution requirements, Schedule G of the Zoning By-law will be amended to add the Cloverdale Town Centre to the list of secondary plans where monetary contributions are required.

## 8.2.1 Plan Area Specific Amenity Contributions

### PARKLAND DEVELOPMENT

Monetary contributions toward parkland are based upon the estimated capital costs of all park amenity improvements within the plan area. This also includes parkland adjacent to the plan area that will serve future residents. Park amenity calculations do not include riparian area works required as part of the development process on land conveyed to the City. This includes in-stream works and any other related riparian area costs which are to be accounted for as part of the development process

128 - (4) The scope of parkland development within the plan includes the development of four neighbourhood parks, plazas and other landscaping on public property. It also includes the restoration and management of key natural areas including forests, wetlands and riparian areas. The estimated cost of developing park amenities is \$8,081,730. Based on development rate projections over a 40 year period, this results in a contribution rate of \$3,160 (in 2019 dollars) per dwelling unit. This estimate includes the planning, design, administration and construction of park amenities, including playgrounds, washrooms, sports courts, tree and horticultural plantings, paths and trails, seating areas, and passive open spaces. This also includes natural and riparian area restoration and enhancement within parkland.



*Cloverdale Ball Park*





### LIBRARY MATERIALS

A study of library requirements in Surrey has established that a contribution per dwelling unit is necessary to cover the capital costs for library materials and services. Monetary contributions toward library materials will offset capital costs of providing services to new development and are calculated on a standardized basis citywide. Refer to Schedule G of the Zoning By-law for current rates.



### FIRE PROTECTION

A study of fire protection requirements in Surrey has established that a contribution per dwelling unit is necessary to support the capital costs for fire protection and services. Monetary contributions toward fire protection will offset capital costs of providing services to new development and are calculated on a standardized basis citywide. Refer to Schedule G of the Zoning By-law for current rates.



### POLICE PROTECTION

A contribution per dwelling unit is necessary to contribute towards the capital costs for police protection and services. Monetary contributions toward police protection will offset capital costs of providing services to new development and are calculated on a standardized basis citywide. Refer to Schedule G of the Zoning By-law for current rates.

## 8.2.2 Citywide Amenity Contributions



### COMMUNITY FACILITY DEVELOPMENT

In November 2019 Council endorsed and introduced a new community amenity contribution to support the long-term development of new capital community facilities. The CAC will support capital projects identified within the City's 5-year Capital Plan, such as community centres, ice rinks, cultural facilities and community or city-wide park development projects. The contribution applies City-wide to residential rezoning applications seeking to accommodate higher density. It outlines per dwelling unit contributions for applicable rezoning application. Applicable rezoning within approved secondary plan areas, such as Cloverdale Town Centre, are provided a discount of 50% to account area specific amenity contributions. Refer to Schedule G of the Zoning By-law for details.



### PUBLIC ART CONTRIBUTION

The City's Private Development Public Art Policy was adopted on March 15, 2011. The Policy applies to rezoning applications seeking to accommodate higher density multiple residential, commercial, or industrial development. In 2018, the public art contribution percentage for eligible private development projects was set at 0.5% of the estimated total project construction cost. Contributions are added to the City's Public Art Reserve to fund new public art Citywide.

For eligible development projects where the public art contribution is calculated to be over \$200,000, the applicant will have the option to either provide a contribution to Public Art Reserve or install public art on or in the vicinity of the project site. Refer to the City's Private Development Public Art Policy for contribution levels and other details.



### AFFORDABLE HOUSING CONTRIBUTION

On April 5, 2018 Council adopted the Surrey Affordable Housing Strategy. The Strategy proposed that new housing developments that require a rezoning provide a \$1,000 per unit contribution to the Affordable Housing Reserve Fund. The funds collected through this new Affordable Housing Contribution would be used to purchase land for new affordable rental housing project. Contributions are payable upon subdivision for single-family subdivisions or upon issuance of building permits for multiple development. Refer to the City's Affordable Housing Strategy for details.



## 8.3 FINANCING

The cost of servicing improvements is calculated based on the anticipated impacts of the location, type and intensity of planned future development. Servicing costs are recouped through development fees (DCCs), which generally reflect developers' proportional share of public services relative to their projects' estimated servicing needs.

A base DCC rate is applied to all new development in the city. Where a secondary plan shows the base rate is insufficient to cover the planned cost of local servicing, an additional "area-specific DCC" is applied.

Planned servicing improvements in Cloverdale Town Centre will not require area-specific DCCs. New development will be subject to the citywide DCC rates, which will provide adequate funding to make the necessary infrastructure improvements to support planned future development in the Town Centre. For more information and current DCC rates, refer to the City of Surrey DCC bylaw.

The costs of DCC-eligible servicing requirements are summarized in the following section.



## ESTIMATED TOTAL INFRASTRUCTURE REVENUES & COSTS

The following table summarizes the anticipated DCC revenues and costs for DCC eligible infrastructure. The anticipated DCC revenues are based on the City-wide DCC rates that came into effect on May 16, 2018. The DCC revenues are sufficient to address the engineering infrastructure upgrades required to support future development in the Cloverdale Town Centre plan area. Parkland acquisition costs are determined by fair market value at the time of future acquisition.

## ESTIMATED DCC REVENUES AND ELIGIBLE INFRASTRUCTURE COSTS

Service	Estimated DCC Revenues <sup>1</sup>	DCC Eligible Costs Attributable to Cloverdale Town Centre
Drainage & Environment	\$11,888,983	\$780,000
Sanitary Sewer	\$10,121,187	\$1,479,984
Water	\$7,723,910	\$139,000
Arterial Roads	\$38,274,719	\$336,000
Non-Arterial Roads	\$8,760,200	\$2,114,500
Parkland	\$34,032,998	Land purchase cost

Table 8.2: Estimated DCC revenues & eligible infrastructure costs

<sup>1</sup>DCC revenues include the Municipal Assist Factor (MAF) (10% for utilities and 5% for transportation).

The differences in DCC revenues between the eligible costs and estimated revenues will be used to help fund various growth projects adjacent to and/or near the plan area. Examples include projects in the 2018 10 Year Servicing Plan such as the widening of 64 Avenue from 177 Street to Fraser Highway (estimated cost of \$20,500,000), the extension of the 450mm dia. feeder water main on 180 Street and 56 Avenue (estimated cost of \$1,667,000), and the storm sewer upgrade on 175 Street (estimated cost of \$700,000). Revenues will also go towards future road widening projects that will come about as the area (and surrounding area) develops, including the widening of other arterial roads such as 168 Street and 184 Street.

## 10 YEAR SERVICING PLAN

The 10-Year Servicing Plan itemizes the City's capital expenditures for engineering infrastructure to service existing development and support new growth. The following table summarizes the engineering infrastructure improvements in Cloverdale Town Centre that are included in the City's current 10-Year Servicing Plan (2018-2027).

Infrastructure upgrades identified in this report for Cloverdale Town Centre will be added to future updates to the City's 10-Year Servicing Plan.

## TRANSPORTATION IMPROVEMENT COSTS

The transportation plan includes new local roads to improve connectivity in the existing street network and support higher concentrations of residential development near the downtown.

- No major changes to existing road network are proposed. Many road connections proposed in 2000 are no longer required.
- Proposed new local road, and completion of existing half-road (57 Avenue) to provide access to former “Bourassa Farm” (vacant property on eastern edge of Town Centre).
- Proposed new local road (59 Avenue) from 172A Street to 172 Street at western edge of Town Centre.
- Proposed new local road connection through vacant commercial property at western edge of Town Centre from 57 Avenue to 172 Street.

The servicing items identified above are not required prior to the City approving development applications within the Cloverdale Town Centre. Volumes for each of the associated roadways and intersections will be monitored by City staff to determine when the respective improvements are required and will be subsequently listed in Engineering’s 10-year Servicing Plan.

## ELIGIBLE TRANSPORTATION PROJECTS AND COSTS TABLE

Road	Unit Price	Quantity	Portion to Cloverdale	Cost to Cloverdale
<b>Arterial Road Expenditures</b>				
60 Avenue, Highway 15 to 180 Street (interim 3 lane)	\$4200/metre	800 metres	10%	\$336,000
<b>TOTAL</b>				<b>\$336,000</b>
<b>Non-Arterial Road Expenditures</b>				
172 Street, Highway 10 to 60 Avenue	\$650/metre	800 metres	100%	\$520,000
180 Street, Highway 10 to 58 Avenue	\$650/metre	800 metres	100%	\$520,000
57 Avenue, Highway 15 to 176 Street	\$350/metre	220 metres	100%	\$77,000
57 Avenue, 176 Street to 177B Street	\$650/metre	350 metres	100%	\$227,500
58 Avenue, 176 Street to 180 Street	\$650/metre	800 metres	100%	\$520,000
58 Avenue / 176A Street Traffic Signal	\$250,000	1	50%	\$125,000
58 Avenue / 177B Street Traffic Signal	\$250,000	1	50%	\$125,000
<b>TOTAL</b>				<b>\$2,114,500</b>

Table 8.3: Eligible transportation projects





[www.surrey.ca/planning](http://www.surrey.ca/planning)

**Proposed Amendments to  
Surrey Official Community Plan Bylaw, 2013, No. 18020, as amended**

The following amendments are proposed to PlanSurrey 2013: Official Community Plan (Surrey Official Community Plan Bylaw, 2013, No. 18020), as amended, are presented in the order the sections appear in the document:

**Land Uses and Densities Section**

1. Page 35, Land Uses and Densities, “Figure 3: General Land Use Designations” by amending the land use designations for the properties identified on Schedule “II(a)” from “Urban” to “Multiple Residential”, from “Town Centre” to “Multiple Residential”, from “Multiple Residential” to “Urban”, from “Urban” to “Multiple Residential”, from “Commercial” to “Urban”, and from “Commercial” to “Multiple Residential” as indicated on Attachment “A”;
2. Page 36, Land Uses and Densities, by deleting “Figure 4: Secondary Plan Areas” and replacing it with a new “Figure 4: Secondary Plan Areas” shown as Attachment “B”;
3. Page 54, Land Uses and Densities, by deleting “Figure 11: Cloverdale Town Centre Densities” and replacing it with a new “Figure 11: Cloverdale Town Centre Densities” shown as Attachment “C”;

**Policies Section**

4. Page 175, Theme E: Economy, “Figure 42: Major Employment Areas” by amending the land use designations to remove the “Town Centre” designation as indicated on Attachment “D”; and
5. Page 277, Implementation, II(a) Implementation Instruments, Secondary Plans, by deleting “Figure 63: Secondary Plan Areas” and replacing it with a new “Figure 63: Secondary Plan Areas” shown as Attachment “E”.

Figure 3: General Land Use Designations

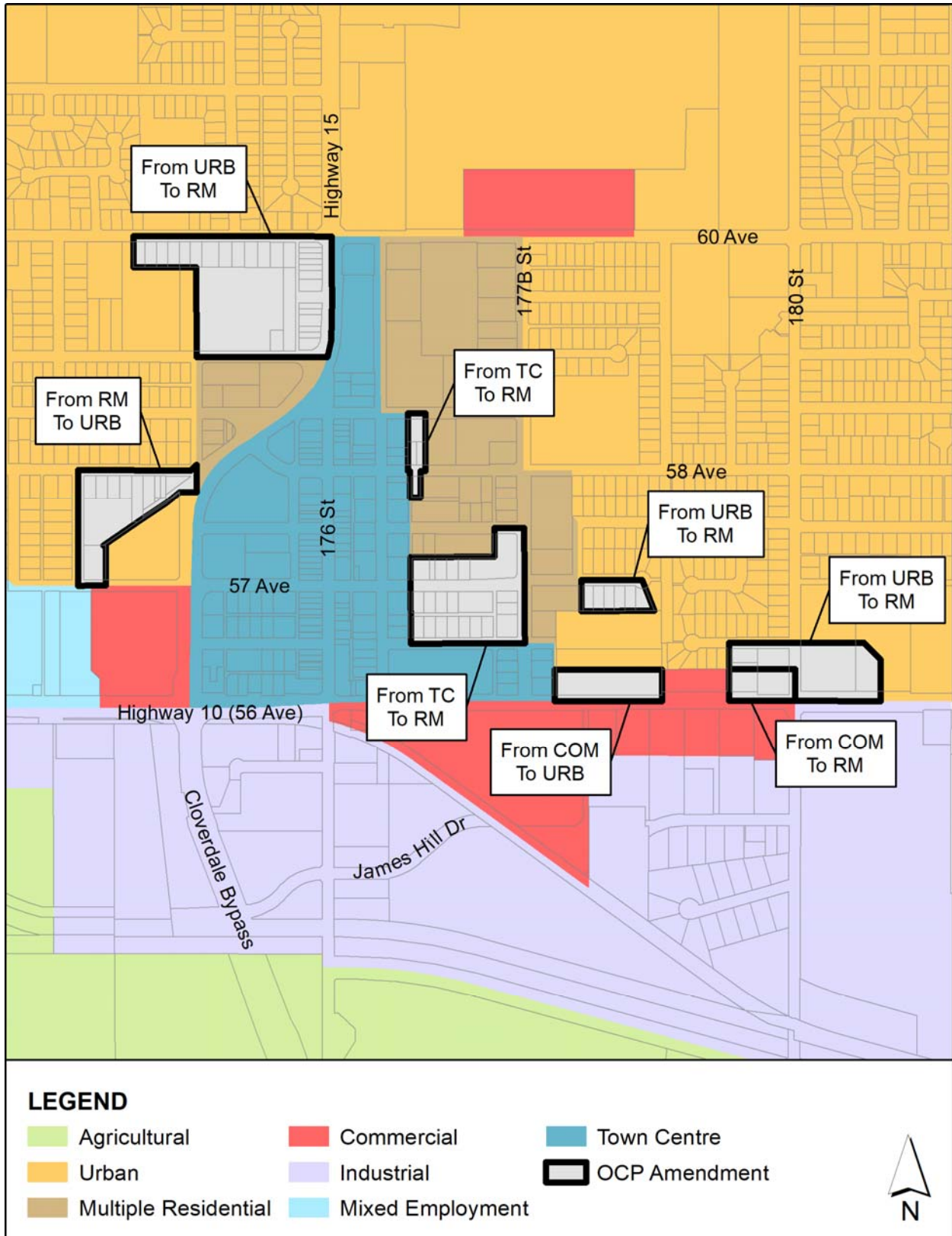


Figure 4: Secondary Plan Areas

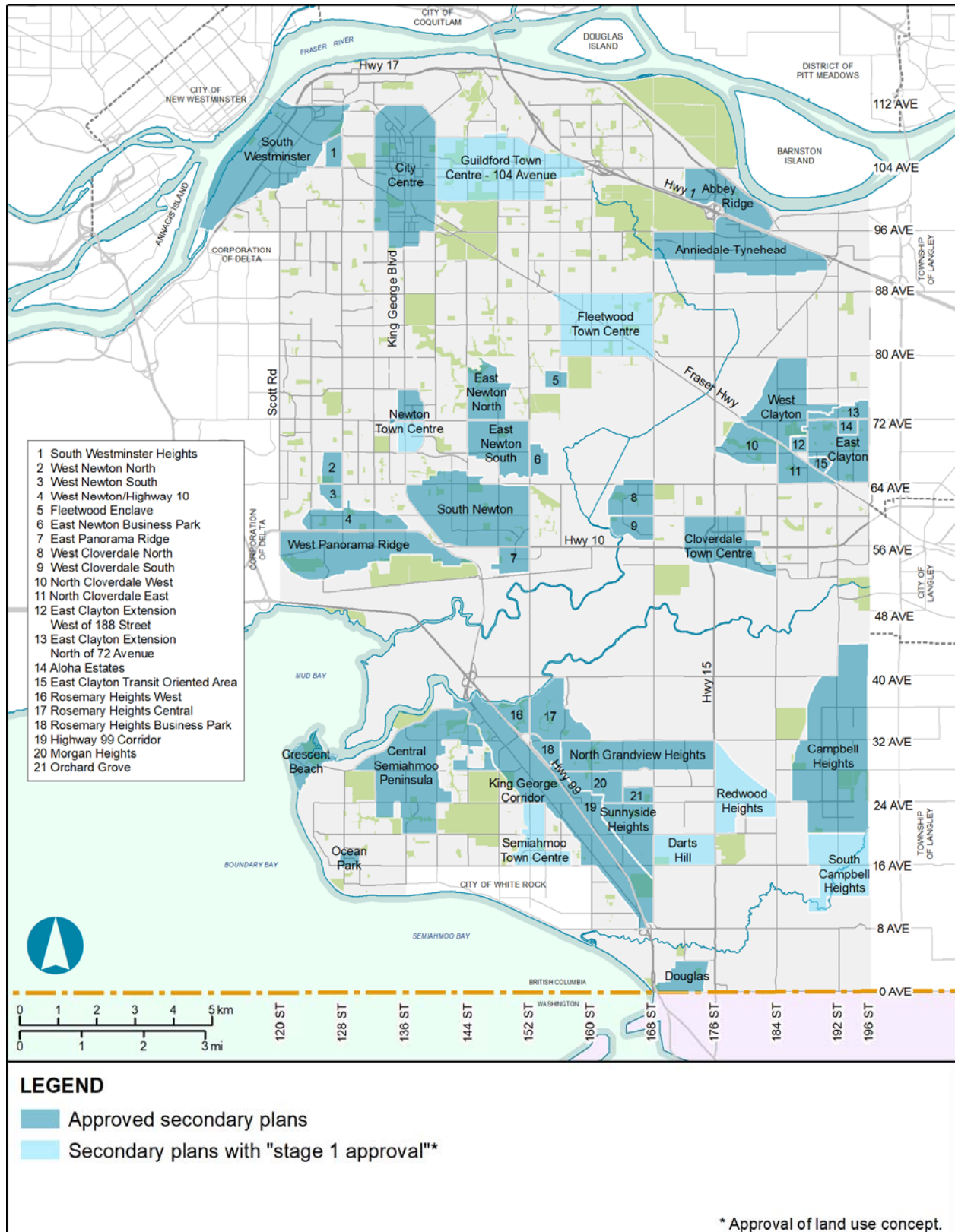




Figure 11: Cloverdale Town Centre Densities

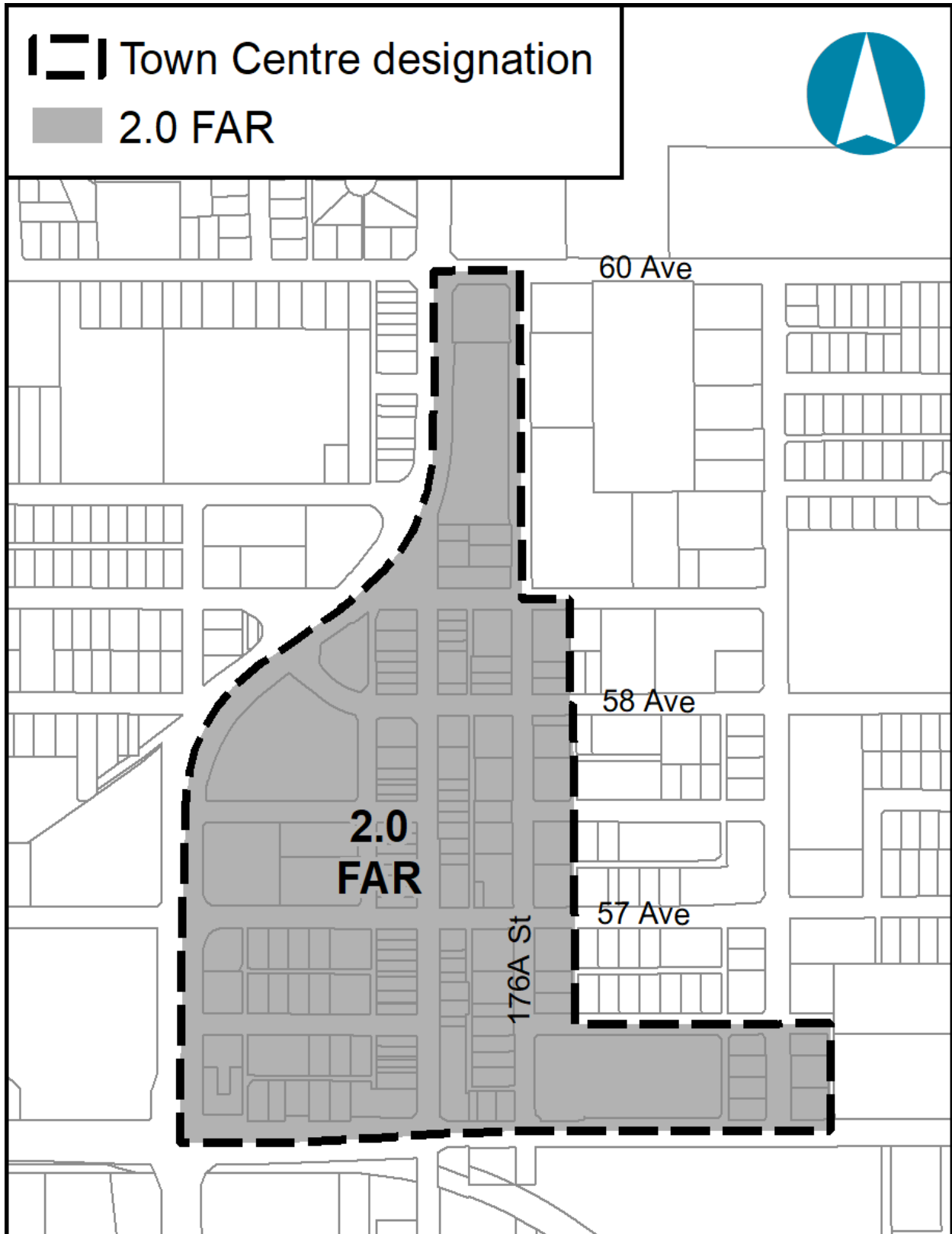
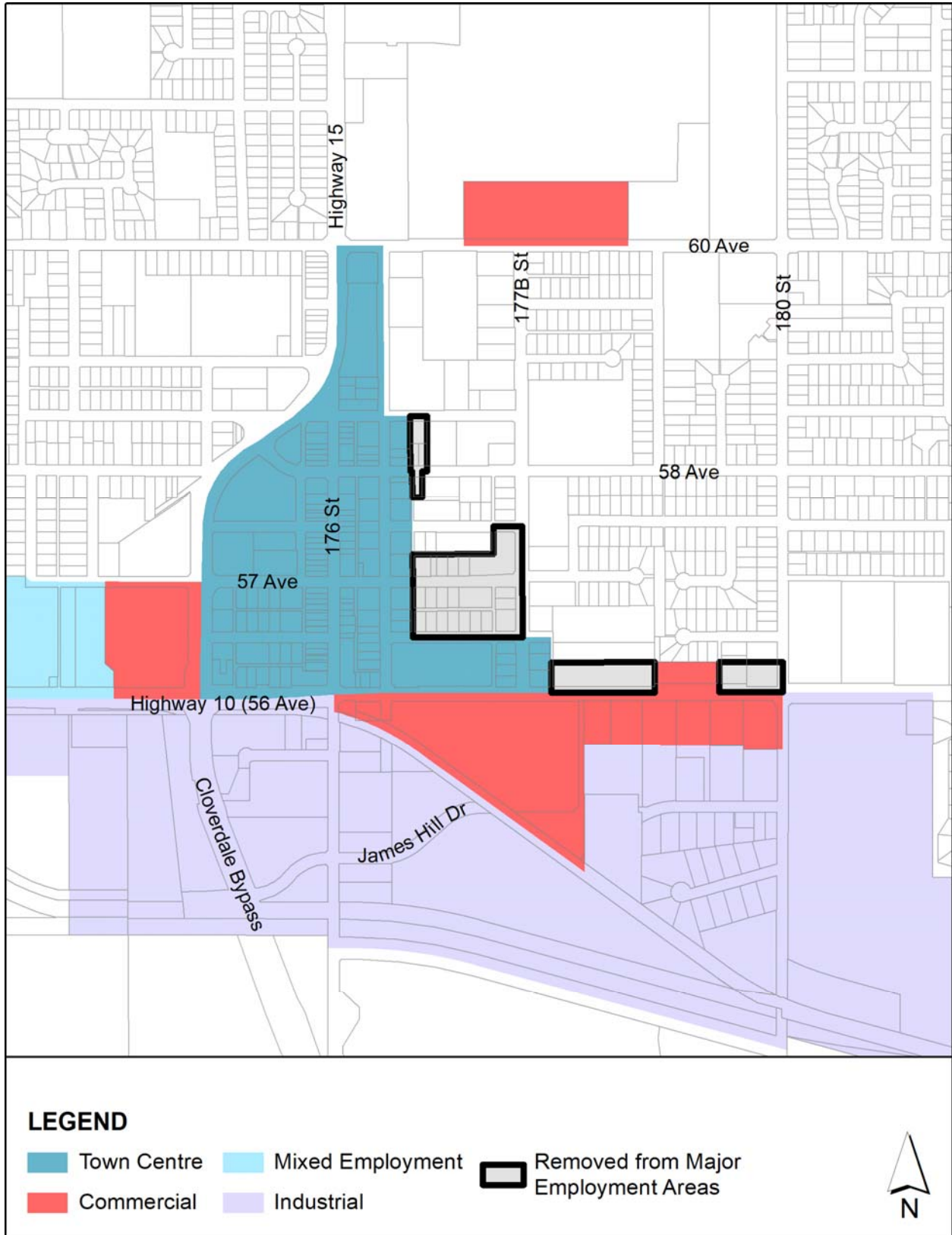
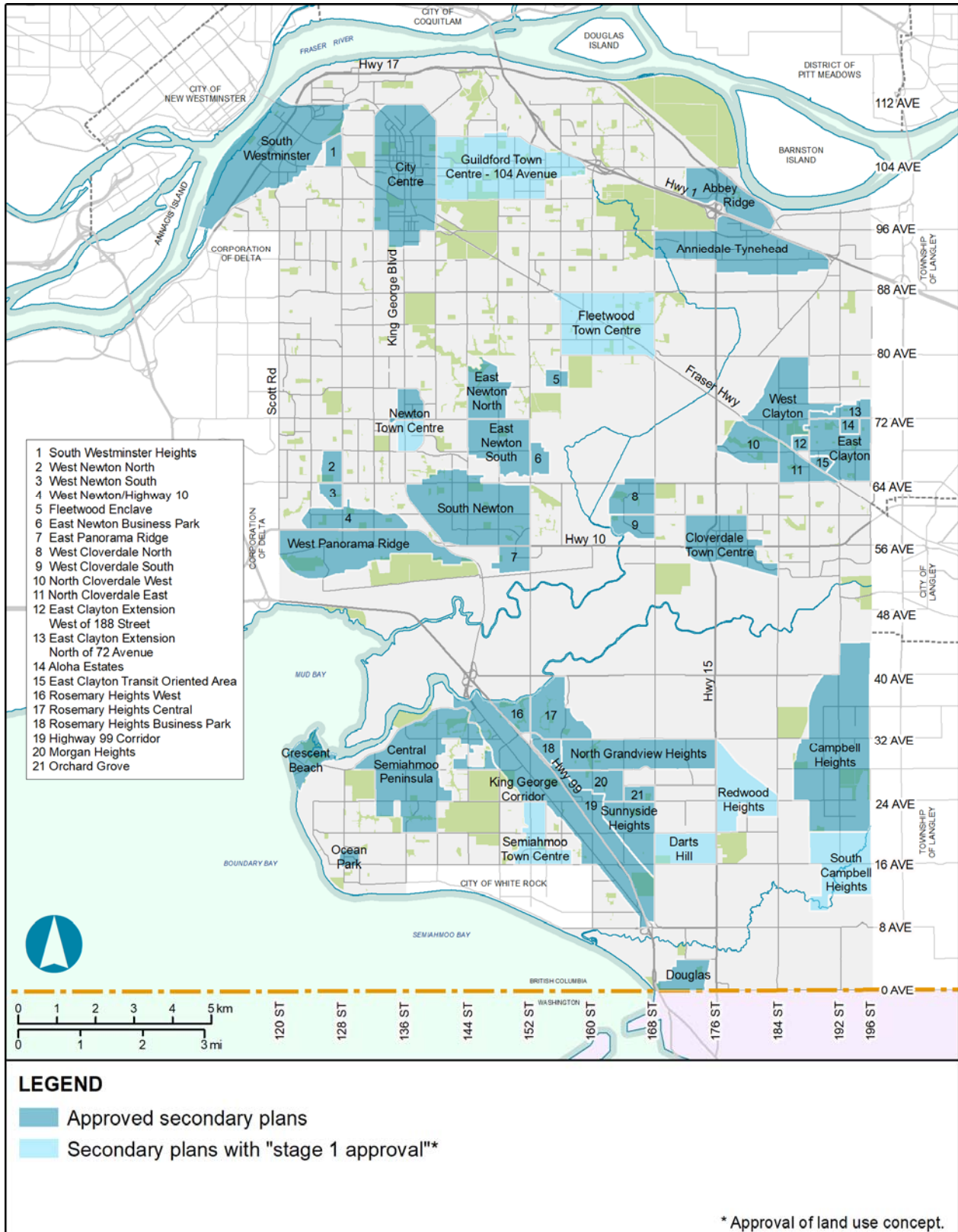


Figure 42: Major Employment Areas



**Figure 63: Secondary Plan Areas**



## Appendix "III"

### OCP General Land Use Designation Amendments: Property List

The following properties and the associated land use designation changes apply to Figure 3: General Land Use Designations of Surrey Official Community Plan Bylaw, 2013, No. 18020:

FROM: MULTIPLE RESIDENTIAL (RM)

TO: URBAN (URB)

	<b>Parcel Identifier</b>	<b>Legal Description</b>	<b>Civic Address</b>
1	011-127-856	Lot B, Block 13, Section 7, Township 8, Plan NWP7167, Part SE ¼, NWD	17486 58 Avenue
2	012-435-741	Lot 36, Block 13, Section 7, Township 8, Plan NWP2018, NWD	17464 58 Avenue
3	012-435-724	Lot 35, Block 13, Section 7, Township 8, Plan NWP2018, NWD	17458 58 Avenue
4	005-133-513	Lot F, Section 7, Township 8, Plan NWP8011, Part SE ¼, NWD	17450 58 Avenue
5	008-766-398	Lot A, Section 7, Township 8, Plan NWP4708, Except Plan Part Subdivided by Plan 49654, E 63', NWD	17440 58 Avenue
6	006-978-916	Lot 52, Block A & 13, Section 7, Township 8, Plan NWP33960, Part SE ¼, NWD	17434 58 Avenue
7	006-979-165	Lot 51, Block A & 13, Section 7, Township 8, Plan NWP33960, Part SE ¼, NWD	17424 58 Avenue
8	006-978-886	Lot 50, Section 7, Township 8, Plan NWP33960, NWD	17414 58 Avenue
9	006-978-843	Lot 49, Block A & 13, Section 7, Township 8, Plan NWP33960, NWD	17394 58 Avenue
10	011-127-848	Lot C, Block 13, Section 7, Township 8, Plan NWP7167, Part SE ¼, NWD	17456 58 Avenue
11	012-435-759	Lot A, Block 14, Section 7, Township 8, Plan NWP2018, Part SE ¼, NWD	17395 57 Avenue
12	011-127-830	Lot A, Section 7, Township 8, Plan NWP7167, Except Plan 49654, NWD	5787 175 Street
13	018-428-339	Strata Lot 13, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#10, 5770 174 Street
14	018-428-266	Strata Lot 6, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#11, 5770 174 Street
15	018-428-347	Strata Lot 14, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#12, 5770 174 Street

16	018-428-355	Strata Lot 15, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#12A, 5770 174 Street
17	018-428-274	Strata Lot 7, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#14, 5770 174 Street
18	018-428-363	Strata Lot 16, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#15, 5770 174 Street
19	018-428-282	Strata Lot 8, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#16, 5770 174 Street
20	018-428-258	Strata Lot 5, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#9, 5770 174 Street
21	018-428-193	Strata Lot 1, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#1, 5760 174 Street
22	018-428-291	Strata Lot 9, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#2, 5760 174 Street
23	018-428-207	Strata Lot 3, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#3, 5760 174 Street
24	018-428-304	Strata Lot 10, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#4, 5760 174 Street
25	018-428-312	Strata Lot 11, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#5, 5760 174 Street
26	018-428-223	Strata Lot 3, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#6, 5760 174 Street
27	018-428-321	Strata Lot 12, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#7, 5760 174 Street
28	018-428-240	Strata Lot 4, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#8, 5760 174 Street
29	018-428-495	Strata Lot 21, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#17, 5750 174 Street
30	018-428-436	Strata Lot 17, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#18, 5750 174 Street
31	018-428-461	Strata Lot 18, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#19, 5750 174 Street
32	018-428-509	Strata Lot 22, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#20, 5750 174 Street
33	018-428-517	Strata Lot 23, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#21, 5750 174 Street
34	018-428-479	Strata Lot 19, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#22, 5750 174 Street
35	018-428-487	Strata Lot 20, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#23, 5750 174 Street
36	018-428-525	Strata Lot 24, Section 7, Township 8, Plan LMS1039, NWD and Common Property	#24, 5750 174 Street



FROM: URBAN (URB)  
 TO: MULTIPLE RESIDENTIAL (RM)

	<b>Parcel Identifier</b>	<b>Legal Description</b>	<b>Civic Address</b>
1	006-309-585	Lot 64, Section 7, Township 8, Plan NWP42035, NWD	17452 60 Avenue
2	004-886-861	Parcel A Portion of (K52418E) of Lot 63, Section 7, Township 8, Plan NWP42035, NWD,	17462 60 Avenue
3	004-757-131	Lot 63, Section 7, Township 8, Plan NWP42035, Part SE ¼, Except Parcel "A" (K52418E), NWD	17472 60 Avenue
4	000-831-191	Lot 62, Section 7, Township 8, Plan NWP42035, NWD	17482 60 Avenue
5	010-555-781	Lot D, Section 7, Township 8, Plan 19804, NWD, W 60'	17492 60 Avenue
6	004-645-090	Lot D, Section 7, Township 8, Plan 19804, Block 4, Part SE ¼ Except Plan W 60', NWD	17502 60 Avenue
7	006-060-170	Lot 4, Section 7, Township 8, Plan NWP3812, NWD	17508 60 Avenue
8	004-805-038	Lot 61, Section 7, Township 8, Plan NWP42035, NWD	17524 60 Avenue
9	001-096-079	Lot 60, Section 7, Township 8, Plan NWP42035, NWD	17534 60 Avenue
10	004-622-596	Lot 59, Section 7, Township 8, Plan NWP42035, Part SE ¼, NWD	17544 60 Avenue
11	006-309-577	Lot 58, Section 7, Township 8, Plan NWP42035, NWD	17554 60 Avenue
12	011-987-596	Lot 4, Section 7, Township 8, Plan NWP1086, Parcel B, Except Plan Easterly 73' (2/99/15927E), NWD	17560 60 Avenue
13	011-987-588	Lot 4, Section 7, Township 8, Plan 1086, Parcel A, Except Plan Part on Bylaw Plan 57797 (J123358E), NWD	17570 60 Avenue
14	009-907-823	Lot C, Section 7, Township 8, Plan NWP13949, Except Plan Part on Bylaw Plan 57797, NWD	17579 59 Avenue
15	006-607-527	Lot 45, Section 7, Township 8, Plan NWP31439, NWD	17561 59 Avenue
16	010-806-261 (only portion as shown on Attachment "A")	Lot E, Section 7, Township 8, Plan NWP19804, Except Plan 31439, Cloverdale Catholic Sec 220(1)(L), NWD	17511 59 Avenue
17	009-098-780 (only portion as shown on Attachment "A")	Lot B, Block 2, Section 7, Township 8, Plan NWP628, Part SE ¼, Except Plan Part on Highway Plan 70877, NWD	17585 59 Avenue
18	008-205-396	Lot 1, Block 1, Section 7, Township 8, Plan NWP628, Except Plan Part on BCP12092, NWD	5995 176 Street

19	008-205-418	Lot 2, Block 1, Section 7, Township 8, Plan NWP628, NWD	5989 176 Street
20	008-205-426	Lot 3, Block 1, Section 7, Township 8, Plan NWP628, Part SE ¼, NWD	5983 176 Street
21	001-344-081	Lot 4, Block 1, Section 7, Township 8, Plan NWP628, Part SE ¼, NWD	5979 176 Street
22	001-344-111	Lot 5, Block 1, Section 7, Township 8, Plan NWP628, Part SE ¼, NWD	5975 176 Street
23	011-416-645	Lot 2, Block 1, Section 7, Township 8, Plan NWP628, Part SE ¼, NWD	5967 176 Street
24	011-416-637	Lot 1, Section 7, Township 8, Plan NWP9157, NWD	5963 176 Street
25	009-098-747	Lot 2, Block 2, Section 7, Township 8, Plan NWP628, Except Plan Part on Hwy Plan 70877, Lot 1, Block 2, Plan NWP628, Section 7, Township 8, NWD, Except Plan Part on Hwy Plan 70877, NWD	5939 and 5941 176 Street
26	000-483-176	Lot A, Block 2, Township 8, Section 7, Plan NWP628, Except Plan Hwy Plan 70877, NWD	5931 176 Street
27	009-098-763	Lot 5, Block 2, Section 7, Township 8, Plan NWP628, Except Plan Part on Hwy Plan 70877, NWD	5925 175 Street
28	002-168-138	Lot 6, Block 2, Section 7, Township 8, Plan NWP628, Except Plan Hwy Plan 70877, NWD	5919 176 Street
29	018-546-781 (only portion as shown on Attachment "A")	Lot A, Section 8, Township 8, Plan LMP13204, Except Plan LMP17414 (not LMS1462), NWD	17967 56 Avenue
30	018-826-971	Strata Lot, 1, Section 8, Township 8, Plan LMS1462, NWD and Common Property	#1, 17968 56A Avenue
31	018-826-989	Strata Lot 2, Section 8, Township 8, Plan LMS1462, NWD and Common Property	#2, 17968 56A Avenue
32	018-826-997	Strata Lot 3, Section 8, Township 8, Plan LMS1462, NWD and Common Property	#3, 17968 56A Avenue
33	018-827-004	Strata Lot 4, Section 8, Township 8, Plan LMS1462, NWD and Common Property	#4, 17968 56A Avenue
34	012-531-804 (only portion as shown on Attachment "A")	Block 51, Section 8, Township 8, Plan NWP2107, Except Plan W 150', N 33', NWD	5621 180 Street
35	002-182-149 (only portion as shown on Attachment "A")	Lot 16, Section 8, Township 8, Plan NWP863, Part SE ¼ Except Plan REF5051, Except 6308 and W 33' and Statutory R/W Plan 83435, NWD	18029 56 Avenue
36	002-182-131 (only portion as shown on Attachment "A")	Lot 15, Section 8, Plan NWP863, Part SE ¼ Except Plan REF 5051, Except 6308 and Statutory R/W Plan 83435	18089 56 Avenue
37	005-510-830	Lot 68, Section 8, Township 8, Plan NWP33047, Part SW ¼, NWD	17826 57 Avenue
38	002-259-656	Lot 69, Section 8, Township 8, Plan NWP33047, NWD	17836 57 Avenue
39	006-780-369	Lot 70, Section 8, Township 8, Plan NWP33047, Part SW ¼, NWD	17846 57 Avenue

40	006-780-423	Lot 71, Section 8, Township 8, Plan NWP33047, Part SW ¼, NWD	17856 57 Avenue
41	006-780-466	Lot 72, Section 8, Township 8, Plan NWP33047, NWD	17866 57 Avenue
42	006-781-179	Lot 73, Section 8, Township 8, Plan NWP33047, Part SW ¼, NWD	17874 57 Avenue

FROM: TOWN CENTRE (TC)  
TO: MULTIPLE RESIDENTIAL (RM)

	<b>Parcel Identifier</b>	<b>Legal Description</b>	<b>Civic Address</b>
1	027-976-858	Strata Lot 1, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#101, 17769 57 Avenue
2	027-976-866	Strata Lot 2, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#102, 17769 57 Avenue
3	027-976-874	Strata Lot 3, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#103, 17769 57 Avenue
4	027-976-882	Strata Lot 4, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#104, 17769 57 Avenue
5	027-976-891	Strata Lot 5, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#105, 17769 57 Avenue
6	027-976-904	Strata Lot 6, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#106, 17769 57 Avenue
7	027-976-912	Strata Lot 7, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#107, 17769 57 Avenue
8	027-976-921	Strata Lot 8, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#108, 17769 57 Avenue
9	027-976-939	Strata Lot 9, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#109, 17769 57 Avenue
10	027-976-947	Strata Lot 10, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#110, 17769 57 Avenue
11	027-976-955	Strata Lot 11, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#111, 17769 57 Avenue
12	027-976-963	Strata Lot 12, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#112, 17769 57 Avenue

13	027-976-971	Strata Lot 13, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#113, 17769 57 Avenue
14	027-976-980	Strata Lot 14, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#114, 17769 57 Avenue
15	027-976-998	Strata Lot 15, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#115, 17769 57 Avenue
16	027-977-005	Strata Lot 16, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#116, 17769 57 Avenue
17	027-977-013	Strata Lot 17, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#117, 17769 57 Avenue
18	027-977-021	Strata Lot 18, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#118, 17769 57 Avenue
19	027-977-030	Strata Lot 19, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#119, 17769 57 Avenue
20	027-977-048	Strata Lot 20, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#201, 17769 57 Avenue
21	027-997-056	Strata Lot 21, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#202, 17769 57 Avenue
22	027-977-064	Strata Lot 22, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#203, 17769 57 Avenue
23	027-977-072	Strata Lot 23, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#204, 17769 57 Avenue
24	027-977-081	Strata Lot 24, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#205, 17769 57 Avenue
25	027-977-099	Strata Lot 25, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#206, 17769 57 Avenue
26	027-977-102	Strata Lot 26, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#207, 17769 57 Avenue
27	027-977-111	Strata Lot 27, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#208, 17769 57 Avenue
28	027-977-129	Strata Lot 28, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#209, 17769 57 Avenue
29	027-977-137	Strata Lot 29, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#210, 17769 57 Avenue
30	027-977-145	Strata Lot 30, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#211, 17769 57 Avenue

31	027-977-153	Strata Lot 31, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#212, 17769 57 Avenue
32	027-977-161	Strata Lot 32, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#213, 17769 57 Avenue
33	027-977-170	Strata Lot 33, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#214, 17769 57 Avenue
34	027-977-188	Strata Lot 34, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#215, 17769 57 Avenue
35	027-977-196	Strata Lot 35, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#216, 17769 57 Avenue
36	027-977-200	Strata Lot 36, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#217, 17769 57 Avenue
37	027-977-218	Strata Lot 37, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#218, 17769 57 Avenue
38	027-977-226	Strata Lot 38, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#219, 17769 57 Avenue
39	027-977-234	Strata Lot 39, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#220, 17769 57 Avenue
40	027-977-242	Strata Lot 40, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#221, 17769 57 Avenue
41	027-977-251	Strata Lot 41, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#222, 17769 57 Avenue
42	027-977-269	Strata Lot 42, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#223, 17769 57 Avenue
43	027-977-277	Strata Lot 43, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#224, 17769 57 Avenue
44	027-977-285	Strata Lot 44, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#301, 17769 57 Avenue
45	027-977-293	Strata Lot 45, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#302, 17769 57 Avenue
46	027-977-307	Strata Lot 46, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#303, 17769 57 Avenue
47	027-977-315	Strata Lot 47, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#304, 17769 57 Avenue
48	027-977-323	Strata Lot 48, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#305, 17769 57 Avenue



49	027-977-331	Strata Lot 49, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#306, 17769 57 Avenue
50	027-997-340	Strata Lot 50, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#307, 17769 57 Avenue
51	027-977-358	Strata Lot 51, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#308, 17769 57 Avenue
52	027-977-366	Strata Lot 52, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#309, 17769 57 Avenue
53	027-977-374	Strata Lot 53, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#310, 17769 57 Avenue
54	027-977-382	Strata Lot 54, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#311, 17769 57 Avenue
55	027-977-391	Strata Lot 55, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#312, 17769 57 Avenue
56	027-977-404	Strata Lot 56, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#313, 17769 57 Avenue
57	027-977-412	Strata Lot 57, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#314, 17769 57 Avenue
58	027-977-421	Strata Lot 58, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#315, 17769 57 Avenue
59	027-977-439	Strata Lot 59, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#316, 17769 57 Avenue
60	027-977-447	Strata Lot 60, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#317, 17769 57 Avenue
61	027-977-455	Strata Lot 61, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#318, 17769 57 Avenue
62	027-977-463	Strata Lot 62, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#319, 17769 57 Avenue
63	027-977-471	Strata Lot 63, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#320, 17769 57 Avenue
64	027-977-480	Strata Lot 64, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#321, 17769 57 Avenue
65	027-977-498	Strata Lot 65, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#322, 17769 57 Avenue
66	027-977-501	Strata Lot 66, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#323, 17769 57 Avenue

67	027-977-510	Strata Lot 67, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#324, 17769 57 Avenue
68	027-977-528	Strata Lot 68, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#401, 17769 57 Avenue
69	027-977-536	Strata Lot 69, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#402, 17769 57 Avenue
70	027-977-544	Strata Lot 70, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#403, 17769 57 Avenue
71	027-977-552	Strata Lot 71, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#404, 17769 57 Avenue
72	027-977-561	Strata Lot 72, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#405, 17769 57 Avenue
73	027-977-579	Strata Lot 73, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#406, 17769 57 Avenue
74	027-977-587	Strata Lot 74, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#407, 17769 57 Avenue
75	027-977-595	Strata Lot 75, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#408, 17769 57 Avenue
76	027-977-609	Strata Lot 76, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#409, 17769 57 Avenue
77	027-977-617	Strata Lot 77, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#410, 17769 57 Avenue
78	027-977-625	Strata Lot 78, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#411, 17769 57 Avenue
79	027-977-633	Strata Lot 79, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#412, 17769 57 Avenue
80	027-977-641	Strata Lot 80, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#413, 17769 57 Avenue
81	027-977-650	Strata Lot 81, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#414, 17769 57 Avenue
82	027-977-668	Strata Lot 82, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#415, 17769 57 Avenue
83	027-977-676	Strata Lot 83, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#416, 17769 57 Avenue
84	027-977-684	Strata Lot 84, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#417, 17769 57 Avenue

85	027-977-692	Strata Lot 85, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#418, 17769 57 Avenue
86	027-977-706	Strata Lot 86, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#419, 17769 57 Avenue
87	027-977-722	Strata Lot 88, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#421, 17769 57 Avenue
88	027-977-731	Strata Lot 89, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#422, 17769 57 Avenue
89	027-977-749	Strata Lot 90, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#423, 17769 57 Avenue
90	027-977-757	Strata Lot 91, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#424, 17769 57 Avenue
91	027-977-714	Strata Lot 87, Section 8, Township 8, Plan BCS3511, NWD and Common Property	#PH420, 17769 57 Avenue
92	002-371-235	Lot 14, Block 13, Section 8, Township 8, Plan NWP8731, NWD	17717 57 Avenue
93	011-339-811	Lot 13, Section 8, Township 8, Plan NWP8731, NWD	17707 57 Avenue
94	011-339-809	Lot 12, Section 8, Township 8, Plan NWP8731, Part SW ¼, NWD	17697 57 Avenue
95	011-339-799	Lot 11, Section 8, Township 8, Plan NWP38291, Parcel F, Part SW ¼, Portion E ½, NWD	17687 57 Avenue
96	008-486-433	Lot 153, Section 8, Township 8, Plan NWP38291, Part SW ¼, NWD	17681 & 17677 57 Avenue
97	012-520-411	Lot 5, Block 14, Section 8, Township 8, Plan NWP2107, Part SW ¼, NWS	17672 57 Avenue
98	012-520-420	Lot 6, Block 14, Section 8, Township 8, Plan NWP2107, Part SW ¼, NWD	17676 57 Avenue
99	012-520-446	Lot 7, Block 14, Section 8, Township 8, Plan NWP2107, NWD	17680, 17684 & 17694 57 Avenue
100	012-520-471	Lot 8, Block 14, Section 8, Township 8, Plan NWD2107, Part SW ¼, NWD	17706 57 Avenue
101	002-195-321	Lot A, Block 14, Section 8, Township 8, Plan NWP33351, Ref Plan 33351, Plan 2107, NWD	17720 57 Avenue
102	002-838-389	Lot 12, Block 14, Section 8, Township 8, Plan NWP2107, Part SW ¼, NWD	5691 177B Street
103	002-838-427	Lot 13, Block 14, Section 8, Township 8, Plan NWP2107, Part SW ¼, NWD	5677 & 5681 177B Street

104	029-186-561	Strata Lot 1, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#101, 5665 177B Street
105	029-186-579	Strata Lot 2, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#102, 5665 177B Street
106	029-186-587	Strata Lot 3, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#103, 5665 177B Street
107	029-186-595	Strata Lot 4, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#104, 5665 177B Street
108	029-186-609	Strata Lot 5, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#105, 5665 177B Street
109	029-186-617	Strata Lot 6, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#106, 5665 177B Street
110	029-186-625	Strata Lot 7, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#107, 5665 177B Street
111	029-186-633	Strata Lot 8, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#108, 5665 177B Street
112	029-186-641	Strata Lot 9, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#109, 5665 177B Street
113	029-186-650	Strata Lot 10, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#201, 5665 177B Street
114	029-186-668	Strata Lot 11, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#202, 5665 177B Street
115	029-186-676	Strata Lot 12, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#203, 5665 177B Street
116	029-186-684	Strata Lot 13, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#204, 5665 177B Street
117	029-186-692	Strata Lot 14, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#205, 5665 177B Street
118	029-186-706	Strata Lot 15, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#206, 5665 177B Street
119	029-186-714	Strata Lot 16, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#207, 5665 177B Street
120	029-186-722	Strata Lot 17, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#208, 5665 177B Street
121	029-186-731	Strata Lot 18, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#209, 5665 177B Street
121	029-186-749	Strata Lot 19, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#210, 5665 177B Street
122	029-186-757	Strata Lot 20, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#301, 5665 177B Street
123	029-186-765	Strata Lot 21, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#302, 5665 177B Street
124	029-186-773	Strata Lot 22, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#303, 5665 177B Street

125	029-786-781	Strata Lot 23, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#304, 5665 177B Street
126	029-186-790	Strata Lot 24, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#305, 5665 177B Street
127	029-186-803	Strata Lot 25, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#306, 5665 177B Street
128	029-186-811	Strata Lot 26, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#307, 5665 177B Street
129	029-186-820	Strata Lot 27, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#308, 5665 177B Street
130	029-186-838	Strata Lot 28, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#309, 5665 177B Street
131	029-186-846	Strata Lot 29, District Lot 8, Block 14, Township 8, Plan EPS1569, NWD and Common Property	#310, 5665 177B Street
132	012-520-527	Lot 22, Block 14, Section 8, Township 8, Plan NWP2107, Part SW ¼, NWD	17677 56A Avenue
133	001-402-293	Strata Lot 1, Section 8, Township 8, Plan NWS517, NWD	17687 56A Avenue
134	001-402-307	Strata Lot 2, Section 8, Township 8, Plan NWS517, NWD	17687 56A Avenue
135	001-402-323	Strata Lot 3, Section 8, Township 8, Plan NWS517, NWD	17687 56A Avenue
136	001-402-331	Strata Lot 4, Section 8, Township 8, Plan NWS517, NWD	17687 56A Avenue
137	012-520-497	Lot 20, Block 14, Section 8, Township 8, Plan NWP2107, NWD	17697 56A Avenue
138	008-601-607	Lot 19, Block 14, Section 8, Township 8, Plan NWP2107, NWD	17707 56A Avenue
139	008-037-906	Lot 19, Block 14, Section 8, Township 8, Plan NWP2107, NWD	17719 56A Avenue
140	013-617-591	Lot 17, Block 14, Section 8, Township 8, Plan NWP2107, NWD	17725 56A Avenue
141	002-401-860	Lot 16, Block 14, Section 8, Township 8, Plan NWP2107, Part SW ¼, NWD	17739 56A Avenue
142	019-070-233	Section 8, Township 8, Plan LMP20143, Parcel 1, NWD	17678 58A Avenue
143	009-384-294	Lot 5, Section 8, Township 8, Plan NWP10742, Part SW ¼, NWD	17673 58 Avenue
144	009-384-324	Lot 6, Section 8, Township 8, Plan NWP10742, Part SW ¼, NWD	17677 58 Avenue
145	009-574-999	Lot 1, Section 8, Township 8, Plan NWP11681, NWD	17674 58 Avenue



FROM: COMMERCIAL (COM)  
TO: MULTIPLE RESIDENTIAL (RM)

	<b>Parcel Identifier</b>	<b>Legal Description</b>	<b>Civic Address</b>
1	018-546-781 (only portion as shown on Attachment "A")	Lot A, Section 8, Township 8, Plan LMP13204, Except Plan LMP17414 (not LMS1462), NWD	17967 56 Avenue
2	012-531-804 (only portion as shown on Attachment "A")	Block 51, Section 8, Township 8, Plan NWP2107, Except Plan W 150', N 33', NWD	5621 180 Street

FROM: COMMERCIAL (COM)  
TO: URBAN (URB)

	<b>Parcel Identifier</b>	<b>Legal Description</b>	<b>Civic Address</b>
1	013-227-602 (only portion as shown on Attachment "A")	Section 8, Township 8, Parcel B, Part SW ¼ Except Plan 3, NWD	17857 56 Avenue



## CORPORATE REPORT

NO: *R035*COUNCIL DATE: *February 24, 2014*

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**REGULAR COUNCIL**

TO: **Mayor & Council** DATE: **February 24, 2014**  
FROM: **General Manager, Planning and Development** FILE: **6520-01**  
SUBJECT: **Town Centre Planning Program**

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**RECOMMENDATION**

The Planning and Development Department recommends that Council:

1. Receive this report as information; and
2. Authorize staff to review and update the Town Centre Plans for Newton Town Centre, Cloverdale Town Centre and Fleetwood Town Centre as the first phase of a full review and completion of Town Centre Plans, including a public and stakeholder engagement process, as outlined in this report.

**INTENT**

The purpose of this report is to seek Council's authorization to proceed with the first phase of a strategy to review and update each of the City's Town Centre Plans over the next two years. The report recommends that this strategy begin with updating and/or completing Town Centre Plans for Newton Town Centre, Fleetwood Town Centre and Cloverdale Town Centre, including a program of public and stakeholder engagement. Completing the Semiahmoo Town Centre Plan and developing an entirely new plan for Guildford Town Centre is proposed as the second phase of the strategy.

**BACKGROUND****Newton Town Centre**

The Newton Town Centre Plan was approved by Council in 1990, including a land use plan component (Appendix 1). Portions of this plan have been implemented, but parts of the plan area, particularly south of 72 Avenue remain undeveloped. In 2008, the City entered into a joint planning and urban design process with TransLink entitled the Newton Town Centre Land Use, Urban Design and Transportation Study (the "NTC Update"). The subject area of this study covered the part of the original Newton Town Centre Plan area south of 72 Avenue (Appendix 2), and was intended to update the Newton Town Centre Plan for this area. This plan was given Stage 1 approval by Council in 2010. Work is proceeding on Stage 2 of the plan, including a servicing plan and financial strategy.

Since 2010 there have been a number of developments that influence the completion of the revisions to the Newton Town Centre Plan. The Surrey Rapid Transit Study has identified King George Boulevard as a rapid transit corridor and several of the options under consideration indicate a transfer point between bus rapid transit and rail-based rapid transit within the plan area. TransLink has also undertaken renovations to the existing Newton Exchange to accommodate articulated "B-line" buses; this is an interim measure, and was not anticipated in the NTC Update plan. Also, the draft Official Community Plan ("OCP") has been prepared and was granted First and Second Readings on December 16, 2013. The OCP expands the Newton Town Centre designation, and permits higher densities (from 1.5 Floor Area Ratio to 2.5) within the Town Centre designation in anticipation of rapid transit service and to support the vitality of the commercial core of Newton. These changed conditions will be taken into account in the completion of Stage 2 of the plan update.

### **Fleetwood Town Centre**

The Fleetwood Town Centre Plan was approved by Council in 2000. The plan covered a large area (Appendix 3) that extends well beyond the OCP Town Centre designation. Much of the lower-density areas shown in the plan have been developed since 2000, but the central area around Fraser Highway and 160 Street has not redeveloped as anticipated. In 2010 a representative of the Fleetwood Community Association prepared a delegation to Council urging a review of the plan and its implementation. In response the City retained a consultant to work with the Fleetwood Community Association to consult with stakeholders in the area and develop an Action Strategy for Fleetwood Town Centre. These recommendations were presented to Council in July 2012, including a recommendation to update the core area of the Fleetwood Town Centre Plan to facilitate redevelopment and revitalization.

The Surrey Rapid Transit Study has identified Fraser Highway as a rapid transit corridor and several of the options under consideration indicate rail-based rapid transit station areas within the core area of Fleetwood Town Centre. The draft OCP indicates the City's support for light rail rapid transit ("LRT") along Fraser Highway and permits an increase in density for the area bounded by Fraser Highway, 84 Avenue and 160 Street from 1.5 FAR to 2.5 FAR. This density increase is intended to support LRT service and the redevelopment of fragmented commercial properties in the core area.

### **Cloverdale Town Centre**

The Cloverdale Town Centre plan was approved by Council in 2000 (Appendix 4). While aspects of the plan have been realized in the intervening years, there have been changes to conditions that render parts of the plan obsolete. A number of changes have occurred in the Town Centre that are not reflected in the current plan, including the construction and planned expansion of the Surrey Museum, the approved redevelopment of the former Cloverdale Mall into a mixed-use neighbourhood, the relocation of the Fraser Valley Heritage Rail facility, the construction of the replica Cloverdale Interurban station house and the heritage rail tourism service between Cloverdale and Sullivan Station. The Cloverdale Business Improvement Association and the Cloverdale Chamber of Commerce have encouraged the City to review the Town Centre Plan to ensure that it is current and meeting its objectives.

## DISCUSSION

The draft OCP includes a renewed emphasis on distinctive and thriving Town Centres, including expansion and higher densities as a key strategy. These policies are intended to encourage vibrant and thriving Town Centre commerce, to reduce dependency on cars by improving the viability of transit, cycling and walking to jobs and services and to provide a focus of community and cultural life in each of Surrey's communities.

Emphasizing Town Centre development supports the Metro Vancouver Regional Growth Strategy, which sets a target of 40% of all regional population and employment growth in urban centres.

As noted above, many of Surrey's Town Centre Plans are dated, and do not reflect current policy directions including rapid transit plans. The Regional Transportation Strategy ("RTS") vision and framework plan was adopted by TransLink in 2013. This plan shows future rapid transit lines running between Town Centres along Fraser Highway, 104 Avenue and King George Boulevard. The RTS also sets out a principle of matching rapid transit investment to corridors with sufficient planned or existing density of jobs and housing to support transit viability. Surrey's clear advocacy for light rail ("LRT") requires a commitment to planning for sufficient density in Town Centres and urban design policies that facilitate pedestrian connections to transit infrastructure.

In 2009, the TownShift design competition focused international design attention on Surrey's Town Centres, placing an emphasis on placemaking and identity. The results of the TownShift competition provide innovative and fresh ideas that can inform and be integrated into renewed plans for each Town Centre.

Staff is proposing a Town Centre planning program over the next two years that will update (and in the case of Guildford, develop) existing plans to implement the OCP, support economic development, compliment rapid transit investments, and respond to the TownShift ideas competition. As a first phase in this strategy staff is proposing to update the Newton, Cloverdale and Fleetwood Town Centre Plans in 2014, including a public and stakeholder engagement program as outlined in Appendix 5.

As part of the planning process for each Town Centre, a review of current engineering and parks infrastructure and servicing capacities will be undertaken, and a servicing and financial strategy will be developed to support the land use plans. The terms of reference for these studies will be forthcoming at a future date as the scope of each Town Centre Plan update is clarified through community engagement.

## SUSTAINABILITY CONSIDERATIONS

The proposed strategy for updating each of the City's Town Centre Plans responds to several objectives and actions in the Sustainability Charter, including:

- Enhancing public safety;
- Developing vibrant and thriving commercial and cultural centres;
- Ensuring the viability of transit, walking and cycling modes of transportation;
- Building a beautiful City through urban design, public art and beautification initiatives; and
- Reducing greenhouse gas emissions through developing a compact urban form.

## CONCLUSION

Based on the above discussion it is recommended that Council authorize staff to review and update the Town Centre Plans for Newton Town Centre, Cloverdale Town Centre and Fleetwood Town Centre as the first phase of a full review and completion of Town Centre Plans, including a public and stakeholder engagement process, as outlined in this report.



Jean Lamontagne  
General Manager,  
Planning and Development

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Attachments:

- Appendix 1 Newton Town Centre Plan (1990)
- Appendix 2 Newton Town Centre Land Use, Urban Design and Transportation Study – Land Use Plan (2010)
- Appendix 3 Fleetwood Town Centre Land Use Plan (2000)
- Appendix 4 Cloverdale Town Centre Land Use Plan (2000)
- Appendix 5 Proposed public and stakeholder engagement program for Newton Town Centre, Fleetwood Town Centre and Cloverdale Town Centre Plan Updates