



# Corporate Report

NO: R036

COUNCIL DATE: February 21,

2005

## REGULAR COUNCIL

TO: Mayor & Council                      DATE: February 17,  
2005

FROM: General Manager,  
Planning and Development              FILE: 6520-20  
(Surrey City  
Centre)

SUBJECT: Transport Canada Urban Transportation Showcase  
Program –  
Results of Phase I Work to Date

## RECOMMENDATION

It is recommended that Council receive this report as information.

## INTENT

The purpose of this report is to update Council with respect to the results of the initial public consultation and the Ideas Forum held as part of the Transit-Oriented Development ("TOD") component of the Transport Canada Urban Transportation Showcase Program (the "Showcase Program"). This update is provided prior to holding two public open houses in March 2005. In addition to presenting information on the Showcase Program to the public, these two public open houses will invite broader public input into the Surrey Central Transit Village Plan process, prior to developing a Terms of Reference for use by a consultant team in preparing such a plan.

## BACKGROUND

The Showcase Program is designed to encourage Canadian municipalities to adopt more energy-efficient transportation and land use patterns and practices. This program is supported through a funding partnership between Transport Canada, the City of Surrey, the Greater Vancouver Regional District ("GVRD") and the Greater Vancouver Transportation Authority ("GVTA"). Surrey is participating in two Showcase programs: the TravelSmart Program and the TOD Program. This is a progress report for the Surrey Central TOD program.

The study process of the Transit Village component of the Showcase Program will include an examination of how the land use, urban design and development context can help increase transit use, cycling and walking for workers, residents, students and shoppers in the area through the application of TOD principles. This process will also include an identification of capital works that should be implemented in support of the final transit-oriented village plan.

On November 29, 2004, Council considered Corporate Report No. C011, (attached as Appendix I) and authorized staff to proceed with the Surrey components of the Showcase Program. Specifically, Council resolved to:

*"Authorize staff to proceed with the Surrey components of the Transport Canada Urban Transportation Showcase Program (the "Showcase Program"), including:*

- (a) The necessary actions to implement the TravelSmart Program in South Surrey; and*
- (b) A planning and public consultation process, as generally outlined in this report, leading to a plan, based on Transit-Oriented Development principles, for a Surrey Central*

*Transit Village on lands within an 800 metre radius of the Surrey Central SkyTrain Station; and*

Direct staff to provide reports to Council, complete with recommendations at appropriate milestones in these processes."

### **Proposed Surrey Central Transit Village Plan Process**

The key deliverable of the Surrey Central Transit Village Plan program is a plan that incorporates TOD principles in the 500 to 800-metre area surrounding the Surrey Central SkyTrain Station. The process to accomplish this is divided into three phases that will take place over the next two years. The phases include:

Phase I	Project Start Up
Phase II	Draft Plan Preparation and Adoption
Phase III	Plan Implementation

Phase I of the project has been partially completed.

### **Results Of Phase I – Project Start-Up**

The consultation and documentation, to date, as part of Phase I has included the following:

- **Background Report** – A Background Report has been prepared, which outlines the history of the policy framework for the Study Area, improvement initiatives that have taken place and are on-going, development activity, a demographic profile and a transportation profile for Surrey's City Centre area. This report points out the changes in the areas covered by the City Centre Plan that have occurred since 1991. The Surrey Central Transit Village focuses on a specific area of the 1991 Plan that encompasses the land within a radius of 500 to 800 metres around the Surrey Central SkyTrain Station.
- **Scope Handout** – This handout, attached as Appendix II, explains the Showcase project, including its goals, objectives, outcomes, process and timelines.
- **Workshop with Staff Representatives** - A workshop was held on December 14, 2004 with staff from the City, GVTA, and GVRD to identify key issues, challenges, opportunities and successes in the Surrey Central area. The results of this workshop are summarized in the draft Public Open House boards included as Appendix III. Some of the key issues identified by staff toward achieving a TOD plan include:
  - Image of the area;
  - Dilution of development, to date, due to the large size of the 1991 plan area, which has prevented the creation of a concentrated urban centre and destination;
  - Fragmented land ownership makes it difficult to assemble and develop land; and
  - Existing bus loop location creates an obstacle to pedestrian movement.

Some of the key opportunities identified by staff include:

- Create a sense of place that builds on the area's successes (i.e. the Central City Building, SFU Campus, public improvements made, the Whalley Revitalization Strategy initiatives, etc.) to create a more positive image for the area;
  - Improve street level interconnections between the SkyTrain Station and nearby amenities (parks, recreation facilities, mall, etc.);
  - Reduce the size of large city blocks to provide a more urban and pedestrian scale;
  - Insist on high-quality development and support this initiative with revised development guidelines; and
  - Relax parking requirements to encourage the redevelopment of the large surface parking lots in the area.
- **Workshop with Community Representatives** – A workshop was held on December 16, 2004 to identify key issues, challenges, opportunities and successes in the Surrey Central area from the perspective of a broad range of

community representatives. Both the staff and community representative workshops included a PowerPoint presentation about the TOD principles from a consultant and this presentation has been made available on the City's website. The results of this workshop are summarized in the draft Public Open House boards included as Appendix III. In general, the participants in this workshop supported the efforts that have been made to clean up the area, had a sense of optimism and enthusiasm about the potential for change and liked the change in atmosphere brought about by the SFU Surrey Campus and the Central City tower. The obstacles about the area that were identified included:

- Roads and parking lots are the most prominent features;
- Lack of activity creates security and safety concerns and fuels the negative image of the area;
- Outward orientation of transit focuses on Vancouver instead of connecting Surrey City Centre with the rest of Surrey;
- Bus loop and parking lot location impedes pedestrian access to recreation centre and Central City tower;
- Limited quality, variety, and operating hours of shopping facilities in the area also reduces the draw to residents to come to City Centre from other parts of Surrey;
- Limited incentive to revitalize commercial properties results in little redevelopment to a more vibrant City Centre; and
- Poor transit connections from Surrey's City Centre to other parts of the region south of the Fraser River.

Ideas and solutions identified by the community representatives included:

- Add new cultural/recreational facilities and community events;
  - Tame King George Highway to better accommodate pedestrians and bicyclists;
  - Improve transit connections to the rest of Surrey and the region south of the Fraser River;
  - Orient development and activities towards the street to improve safety;
  - Create a civic plaza; and
  - Encourage mixed-land uses and high-quality commercial development.
- **Ideas Forum** – This two-day event was held on January 20 and 21, 2005 and consisted of four teams with members representing a wide range of prominent professional experts, staff, and community representatives. Six "problem statements" were generated based on the results of the two workshops held in December 2004. Each of the problem statements identified an issue followed by a series of questions to be addressed. The Ideas Forum participants focussed on identifying solutions to the problem statements. Final team presentations, from the two-day exercise, which were open to the public, were held on the second day (January 21, 2005) between 2:00 p.m. and 5:00 p.m. The key ideas generated and a list of all the participants at the forum are included in Appendix III, along with some of the supporting graphics prepared by the teams during the forum.

Examples of some of the of ideas generated include:

- Provide high-density development in medium height buildings (between four to eight stories). The reduced height may encourage development and create vitality sooner than waiting for high-rise development. This type of building profile may also reinforce a unique identity in the region;
- Relocate the existing bus loop to either future streets that have smaller block sizes, to between the Surrey Central station and King George Highway or along dedicated bus lanes on King George Highway;
- Create a vibrant retail environment in or adjacent to the bus loop area to improve security in the loop and provide convenient shopping opportunities for transit riders;
- Enforce bylaws dealing with property maintenance to improve image and property value in area;
- Concentrate small ground floor retail uses in a two to three-block area anchored by a major tenant. These smaller retail units would provide more affordable space to attract small businesses;
- Promote the development of a hotel/convention centre and spectator arena on the southeast corner of City Parkway and 102 Avenue;
- Store idling buses either on the outer edge of the bus loop away from pedestrians or at the King George Station as long as all buses stop at Surrey Central Station;
- Establish a Development Corporation to advance the Transit Village plan goals and objectives;

- If Big Box developments are inevitable, ensure that they fit within an urban, pedestrian-friendly environment (place parking either underground or behind the store, reduce setbacks to bring the front of the store up to the public sidewalk, have windows facing onto the street/sidewalk, and provide at least two-storeys);
  - Form partnerships to develop land and facilities that benefit public and private interests such as a partnership between the City and SFU to develop shared library and recreation facilities; and
  - Issue a Request For Proposals for ideas to develop the City-owned land in Surrey Central to serve as a catalyst for private development.
- **Public Lecture Titled "Making Places: Connecting Where We Live, Work, and Play"** – This lecture was presented on the evening of January 20, 2005 in the SFU-Surrey Campus mezzanine area and was free and open to the public. This was the first time that the SFU Cities Program Lecture Series has been held at the Surrey Campus. Over 300 people attended the lecture and the Mayor provided opening remarks. Joseph Minicozzi, an Urban Designer from North Carolina, and Ian Lockwood, a Transportation Engineer from Florida, made the presentation. Both presenters also participated as team leaders in the Ideas Forum.
  - **Surrey Central Transit-Oriented Village Information on the City's Website** – All of the information generated up to the Ideas Forum is included on the City's website. The Ideas Forum material and display materials for the proposed public open houses will also be placed on the web site;

### **Final Steps in Phase I**

The last two steps to be completed in Phase I include, firstly, presenting the findings, to date, to the public for further input and, secondly, developing a Terms of Reference for the work of a consultant team, which will be retained to prepare the Transit-Oriented Village plan for the Surrey Central station area.

Two public open houses are planned to present the Phase I information to the public as follows:

- Thursday, March 10, 2005 from 2:00 p.m. to 8:00 p.m.
- Saturday, March 12, 2005 from noon to 6:00 p.m.

Both open houses will be held in the Central City Tower/Mall. The purpose of these open houses is to inform the public about the study process, share the results generated to date and receive further input. To assist in clarifying input received at the open houses, Surrey artists will be available to sketch ideas expressed by the participants. The open houses will include formal presentations, at advertised times, during which the process and results to date of Phase I will be summarized and an outline of the anticipated process over the next two years will be presented.

The input received at these two open houses, together with the results, to date, from the Phase I work will be incorporated into a Terms of Reference for the purpose of retaining a consultant team to prepare a Transit-Oriented Village Plan for the Surrey Central station area. The results of the open houses and the Terms of Reference will be forwarded to Council for approval, prior to a call for proposals being issued with regard to retaining the consultant team for the Phase II component of the project.

### **CONCLUSION**

Phase I of the Surrey Central TOD project is almost complete. This phase included the development of background material, two workshops, an Ideas Forum and a public lecture. The remaining tasks to conclude Phase I are the presentation of the Phase I results to the public at two open houses and the development of a Terms of Reference that encompasses the findings from this phase for the purpose of retaining a consultant team to undertake Phase II of the project, the preparation of a transit-oriented village plan for the Surrey Central station area.

A further report will be forwarded to Council, in due course, that will summarize the results from the public open houses and will seek Council approval of a proposed Terms of Reference for use in retaining a consultant team to move into Phase II of the project.

Murray Dinwoodie  
General Manager  
Planning and Development

LG/kms/saw

Attachments

- Appendix I Corporate Report No. C011 (without Appendices)
- Appendix II Scope of Project Handout
- Appendix III Draft Public Open House Broads summarizing results of Workshops and Ideas Forum

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Appendix I

  
**Corporate  
Report**

**NO: C011**

**COUNCIL DATE: Nov 29/04**

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**COUNCIL-IN-COMMITTEE**

TO: **Mayor and Council**      DATE: **November 25, 2004**

FROM: **General Manager, Planning and Development & General Manager, Engineering**      FILE: **0620-20 (Transport Canada)**

SUBJECT: **City of Surrey Components of the Transport Canada Urban Transportation Showcase Program**

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**RECOMMENDATION**

It is recommended that Council:

1. Receive this report as information;
2. Authorize staff to proceed with the Surrey components of the Transport Canada Urban Transportation Showcase Program (the "Showcase Program"), including:
  - (c) The necessary actions to implement the TravelSmart Program in South Surrey; and

- (d) A planning and public consultation process, as generally outlined in this report, leading to a plan, based on Transit-Oriented Development principles, for a Surrey Central Transit Village on lands within an 800 metre radius of the Surrey Central SkyTrain Station; and
3. Direct staff to provide reports to Council, complete with recommendations at appropriate milestones in these processes.

## INTENT

The purpose of this report is to provide Council with an update on the status of the Showcase Program and the components of the Showcase Program with which Surrey will be involved. The Showcase Program is supported through a funding partnership between Transport Canada, the City of Surrey, the Greater Vancouver Regional District ("GVRD") and the Greater Vancouver Transportation Authority ("GVTA").

## BACKGROUND

The Showcase Program is designed to encourage Canadian municipalities to adopt more energy-efficient transportation and land use patterns and practices and to demonstrate, evaluate and promote air quality improvement by encouraging sustainable transportation and land use choices.

On March 24, 2003, Council considered Corporate Report No. R050 (attached as Appendix I) and approved the City's participation in a partnership with the GVRD, the GVTA and other GVRD municipalities in the submission of a proposal for grant funding to the Transport Canada Urban Transportation Showcase Program. Specifically, Council resolved to:

- "1. Receive the report as information;
2. Authorize staff to advise the GVRD/GVTA that the City of Surrey is prepared to participate in the projects described in this report as the basis of the GVRD/GVTA submission to the Transport Canada Urban Transportation Showcase Program; and
3. Authorize staff to advise the GVRD/GVTA that the City will provide financial contributions of up to \$2 million over the years 2004 to 2006, representing approximately one-third of the costs of the projects referenced in 2 above, subject to suitable cost sharing arrangements being available through the Transport Canada Urban Transportation Showcase Program and with the GVRD/GVTA."

On November 27, 2003, Transport Canada awarded Showcase funding to the GVRD partnership to implement eight "modules" of transportation improvements within the region. Two projects under this program are to be in Surrey: the TravelSmart Program and the Transit-Oriented Development Program.

Although the Showcase Program has had a somewhat slow start, over the last few months City staff have been working with GVRD and GVTA staff in drafting an agreement related to cost-sharing of the components of the Showcase Program that are within the City of Surrey and preparing a terms of reference for the work associated with implementing the Showcase Program, including a public consultation process. The agreement, which is consistent with Council's approval as noted above, is now finalized and the work of implementing the Showcase Program in Surrey is now underway.

As mentioned previously, the City is involved in two components of the Showcase Program, these being the TravelSmart component and the Transit-Oriented Development ("TOD") component.

## DISCUSSION

### TravelSmart Component

The TravelSmart component of the Showcase Program is focussed on increasing transit ridership in communities, through an individualized marketing program that encourages travel behaviour changes in targeted households. The South Surrey area of the City will be a focus for this component of the Showcase Program, along with five other communities in the lower mainland, outside of Surrey.

TravelSmart begins with developing an understanding at the household level of the varied and complicated travel needs of the household. With household information in hand, the program works toward removing barriers to choosing alternative modes of transportation for single occupant vehicle trips that would otherwise be generated by the households in the targeted area. The alternative modes include walking, cycling and transit. The program will provide targeted, individualized support to those households interested in shifting travel mode and reward those already regularly using modes of transportation other than the private automobile.

TransitLink is presently considering proposals for detailed program design and delivery and will be in a position to roll out the program in South Surrey in the first half of 2005.

### **Transit-Oriented Development at Surrey Central Station:**

The TOD component of the Showcase Program is focussed on demonstrating how the application of innovative urban design principles, investment strategies, processes and models can significantly increase the use of sustainable modes of transportation (i.e. transit, cycling, pedestrian activity, etc.) in transit station areas. The Surrey Central Station area is the area that will be targeted within the City of Surrey for the application of this component of the Showcase Program.

Appendix II outlines all of the objectives of this TOD project. The key benefits to the City of Surrey include:

- engaging citizens and stakeholders in identifying opportunities for transit-oriented development and enhancing the City Centre area;
- creating a plan of improvements that will enhance the area's attractiveness to investment in new land development or redevelopment; and
- constructing initial capital improvements in the area, which are identified as a priority through this process.

### **Boundaries of the TOD Study Area in Surrey**

The TOD project in Surrey focuses on the area within 800 metres of the Surrey Central SkyTrain Station. The area within 500 metres of the SkyTrain station will comprise the primary study area; however the study is expected to have an impact on and provide recommendations regarding an area up to 800 metres from the Station. This distance represents a typical distance that people are willing to walk to access rapid transit. Appendix III contains an air photo depicting these distances and the current uses within the area.

### **Surrey's Funding Commitment and Showcase Partner Agreement**

The Showcase proposal submitted to Transport Canada requested federal funding of \$12 million for the eight "modules" within the GVRD. The federal announcement in November of 2003 advised that the GVRD proposal was awarded \$8.8 million in funding from Transport Canada. Adjustments were required to a number of the projects to reflect the amount of funding approved by Transport Canada.

Surrey's participation in the Showcase Program includes a commitment from Council (on March 24, 2003) that the City would provide financial contributions of up to \$2 million over the years 2004 through 2006, representing approximately one-third of the cost of the Transportation Showcase projects in Surrey, subject to suitable cost sharing arrangements being available. The funding commitment for the development of the TOD around the Surrey Central SkyTrain Station is as follows:

Transport Canada	\$960,000
GVTA/GVRD	\$1,095,000
<u>City of Surrey</u>	<u>\$1,095,000</u>
Total	\$3,150,000

These funds will be used to undertake the preparation of a transit-oriented village plan for the study area and

implementation of the first phase of capital works in support of this plan. These capital works will be identified through the planning process and will be the subject of a further report to Council in due course and Council approval of the projects.

The GVTA portion of the funding is subject to a presentation of the budget for the overall Showcase Program to the GVTA Board, early in December.

The Showcase Program responsibilities and funding agreements are to be formalized through a master agreement between the federal government and the GVTA and then through a series of partnership agreements between the GVTA and each of the municipal Showcase Partners, including Surrey. Planning, Engineering and Legal staff from Surrey have been involved in preparing the GVTA/Surrey partnership agreement for the TOD proposal, which sets out the federal contributions, identifies the GVTA as the overall coordination body for the Showcase elements, and identifies how the project costs will be shared. It is anticipated that the Showcase agreements will be presented to TransLink executive later this month. The final execution of any agreement by Surrey would be subject to the prior agreement to the funding proposals by the GVTA Board.

### **Proposed Planning and Consultation Process**

The key deliverable for the first phase of the Surrey Showcase Program is the development of a plan for TOD in the 500 to 800 metres surrounding the Surrey Central SkyTrain Station. The process for the development, approval, initial implementation and monitoring of the plan is generally divided into three phases that will take place over the next three years. The phases include:

#### **1. Project Start-Up**

This phase will include the preparation of a complete inventory of existing conditions, policies, zoning, land use, land ownership, infrastructure and current City programs in place. It will assist all participants and consultants to understand the context of the study area and its surroundings.

It is proposed that key issues, opportunities and challenges within the study area be identified through consultation with a broad range of community stakeholders, including initial stakeholder workshops and an "Ideas Forum", where teams of notable professionals, experienced in TOD and the development of urban centres, will be invited to participate in the generation of ideas for the application of TOD principles in the study area. This Ideas Forum will also include a keynote speaker who will present background information on TOD generally and on its application to Surrey City Centre. The results of this phase will be presented to the public at one or more public open houses in early 2005.

Input from this preliminary consultation process will be presented to Council and will provide the basis of the preparation of a detailed Terms of Reference for the work of a consultant team, that will be retained to assist in the preparation of the TOD-focused plan for the area around the Surrey Central SkyTrain Station.

#### **2. Draft Plan Preparation and Adoption**

The plan preparation phase will take place in 2005 and should be finalized in the Fall of 2005. It is anticipated that the plan preparation will be undertaken with the assistance of a consultant team which will examine the fundamental building blocks of a successful transit-oriented City Centre, including land use and density, all transportation modes, urban design, as well as social and economic factors that will accelerate the process of City Centre achieving its full potential. The planning process will transform the input and ideas generated as part of the first phase into Transit Village Plan options, which will be subject to public comment and technical evaluation, prior to submission to Council for final adoption. The plan will include a land use plan, urban design recommendations and a list of capital improvements that will support the achievement of the plan's objectives.

#### **3. Plan Implementation**

This phase will take place primarily in 2006 and will consist of the first phase of implementing the plan. A majority of the Showcase funding documented above will be used for the construction of capital improvements identified as key through the planning process and for monitoring outcomes of the plan implementation, where applicable.



#### 4. **The Key Deliverables**

The process of preparing the plan will encourage dialogue between a diverse range of stakeholders in the Surrey Central SkyTrain Station area, City and region and it will focus on producing several key deliverables that will be useful to the City. These key deliverables include the following:

- Public Consultation Plan;
- Detailed TOD Land Use Plan;
- Transit, Cycling, and Pedestrian Plan;
- Urban Design Guidelines;
- Economic Strategy to promote high quality City Centre Development;
- Implementation, Phasing & Capital Plan;
- Construction of some Capital / Infrastructure improvements (as identified by the Plan); and
- Monitoring and Evaluation Plan.

#### 5. **Upcoming Surrey Central Transit Village Public Events**

As part of the phase one public consultation component, several events will be held to identify key issues, challenges, and opportunities in the Surrey Central SkyTrain Station area. All of the following events are to be held in the Central City Tower:

- A staff workshop is scheduled for December 14, 2004 involving representatives from the two regional partners and the City;
- A stakeholder workshop, with a broad range of community representatives, is scheduled for December 16, 2004;
- An "Ideas Forum" is proposed for January 20 and 21, 2005 and will include integrated teams of professionals working with the results from the staff and stakeholder workshops. The Ideas Forum will identify policy directions with illustrations to achieve TOD in the Surrey Central SkyTrain Station area. This forum will include a public lecture on the evening of January 20, 2005, with a keynote speaker focussing on the principles of TOD. City Council is encouraged to attend the evening public lecture on January 20, 2005, as well as the final presentations and discussion of the two-day exercise, to be held on January 21, 2005, between 3:00 p.m. and 5:00 p.m. More detailed information about this Forum will be forwarded to Council by way of memorandum, once all the logistics have been finalized; and
- Information and ideas from the above-referenced sessions will be presented at one or more public open houses that will be open to all members of the public, with a view to soliciting further comments about the information and ideas and options for the study area.

The information from the above activities will be presented to Council in a Corporate Report, together with Terms of Reference for use by a consultant team in preparing a Surrey Central Transit Village Plan. It is expected that a draft plan will be finalized later in 2005.

## **CONCLUSION**

The Showcase Program offers the City, in partnership with the GVRD and GVTA, an opportunity to advance its objectives to encourage the use of modes of transportation other than private automobiles; to encourage high quality, high density development in City Centre; and to promote transit-oriented redevelopment in the vicinity of the Surrey Central SkyTrain Station.

It is recommended that Council authorize staff to proceed with all actions necessary to implement the TravelSmart Program in South Surrey and with a planning and public consultation process, as generally outlined in this report,

leading to a plan, based on Transit-Oriented Development principles, for a "Surrey Central Transit Village" on lands within an 800 metre radius of the Surrey Central SkyTrain Station.

Staff will forward reports, complete with recommendations, for Council's consideration, related to the Surrey projects under the Showcase Program, at appropriate milestones during the planning and implementation stages of these projects.

*Original signed by*

Paul Ham  
General Manager  
Engineering

*Original signed by*

Murray Dinwoodie  
General Manager  
Planning and Development

LG/kms/saw

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### Attachments

Appendix I Corporate Report No. R050  
Appendix II Transit-Oriented Development: Surrey Central Station  
Appendix III Map – Surrey Central SkyTrain Station – 500 and 800 Metre Areas

Appendix II

## **SCOPE**

### **Transit-Oriented Development (TOD): Surrey Central Transit Village**

#### **Background**

Land use policy for Surrey City Centre provides a clear direction for concentrating residential and employment density around transit stations, with the goal of reducing auto dependency and creating more complete communities. However, attracting significant amounts of higher-density development to the area has been difficult despite the presence of high-capacity transit infrastructure. Only about 10% of those working in the Surrey Centre area use transit to get to work, while about 24% of those living in the area use transit to commute to work. There is considerable potential to increase ridership in this area for work and shopping trips.

The project builds on the momentum being generated by a new high-rise office building immediately adjacent to the Surrey Central SkyTrain Station. This showcase provides an important opportunity to reconsider how the evolving land use and development context for the area around this station (Surrey Central area) can better support transit infrastructure, and to explore specific strategies for enhancing the physical environment in order to increase walking, cycling and transit use around the Surrey Central SkyTrain Station.

#### **Goal and Objectives**

The primary goal of the Transit Villages component of the Showcase Project is to demonstrate innovative practices, investment strategies, processes, and models that can significantly improve the use of sustainable transportation modes (i.e. transit, cycling and walking) in transit station areas, and by these changes reduce greenhouse gas emissions. The Surrey Central SkyTrain Station component of the Showcase Program will provide an opportunity to reconsider how the existing land use and development context for this area can help increase transit usage, walking, and cycling for workers, residents, students and shoppers. This project includes exploring specific strategies for enhancing the physical environment to encourage these sustainable transportation modes.

## Objectives

- To understand the inter-relationships between land use, urban design, station access, safety, comfort and legibility within an approximately 500 metre radius of the Surrey Central SkyTrain Station<sup>[1]</sup>
- To engage citizens and other stakeholders in identifying and resolving these issues
- To use the joint planning process to identify short, medium and long term design strategies, policy actions, and other mechanisms for achieving the showcase goal
- To explore development strategies that can maximize affordable access to transit accessible homes, and enhance the synergy between residential and commercial uses
- To develop a Transit Village Plan for the Surrey Central area that prioritizes pedestrian, cycling and transit user needs when making future planning, design, and infrastructure investment decisions in the Surrey Central Area
- To use the plan and process to explore options for land development and public realm investment in the station and its precinct.
- To monitor and disseminate the results of the process and capital improvements in the station areas to local councils, other municipal staff, and a wide public audience
- To provide a replicable model for transit oriented development for other parts of the city and region

## Project Area

The proposal focuses primarily on the Surrey Central SkyTrain Station and the area within its immediate 500-metre radius, but recognizes that efforts made in the Surrey Central SkyTrain Station area will have a positive affect on adjacent station areas.

## Project Outcomes

The range of physical interventions that can be feasibly implemented during the time frame of the Showcase Project are limited by a process, which is by necessity long-term in scope. However, it is anticipated that the planning process and resulting Transit Village Plan will identify key short-term interventions that will measurably improve transit, pedestrian and cycling in the short term while also supporting long-term goals.

Short and medium-term investments may include: wider sidewalks, traffic calming, safety and security improvements, community related art, streetscapes and pavement treatments, signage, lighting, signals and signal priority, improved inter-modal facilities, bike routes, and street furniture, etc. within the station area. It may also identify other supportive regulatory, policy, etc. changes that can be made in the near term.

Longer-term considerations will address any concerns regarding the relationship between the station environment and land use, design and development that are an impediment to station accessibility and a superior pedestrian environment. This may include, for example, increasing the concentration of public space and civic uses around the Surrey Central SkyTrain Station through parking lot redevelopment, or providing incentives to develop mixed-use, street-oriented buildings adjacent to the station and station precinct. The Transit Village Plan will identify costs of immediate and future infrastructure investment and capital improvements and appropriate funding and financing strategies.

## Process and Timeline

**The Transit Village Plan will be developed through a joint planning partnership involving City of Surrey, TransLink and GVRD staff, and related partners. (*Specific roles and responsibilities of Translink, Surrey and other Project Partners, are outlined within the Municipal Agreement*).**

October – November 2004

## Project Start-up

- Define project scope
- Inventory and analysis of existing conditions (500 to 800 metre radius of station); base data collection including circulation patterns, land use, natural features, community assets, barriers to movement and community connections and identify to the station area, etc.
- Review existing reports, policies, and regulations governing transportation, land use, and design within the station area
- Identify key issues, challenges, and opportunities within station areas
- Develop public consultation plan
- Develop evaluation and monitoring criteria and program

### December – March 2005

- Initiate public consultation
- Invite input from broad range of community stakeholders and general public on issues related to pedestrian, cycling and transit in the station areas

### March – August 2005

## Draft Plan Preparation

- Develop and agree on design principles, objectives and targets to guide plans
- Identify short, medium and long-term strategies, actions, and investments
- Identify capital costs and funding sources for implementation of longer-term strategies
- Develop station area concepts for evaluation and public review
- Draft Transit Village Plans

### September – October 2005

- Public input on design concepts and draft Transit Village Plan
  - Open Houses
  - Workshops

### November 2005 – January 2006

- Finalize Transit Village Plan
- Revise draft Transit Village Plans based on public consultation and evaluation
- Secure endorsement of Plan by City Council and GVTA Board

### January 2006 – March 2007

- Implement Transit Village Plan
- Implement short term infrastructure investments
- Implement monitoring program







































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[1] The precise limit of work will be determined during the project start-up phase