



Corporate Report

NO: R159

COUNCIL DATE: July 28, 2008

REGULAR COUNCIL

TO: Mayor & Council DATE: July 28, 2008
FROM: General Manager, Planning and Development FILE: 6520-20 (Surrey City Centre)
SUBJECT: City Centre Plan Update – Phase II, Stage 1 Results – Land Use Concepts and Proposed Public Consultation

RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information;
2. Authorize staff to proceed with a public consultation process, including public open houses to take place in September 2008, and stakeholder meetings with the Citizens' Advisory Committee, landowners/developers and others, to present the Phase II, Stage 1 findings of the Surrey City Centre Plan Update and to receive public input on proposed options; and
3. Direct staff to report back to Council after the public consultation process with recommendations on a preferred City Centre Plan Concept as a basis to proceed with Phase II, Stage 2 - Achieving the Plan.

INTENT

The purpose of this report is to:

- Provide Council with an update on the results of Phase II, Stage 1 of the Surrey City Centre Plan Update (the "Plan Update") process; and
- Obtain Council's authorization to proceed with a public consultation process to seek input on proposed land use options in order to prepare a final recommended land use plan.

POLICY CONSIDERATIONS

It is City policy to develop the Surrey City Centre as a regional downtown and the main business, cultural and activity centre for the City of Surrey and the South Fraser Region. The City Centre will be home to a broad range of high density commercial, office, institutional and residential developments, as well as entertainment, cultural and social

amenities and community facilities to serve the City and the Region. Surrey City Centre is also intended to provide amenities and facilities to serve the needs of residents in the surrounding neighbourhoods.

BACKGROUND

The 1991 City Centre Plan, coordinated by Ray Spaxman in consultation with the IBI Group and Colliers, MacAulay, Nicholls, has provided general guidance for the development of Surrey's City Centre. The City Centre Plan was augmented in 1993 with an Urban Design Concept for Surrey City Centre, prepared by the Kirkland Partnership.

Many of the recommendations of these reports have been implemented, including the concentration of density at SkyTrain stations, the construction of a ring road system and the implementation of urban design features and streetscape elements. The more recent Whalley Revitalization Strategy saw significant City investment in the redevelopment of Holland Park, the renovation of the North Surrey Recreation Centre and Sunrise Seniors Centre and other improvements to facilities and programming.

On July 24, 2006, Council received Corporate Report No. R172 and authorized staff to proceed with an update of the Surrey City Centre Plan. The approved Terms of Reference for the Plan Update was divided into three components:

- Phase I - Background Research;
- Phase II, Stage 1 - Developing the Plan; and
- Phase II, Stage 2 - Achieving the Plan.

On October 30, 2006, Council received Corporate Report No. C020, which provided an update of the background research, and authorized staff to proceed with an "Ideas Fair". The Ideas Fair was held on Saturday, November 18, 2006, at the centre court of the Central City Shopping Centre. This all-day event provided displays on the process and the results from the background research work conducted as part of Phase I. It also included activities to engage interested people in the process.

On April 30, 2007, Council received Corporate Report No: C006, which summarized the results of Phase I - the background research phase. In addition to the analysis of existing conditions, this phase initiated a dialogue with stakeholders in the study area and defined key issues that stakeholders identified as being important to address by the Plan Update.

The IBI Group was engaged in April 2007 to initiate the Transportation Servicing Study for the Plan Update process and in June 2007, Bing Thom Architects was engaged to provide land use and urban design consulting services for the Plan Update.

City staff and the consultants have been working with community stakeholders and have held a number of meetings and workshops to review land use and transportation concepts. A summary of these workshops, including community consultation, is summarized in Appendix I.

DISCUSSION

The Plan Update addresses a wide range of planning issues, including:

- Vision and Goals for the City Centre;
- Proposed Land Use and Distribution of Densities;
- Transportation and Servicing Plans;
- Parks, Recreation and Culture Opportunities;
- Social Issues that can be addressed through land use planning; and
- Sustainability.

Each of these issues is discussed below. Details of these Plan Update proposals will be made available to the public through an upcoming consultation process and will be included on the City Centre Update website.

Vision and Goals for the City Centre

Surrey City Centre Vision

The following statement has been developed as the basis for the Plan Update:

"Surrey City Centre will be the Fraser Valley's metropolitan centre, connected to all major regional destinations by frequent rapid transit and an efficient road network designed to support economic activity. The City Centre will be a welcoming home to a diverse population and will be one of North America's most sustainable downtowns, renowned for its skyline, spectacular views, urban design quality, arts, culture and green infrastructure. It will include liveable, distinct and vibrant downtown neighbourhoods, a dynamic business sector, civic, university and hospital districts, and will be an important regional and international destination for visitors".

Key Goals for Surrey's City Centre

- Develop attractive, compact, high-quality mixed-use places for a local and regional audience to work, live, play and learn in Surrey City Centre;
- Create a hierarchy and network of great streets, local streets and paths to provide access, disperse traffic and encourage walking and cycling;
- Strive to create and promote an urban fabric within the City Centre and establish a built legacy for future generations;
- Exemplify design excellence by incorporating compact urbanism, density and sustainability to the greatest extent possible, consistent with best practices;
- Establish a sense of place through the development of distinct neighbourhoods, celebrating the diversity and history of the area;
- Concentrate new high density mixed use development around City Centre's three SkyTrain stations, using the highest standards of Transit-Oriented Development;

- Create public amenities appropriate for a major downtown centre that are designed and programmed for multiple users;
- Celebrate and showcase enhanced City parks and a greenway network through partnerships between private, public and non-profit stakeholders;
- Create, promote and sustain a human scale and context to development;
- Balance liveability with sustainability and affordability; and
- Build upon existing assets, such as SFU Surrey and the Surrey Memorial Hospital, to build a new, diverse and robust economy for the City Centre.

Land Use and Density Distribution

Proposed Population and Employment

Based on the proposed Plan Update, the City Centre is anticipated to grow from its current population of 21,000 residents and 17,000 employees to 65,000 residents and 37,000 employees by 2031. This will mean approximately 24,000 new housing units and 4.5 million square feet of office and retail floor space. These numbers include employees at Surrey Memorial Hospital and SFU Surrey. In addition, 3,500 employees are forecasted to work at the new Outpatient Facility and RCMP "E" Division Headquarters at nearby Green Timbers.

SFU Surrey is projected to have an estimated full time equivalent student enrolment of 10,000 students within the planning horizon of the Plan Update

Proposed Land Use and Densities

The land use designations and policies for City Centre as contained within the current Official Community Plan ("OCP") (see Appendix II), are based on the 1991 City Centre Plan recommendations. The OCP identifies four general land use designations for the City Centre:

- **City Centre**, centred along the SkyTrain corridor, with a maximum Floor Area Ratio (FAR) of 3.5;
- **Commercial**, centred on King George Highway and 104 Avenue east of King George Highway, with an FAR of 1.5;
- **Urban**, in the neighbourhoods in the northeast and southwest corners of the study area, with an FAR of 0.6; and
- **Multiple Residential** in other areas, with an FAR of 2.5.

The City has recently received development applications for densities of up to 6.0 FAR, and there has been a growing recognition that the OCP's current densities are too low to create a vibrant, major downtown core and to maximize the investment in existing and planned rapid transit facilities. Market analysis indicates that, with increasing land values

and construction costs, as well as fragmentation of property ownership and difficulty in assembling suitably sized development sites in some parts of the study area, increased densities are required to make projects economically viable.

The Surrey Central Transit Village Plan, which was approved by Council in April 2007, supported densities up to 6.0 FAR in order to encourage transit-oriented development and to promote a vibrant, mixed-use heart for the City Centre.

Proposed Land Use and Density Scenarios

In recognition of the need to increase City Centre densities in a coherent way that will create a great downtown, the consultant has developed three distinct land use and density scenarios. Capacity analysis has confirmed that there is ample potential space under any of these scenarios to accommodate anticipated population and employment growth.

The scenarios, which are illustrated in Appendix III, are described as:

1. Nodes and Corridors

This scenario focuses growth at SkyTrain Stations and along King George Highway and 104 Avenue east of King George Highway. Overall densities and development capacity is highest in this scenario. Mixed uses are proposed for the corridors. Lower density residential uses would occur outside of these nodes and corridors. The nodes would each have a unique focus, with:

- High density institutional, civic and commercial uses with some residential uses at the Surrey Central SkyTrain station area node;
- Residential uses with some commercial uses at the Gateway SkyTrain station area node;
- Residential uses at the King George SkyTrain station area node; and
- Institutional uses with some commercial uses at the Surrey Memorial Hospital node.

2. Peaks and Valleys

This is a variation on the Nodes and Corridors scenario and would focus development more at key nodes in order to create a "critical mass", while creating a more aesthetic skyline that seeks to maximize views.

3. Current Trends

This scenario is intended to reflect how the study area could develop if the current (1991) City Centre Plan were to be implemented. Higher density development is limited to SkyTrain Stations and the area west of King George Highway.

From the two new scenarios studied (i.e., 1. and 2. above), a Recommended General Land Use Concept (Appendix IV) was developed, incorporating the features of each of the scenarios that best support the City Centre's Vision and Key Goals as follows:

- The Plan would focus the highest densities in the "core area" of City Centre, which is the area along the SkyTrain corridor between Gateway Station and King George Station, and along the future rapid transit corridors on 104 Avenue and King George Highway. The maximum densities would be significantly higher than those in the current OCP, with densities up to 4.5 FAR along major transit corridors and up to 7.0 FAR near SkyTrain stations;
- A significant civic, institutional, government and office presence would be the focus of the central core or "heart" of the study area. The City Centre would build upon existing strengths, particularly SFU Surrey and the Surrey Memorial Hospital, which are envisaged as the nuclei of strong "University" and "Hospital" districts, while concentrating government functions and key civic uses and community amenities in the core area;
- Densities would remain lower in the peripheral areas outside of the core area. These neighbourhoods will continue to have a residential focus, and may include smaller, strategically located neighbourhood convenience commercial nodes. In the northeast and southwest corners of the study area, the existing Urban designation would be maintained with a maximum FAR of 0.6, which will allow moderate intensification of current single family housing. These areas could be considered for higher densities in future plans;
- King George Highway would no longer act as a dividing line between a higher density downtown core and a lower density commercial area, but would, instead, transition to a "Great Street" with a mix of higher density commercial and residential uses;
- The commercial area east of King George Highway would shift to a mixed-use focus that would continue to encourage a variety of flexible employment uses while permitting other complementary uses, including residential;
- Additional higher density mixed-use designations, which are primarily residential with commercial/office/local service at grade would be created along major arterial street corridors, i.e., King George Highway and 104 Avenue;
- To maintain the major office, institutional and civic focus at the Surrey Central node, future office uses at the Gateway node would be focused only at those properties that are currently zoned for office uses;
- A new high density, mixed-use node is proposed as the "Five Corners" neighbourhood at the northern gateway to City Centre on King George Highway at 108 Avenue; and
- The expanding Hospital District would be formalized with commercial and institutional uses at Surrey Memorial Hospital and to the north of the hospital, along King George Highway and 96 Avenue. A strong connection would be formed between the Hospital District and the University District.

Urban Design

High quality design for all buildings and for the public realm was a priority for all stakeholder groups during the background research phase. Since the 1991 City Centre Plan, 1993 Urban Design Concept Plan, 1994 Surrey Street Beautification Strategy, the adoption of Development Permit Area Design Guidelines 1996 and Crime Prevention Through Environmental Design (CPTED) Guidelines from 2001, the standard of design in the City Centre has substantially improved.

While these guidelines have noticeably raised the bar on the quality of building design, they were originally conceived for much lower densities than those currently being proposed. Stage 1 of the Plan Update, therefore, introduces a number of representative building forms that define unifying design features for the area. All of these forms accommodate higher densities, while maximizing views and maintaining attractive, animated streetscapes.

Detailed design guidelines, which will be a synthesis of all existing and new guidelines, will be prepared as part of Stage 2 of the process. Elements of the design guidelines will include:

- **"Gateway" features at key entrance points to the City Centre** - In addition to the Gateway at the intersection of King George Highway and Old Yale Road, which is partially completed, the Plan Update proposes that in Stage 2, efforts be focused on two additional Gateways at King George Highway at 108 Avenue (North Gateway) and at King George Highway at 102 Avenue (Central Gateway);
- **Maximizing View, View Corridors and Skylines** - As the third highest point in the City, Surrey's City Centre enjoys spectacular views towards the Fraser River delta, the North Shore and North Cascade Mountains, Vancouver Island and the Gulf Islands. Similarly, the City Centre is visible from many locations in the Lower Mainland and, as the Region's second downtown, the skyline will be indicative of the quality of the City Centre's planning and design. Solar penetration, view corridors from the public realm and views down onto rooftops are also important considerations when considering the ultimate liveability and attractiveness of an urban area. To ensure that these attributes are maximized, the Plan Update proposes to maximize attractive views by:
 - Updating urban design guidelines to incorporate comprehensive building siting and massing policies that maximize views from buildings to the extent possible within permitted densities;
 - Designing streets and open spaces to increase the amount of direct sunlight penetrating into the public realm, particularly during winter months;
 - Specifying densities and maximum heights to create an attractive skyline;
 - Preserving opportunities for views from street level and any future elevated sections of the public realm, such as rooftop plazas and pedestrian overpasses, particularly to the North Shore mountains;
 - Minimizing surface parking and requiring extensive landscaping of any surface parking areas;

- Encouraging landscaping and screening over most rooftop surfaces; and
- Submitting roofs as an “elevation” for review by the Design Review Process.

Character of Neighbourhoods and Arterial Corridors

The 1991 City Centre Plan was generally silent on neighbourhood character. A key objective of the Plan Update process is to create a stronger vision and a greater sense of place through the identification of character for each neighbourhood and major corridor within the study area. As the result of a series of workshops with the community, developers and City staff, it was possible to identify a number of distinct neighbourhoods in the study area, along with key nodes and arterial street corridors that have, or are anticipated to have, special character that create a sense of place. The boundaries of these proposed neighbourhoods and corridors are shown in Appendix V. The general character of these special character neighbourhoods and corridors is summarized below.

Neighbourhoods

- **Gateway** is a vibrant higher density Transit Oriented Development neighbourhood with excellent views, a well-developed public realm, including unique plazas and Greenway connections, strong office and residential components and a range of business and personal services;
- **Grosvenor** will remain as a lower density residential neighbourhood "close to the action" that is built around a unique radial street pattern with the potential for a new mini-plaza and mini-park as neighbourhood focal points;
- **Forsyth** will continue to transition to a low-medium density neighbourhood with a wide range of affordable housing options for a variety of household types, with the new 105A Avenue Greenway and enhanced Forsyth Park as focal points;
- **Five Corners** is centred on the Northern Gateway feature and will be a high-density neighbourhood close to rapid transit with an eclectic mix of businesses and signature commercial and residential buildings enjoying excellent views. A high quality mini-plaza will provide a focal point for the neighbourhood;
- **Binnie** - Ringing open playing fields along West Whalley Ring Road with enhanced perimeter features, including paths and playgrounds, this medium-density residential neighbourhood will have a park-like feel, and residential units will afford excellent views;
- **West Village** - Surrey's "West End," this will be a collection of high-density low- and high-rise residential buildings connected by a network of pedestrian routes, mini-parks, plazas and local services, shops and cafes;
- **Surrey Central Transit Village** is the major transit exchange and heart of the City and South Fraser Sub-Region. It has a vibrant Civic and University District with world class cultural and recreational facilities, exciting and unique public spaces, and is the premier regional shopping destination. Local employees, students, residents

and visitors support restaurants, galleries, shops and services along a network of pedestrian-oriented streets, including the City Parkway, which transects the village and is the City's "High Street";

- **East Village** is a flexible "incubator" neighbourhood that invites innovative, low impact commercial activities within mixed-use developments in the west, transitioning in the east to multi-family uses and an enhanced Quibble Creek Greenway that provides an attractive link between Hawthorne Park and Green Timbers Urban Forest. A new mini-plaza and mini-park will provide local focal points;
- **Old Yale** is Surrey's "Central Park" and the "Green Heart" of the City Centre. This neighbourhood is the focus of large-scale celebrations and at other times will be a tranquil meeting place and refuge for people of all ages. Holland Park is surrounded by medium to high density residential buildings with attractive street presence that comfortably frame the open space and afford residents with excellent views;
- **King George** is a dynamic node of elegant high-rise towers, opening up to expansive panoramas. Although this highly urban neighbourhood has direct access to rapid transit, pathways connect living spaces with urban and natural open spaces and the vast assortment of shops and services at Central City and along King George Boulevard;
- **Matthew** will remain an attractive residential neighbourhood with some context sensitive infill. Low density housing in the west will transition to higher density residential uses with expansive views in the north at Holland Park and to medium density mixed-use buildings along King George Highway "Great Street", serving a range of health, government and commercial users;
- **The Hospital District** is the Fraser Valley's premier multi-purpose health care centre in a transit-oriented, walkable and park-like setting. The District will be a welcoming place, integrated with the surrounding urban fabric, supporting Surrey Memorial Hospital and a wide variety of health-related services, both private and public; and
- **The Fraser Neighbourhood** is the Gateway to the Fraser Highway and Green Timbers Park, incorporating extensive green spaces with low-rise residential buildings, commercial services and nearby institutional uses.

Corridors

Although every major corridor in the study area will have a unique urban character, three corridors, in particular, will have a special character.

- **King George Highway** will be Surrey's "Great Street", a prestigious location to live and do business, a tree lined boulevard with wide sidewalks interspersed with cafes, plazas, attractive building entrances, public art and a continuous array of commercial activities at street level. The southern section is anticipated to be a rapid transit corridor, with a range of local businesses clustered around stations to take advantage of large numbers of employees and residents;

- **104 Avenue Transit Corridor** - While the technology and station location for rapid transit has not yet been finalized, rapid transit is expected to follow 104 Avenue west to City Parkway, then south to 102 Avenue or Old Yale Road and east to King George Highway. The higher densities proposed in the Plan Update are sufficient to support any likely rapid transit system, regardless of station location. A proposed mini-plaza in the vicinity of East Whalley Ring Road will form a focal point on the corridor, which will be an attractive place for medium density businesses to locate; and
- **West Whalley Ring Road** will continue to be developed as the green belt running through the core of the City Centre. Buildings with attractive street presence will combine with high quality streetscape features, including decorative lighting, wide sidewalks, planted boulevards and a multi-use path with public art opportunities, to create an inviting space linking major destinations within City Centre.

Transportation

The creation of a compact, pedestrian-friendly downtown, with a concentration of SkyTrain and bus service, will increase the number of walking, cycling and transit trips per capita and decrease car ownership. The following transportation objectives for the study area are consistent with stakeholder feedback and with current research:

The Pedestrian Environment

It is an objective of the Plan Update to create a safe, comfortable and convenient pedestrian environment by:

- Creating smaller street blocks;
- Constructing additional safe and comfortable pedestrian crossing locations;
- Enhancing the current street design elements;
- Using on-street parking, where possible, to create a "buffer" between moving traffic and pedestrians;
- Creating attractive new Greenway routes on 102 and 105A Avenues;
- Accelerating the development of existing Greenway routes to a high standard;
- Identifying likely maximum widths of arterial streets;
- Creating a Pedestrian Priority Area to the south of Surrey Central Station;
- Creating Pedestrian Focus Areas within the inner ring roads that would provide frequent, high quality, pedestrian-controlled crossing opportunities and wider sidewalks with a higher degree of pedestrian amenities, such as benches and lighting; and
- Creating Pedestrian Amenity Areas outside of the inner and outer ring roads, where sidewalks, curb ramps and enhanced pedestrian facilities will be provided, with special attention near important pedestrian generation locations, such as schools and park facilities.

A map of the Pedestrian Priority, Pedestrian Focus and Pedestrian Amenity Areas is attached Appendix VI.

The Cycling Environment

The Plan Update provides for increased cycling opportunities for both shorter and longer trips for recreation, utilitarian and commuter purposes. Besides the environmental and health benefits of cycling, increased cycling will reduce congestion and allow residents and employees to lower their transportation costs. The City Centre study area is relatively flat and no destination is more than a 15-minute cycle away. The area is well serviced with rapid transit bike rack-equipped buses that facilitate multi-modal trips anywhere within Surrey or the Region. The Plan Update proposes a Bicycle Network, (Appendix VII) where:

- Most streets in the City Centre will be designed to accommodate cycling with features, such as wider curb lanes or marked bike lanes;
- End of trip features will be encouraged, such as secure on and off-street bicycle parking and lockers; and
- The Bicycle Route network will be enhanced to provide either advanced facilities or more direct routes for cyclists through and within the study area.

The Transit Environment

In consultation with TransLink it is proposed that Transit usage will be enhanced through:

- Significant improvements to bus services through the Area Transit Plan;
- The introduction of rapid bus services to Guildford and Newton;
- Future extensions to rail rapid transit through the Provincial Transit Plan;
- The promotion of U-Pass, a low cost transit pass provided by SFU and support for TransLink's Community Transit Pass for the general public; and
- Support for alternative modes of transportation, such as the implementation of high quality bus shelters, transit priority measures, a high quality walking environment to provide pleasant access to transit stops, and bicycle friendly infrastructure to promote combined bus-bike trips.

The current transit network and proposed 2031 transit network for City Centre are shown in Appendix VIII.

Goods Movement

Heavy truck movements significantly impact the City Centre in terms of community severance and liveability. Current truck routes include 132 Street, King George Highway, Fraser Highway, and 96, 104 and 108 Avenues (Appendix IX).

The 1991 City Centre Plan indicated that, when completed, the South Fraser Perimeter Road (SFPR), combined with the outer ring roads (western ring road on 132 Street and eastern ring road on 112 Avenue, Hansen Avenue and 140 Street), would be alternative routes for trucks to bypass the City Centre. A daytime truck route exists now on 132 Street and computer modelling is underway to determine the potential shifting of

goods movement patterns that may occur from existing truck routes once the SFPR is completed. It is expected that there will be some decrease in truck traffic through the City Centre as a result of the SFPR and related improvements. These volumes will be monitored over time to determine the potential for refinements to the truck route network.

Staff has analyzed alternative truck routes to the King George Highway, including East Whalley Ring Road. It has been determined that the only potential alternative for reducing truck traffic on King George Highway is consideration of the completed eastern outer ring road as a truck route, from King George Highway to 96 Avenue. This route, proposed in the 1991 City Centre Plan, would allow trucks travelling on King George Highway to and from 96 Avenue, Fraser Highway, 104 Avenue and 108 Avenue to avoid the core area of the City Centre. The section of 140 Street, between 96 Avenue and 108 Avenue is being recommended for inclusion in the truck route network, while the section between 108 Avenue and King George Highway would be a possible future inclusion, subject to demand and impact studies as long-term goods movement patterns evolve.

This proposal would require broad public and stakeholder consultation and, if the truck route was to be implemented, the route would need to be implemented in conjunction with appropriate restrictions and mitigation measures and could be implemented in stages.

Street Network and Local Access

A version of the regional transportation model was applied in order to predict future traffic volumes and an appropriate street network for a redeveloped City Centre. The model uses projected population and employment numbers to generate 2031 peak hour volumes of cars, trucks, and transit ridership. The model also enabled an evaluation of the effects of alternative land use scenarios, road network configurations and measures that could affect traffic volumes in the City Centre, such as parking costs and transit service levels. The road network configuration assumed the widening of all arterial streets to their ultimate standard and completion of those streets that have missing links, such as the East and West Whalley Ring Roads.

Preliminary results from the model indicate that this street system will be generally adequate to meet the needs of the area to 2031. Congestion levels are expected to increase somewhat, although the level of congestion will depend ultimately on the degree to which future residents choose to live and work in their communities and the success in attracting new users to alternate modes of mobility.

In addition to the phased development of the planned collector and arterial street network to ultimate standards, the Transportation Servicing Study proposes a number of new local and collector streets to serve development, to provide improved access and to provide a finer-grained, pedestrian friendly street network, particularly in the core area.

The proposed Street and Goods Movement Network is shown in Appendix IX.

Parking

Surface parking is now the predominant land use in the core area of City Centre. Large surface parking lots create an unfriendly pedestrian environment. Underground parking can cost up to \$40,000 per stall. However, if parking availability is too limited, the viability of businesses can be affected and there can be excessive demand for on-street parking in adjacent residential areas. In response to these issues, the Transportation Servicing Study will incorporate the results of a Parking Study containing recommendations to help ensure well-managed, adequate, balanced and flexible parking provision for different needs. These include:

- Managed on-street parking wherever possible;
- Considering cash-in-lieu of the provision of on-site parking for the purpose of building structure parking;
- Parking management and Intelligent Transportation Systems (ITS);
- Supporting special Transportation Demand Management (TDM);
- Requiring bicycle parking facilities and change rooms in new developments;
- Formalizing one parking stall per residential unit in transit supportive locations;
- Considering further parking relaxations where there is reduced demand;
- Examining the potential for shared parking facilities; and
- Considering a more proactive role by the City in managing and pricing public parking supply.

Engineering Utilities

Water, Sanitary Sewer and Storm Drainage Systems

The existing feeder system and pumping facilities are generally adequate to meet current water demands, and the framework of the existing sanitary sewer system is generally adequate for present needs, aside from individual upgrades to address localized issues. However, future development will generate demands for new water supply and pumping facilities, along with existing system upgrades, both within and outside the City Centre area.

The sanitary sewer system will require significant pumping facility upgrades to service an increased population. The City is embarking on a study of these necessary upgrades as part of Stage 2 of the Plan Update.

The two storm drainage systems within City Centre have been studied previously. Some recommendations from these previous studies have not yet been implemented and affect the current level of service in the area, while others relate to stream restoration and protection works. Sustainable drainage features are supported for volume reduction and water quality purposes. Opportunities for implementing best management practices, such as "green" practices in all new development projects, would reduce the need for significant stream restoration works will be investigated as part of this study.

The Energy System

Although energy management is currently not a service that the City oversees, the Community Energy Plan (CEP), developed for the City Centre by the Sheltair Group,

identified the potential for district heating and cooling systems as a means of reducing energy consumption, promoting alternative energy and reducing Greenhouse Gas (GHG) emissions. In addition to new major residential development projects, a number of sites, including the Hospital District and the Civic/University Districts, lend themselves naturally to district heating systems. If proven to be feasible, district heating could lead to the development of one or more energy utilities in the study area. These utility proposals will be investigated in detail during Stage 2 of the process.

Parks Recreation and Culture

Parks and Open Spaces Concept

City Centre is home to a range of unique and high quality parks and open spaces. Public parks include Holland Park, Tom Binnie Park, Whalley Athletic Park and portions of City Parkway and West Whalley Ring Road. Amenity spaces on private land, but used by the public, include Gateway Plaza and the Central City Plaza.

Phase 1 of the Plan Update revealed that, while people value these existing facilities, they want better connectivity between facilities and a more diverse range of park treatments and open spaces. The study also identified a need for additional parks in those parts of the study area that will be developed to higher densities, where there are no existing or planned parks.

In addition to a workshop with community stakeholders, a review of parks and open spaces was undertaken in the context of the City's new mini-parks and mini-plazas policy, to ensure that all residents of higher density areas have access to local park space. Proposed locations for municipally operated plazas and mini-parks are shown as part of the Parks and Open Space Concept (Appendix X).

The review concluded that, while acquisition of additional large neighbourhood and community parks is not possible in the City Centre, due to land costs and the difficulty in assembling large parcels, there is the ability to continue to create a vibrant and interesting downtown and meet the needs of City Centre residents, employees and visitors by:

- Enhancing existing major parks with significant amenities and programming;
- Developing new greenways to a high quality urban standards;
- Developing multi-purpose perimeter trails around existing parks;
- Planning for and implementing a network of urban mini-parks and plazas with a variety of amenities;
- Planning and implementing convenient access routes to nearby natural areas; and
- Acquiring new mini-parks and plazas in conjunction with major development projects, such as is currently being proposed by the WestStone Group for the project west of West Whalley Ring Road.

Greenways Concept

City Parkway, between Gateway and Holland Park, was the primary greenway originally planned for the City Centre. This was seen as the Surrey Parkway extension of the BC Parkway that runs from Science World to the Pattullo Bridge. The Surrey Parkway alignment is currently under review and may include elements on either of City Parkway or West Whalley Ring Road.

The proposed Greenways Concept is attached as Appendix XI. City Parkway is proposed as a continuous greenway, incorporating high-quality design values, with cyclists using bike lanes and pedestrians using wide sidewalks that serve the commercial uses on this "High Street". Complementing City Parkway for more casual users and processions, an off-street, four metre wide multi-user greenway path is proposed for the east side of the West Whalley Ring Road, between 102 Avenue and 107 Avenue. With 102 Avenue and 107 Avenue designed as greenway connectors between City Parkway and West Whalley Ring Road, these four streets will form a City Centre Greenway Loop, with connections to the BC Parkway and to the Quibble Creek Greenway, via Holland Park.

Two new greenways are proposed as connections to larger parks and open spaces, and as attractive walking and cycling routes with park-like attributes:

- 102 Avenue between West Whalley Ring Road and 140 Street; and
- 105A Avenue between Royal Kwantlen Park and 140 Street, with connections to Hawthorne Park.

Recreation and Cultural Facilities

The City has adopted a leisure facility model that is multi-generational, multi-purpose and barrier-free. A multi-purpose recreation/leisure centre, proposed for the City Centre, would ideally have space dedicated for seniors and youth, as well as having the capacity to provide a pre-school children's room. There would be gymnasiums, multi-purpose rooms, areas for fitness and dance, areas for arts and crafts and, possibly, an indoor running track.

It is anticipated that the current ice arenas at the North Surrey Recreation Centre will be relocated to another site in North Surrey to make way for the high-density mixed-use development planned for this site, but that multi-purpose recreational facilities will remain and be enhanced as important civic amenities at the heart of the City Centre.

The Parks, Recreation and Culture Strategic Plan calls for the decentralization of cultural facilities. On this basis, the City will work within the development process to achieve public spaces for arts-related services, such as gallery and exhibit space, and consider partnerships to develop a performance centre in the City Centre.

Social Issues that can be Addressed by Land Use Planning

Stakeholder feedback has indicated that the City Centre should be planned as an inclusive community, where a wide range of household types, all age groups and those with special needs feel comfortable. This philosophy forms the basis for the land use responses to social issues that are proposed in the Plan Update, noting that increased senior government involvement, particularly in the provision of social services and affordable market and non-market housing, will be required. Social issues that can be addressed by land use planning are discussed below.

Educational Facilities

The periphery of the City Centre study area is well served with elementary and secondary schools, with sufficient capacity to meet current needs (see Appendix XII). In fact, enrolment has been declining in a number of these schools and non-catchment area programs are housed in some schools. Demographic forecasts suggest that, with a tripling of the area's population and more families adopting urban lifestyles, the number of students in the study area will be constant or grow gradually over time. To provide for the possibility of additional needed capacity in the future, the Plan Update supports the proposal in the 1991 City Centre Plan, that a site be shown conceptually in the area between the Surrey Central and Gateway SkyTrain Stations in the vicinity of the current Tom Binnie Youth Centre, for consideration if elementary school capacity is required in the future.

The City Centre also provides a wide range of employment skills training centres that will continue to be supported in the office/commercial and institutional designations of the Plan Update.

SFU Surrey campus will play a major role in the future of the area, both as an attractive post-secondary education choice for the students of the South Fraser region and as a catalyst for development in the University and Civic Districts of the City Centre. In addition to animating the downtown with day and evening activity, the campus will draw private research facilities and a range of supporting businesses to the core. The recently signed Memorandum of Understanding between the City and SFU underlines these mutually beneficial goals.

Up to 10,000 Full Time Equivalent (FTE) students are expected to attend SFU Surrey within the planning horizon for the Plan Update, and there is a growing trend for these students to be residents of Surrey. In order to support the growth and integration of SFU Surrey, the Plan Update supports:

- Designating ample space in the vicinity of the current campus for expansion of classrooms, laboratories, offices and residential buildings;
- Co-location and partnering to develop common or shared facilities; and
- Creating a vibrant, pedestrian-oriented and transit-oriented downtown and campus environment.

Housing

There has been a trend towards smaller market housing units in the City Centre. These units are best suited to singles and couples. While the small units are an affordable option for many new households in today's costly housing market, an oversupply of smaller units can lead to the creation of a homogenous community with similar incomes and a household mix that may lack diversity in the future. To support housing diversity, affordability and choice, the Plan Update proposes to:

- Encourage the creation of a range of unit sizes, including some larger, family-friendly units in addition to smaller units;
- Support affordable housing options for lower income households, seniors and those with special needs;
- Encourage the provision of rental units in addition to condominium units; and
- Encourage innovative housing forms in the Hospital District.

The preferred land use and density scenario proposes a density of 1.5 FAR in multi-family residential designations at the periphery of the study area. This creates an overall distribution of densities that will provide for the concentration of major density at the transit nodes, a variety of housing forms, and will provide for family-oriented low-rise multiple apartment and townhouse type of units in the outer areas of the City Centre neighbourhoods. More ground-oriented and family-friendly housing forms can support neighbourhood diversity, retention of local schools and mixed and vibrant neighbourhoods. Densities could be increased beyond 1.5 FAR, subject to density bonusing provisions, in order to implement the objectives of the Plan Update to achieve a range of housing forms and tenures.

The City's Housing Action Plan, which is currently under development, is expected to provide policy directions and tools to support affordable and inclusive housing throughout the City including City Centre.

Creating an Inclusive Community

Facilities for Families

For a variety of economic and lifestyle-related reasons, an increasing number of households with children are choosing urban locations that are close to commercial services, recreation and cultural opportunities, schools, employment and transit. It is a goal of the Plan Update that the City Centre become an increasingly attractive option for these households. While it is not possible to forecast accurately how large this market segment will be, other town centres in the Region have attracted a significant number of children and youth. The degree to which families with children will be drawn to the City Centre will depend on a number of factors, that are supported in the Plan Update proposals, including:

- Personal safety and security measures, such as CPTED design principles;
- Traffic safety and safe neighbourhood street environments;
- Family-friendly private and public play spaces for children, including traditional playgrounds, parks, Open Spaces, walking and cycling routes;

- Local Services that provide most services within a short distance of homes; and
- Quality Child Care for City Centre residents, workers, and SFU faculty and students.

Facilities for Youth

Feedback from youth, including a number of workshops with the Surrey Youth Leadership Council (SLYC), has noted concerns about safety in public places and a lack of activities to engage youth in interesting and positive activities. While the facilities and programs at the existing Tom Binnie Youth Centre are valued, the lack of additional activity centres, such as a roller skating rink, movie theatres, gathering facilities and informal sports facilities, have been cited by local youth as amenities that would promote a sense of community belonging. Other elements proposed in the Plan Update that are supportive of youth include:

- Creating smaller city blocks and making a City Centre that is more comfortable and safe for walking and cycling;
- Expanding facilities and programming at major parks, including considering an integrated facility at Surrey Central that provides youth services, and creating informal, safe public gathering places and places to sit and socialize;
- The 2010 Olympic legacy building to be constructed in Tom Binnie Park, that will serve as the Game Preparation Centre for the 2010 Olympic and Paralympics Winter Games and will serve as a multi-purpose recreation centre after the Games; and
- Supporting rapid transit connections to other Surrey communities and integrating high quality transit passenger facilities

Facilities for Seniors

Seniors living in North Surrey are currently served by the Sunrise Pavilion Seniors Centre. Use of this Centre has remained relatively constant in recent years, but it is projected that the numbers of seniors in the study area will increase significantly by 2031. As noted, an integrated multi-purpose, multi-generational facility is planned for Surrey Central that will have dedicated space and programming for seniors.

In addition to the comprehensive programs offered at their facilities, the Parks Recreation and Culture Strategic Plan has identified the need for recreation for a more active seniors population, with an emphasis on creating more opportunities for walking and also seniors-specific outdoor fitness equipment. To address these needs and to create a community that will support a growing and vibrant seniors population, the Plan Update proposes:

- A network of comfortable and attractive walking routes and loops;
- Policies to encourage a range of affordable housing opportunities with amenities that support active living; and
- Design of a highly accessible City Centre, with wide sidewalks and minimal barriers.

Facilities for Health and Social Services

The Plan Update is limited to potential land use responses to social issues. In parallel to the Plan Update, there are a number of important initiatives underway that address social issues, which are important for the success of the land use plan. These include the:

- Implementation of the Plan for the Social Well-Being of Surrey Residents;
- Implementation of the Surrey Crime Reduction Strategy;
- The Parks, Recreation and Culture 2008-2018 Strategic Plan; and
- The work of the Surrey Homelessness and Housing Society.

The Plan Update can address social issues through policies and recommended actions to support a diverse and affordable range of housing, and an accessible and inclusive community. The Plan Update's designations provide ample lands with office/commercial and institutional designations for the establishment of needed community services, and the Plan Update's policies will promote the co-location of community services. The Plan Update will contain a parks and open space concept that provides numerous opportunities for social interaction in a safe setting and will identify the range of park, recreation and cultural facilities needed for healthy neighbourhoods and a vibrant downtown.

The co-location of facilities into service hubs, for "one-stop shopping", was strongly supported by process stakeholders. Co-location can also refer to centres that mix uses such as recreation, library, school and/or social services in one location. This concept can create efficiencies, increase accessibility and, for social services, reduce the stigma associated with accessing needed services.

Sustainability

The City is in the final stages of completing the Sustainability Charter, an overarching document that will guide the City in moving towards socio-cultural, economic and environmental sustainability. The Plan Update is the first plan update to apply the goals of the City's draft Sustainability Charter to create a "Sustainability Layer" for the study area.

Surrey's City Centre is well placed to become a sustainable community. Rapid transit and compact, mixed-use urban development already has a foothold in the City Centre. Current challenges, such as large areas of parking lots, conventional infrastructure and large street blocks, provide opportunities for a more sustainable redevelopment in the future.

Sustainability policy initiatives for the City Centre include:

- Creating a "Green Transportation Hierarchy," that includes focusing development at key transit nodes and transit corridors, pedestrian priority policies, and higher standards for amenities for cyclists and transit users;
- Creating a "Green Infrastructure" by introducing accessible natural features into the City Centre, where practical, including attractive connections to nearby existing habitat areas;
- Reducing the effective impermeable surface area;

- Pursuing LEED or LEED-like certification for municipal buildings and establishing minimum green standards for multi-family and commercial buildings;
- Developing Urban Design Guidelines that create a more beautiful and liveable community with distinctive neighbourhood character;
- Adapting the City's utility infrastructure to accommodate future energy systems;
- Promoting green roofs, for their social, economic and environmental benefits;
- Creatively expanding the City Centre's economic base to maintain local employment opportunities;
- Focusing major new recreational, civic and cultural facilities in City Centre; and
- Ensuring that social initiatives are aimed at creating an inclusive community.

CONCLUSION

Significant work has been completed by City staff in association with Bing Thom Architects, IBI, the public and other stakeholders, on Phase 2 of the City Centre Plan Update – "Developing the Plan." This work includes development of a Vision and Goals for the City Centre, Land Use and Density Scenarios setting out options for the urban form of the City Centre, preliminary urban design guidelines, exploration of neighbourhood character, development and modelling of a proposed transportation network, proposals for a Greenways concept, proposed Parks, Recreation and Culture facilities, identification of social issues that can be dealt with in this land use plan, and preliminary engineering and utilities assessment and sustainability policies.

It is recommended that Council authorize staff to proceed with a public consultation process, including public open houses and stakeholder meetings with the Citizens' Advisory Committee, landowners/developers and others, to present the Phase II, Stage 1 findings of the Plan Update and to receive public input on proposed options. Two public open houses are proposed to be held in September 2008. Sample Display Boards for the proposed consultation process are attached as Appendix XIII.

Following the public consultation process, staff will report back to Council with recommendations on a Final City Centre Plan Concept as a basis to proceed with Phase 2, Stage 2 - Achieving the Plan.

Jean Lamontagne
General Manager
Planning and Development

MA/kms/saw

Attachments:

- Appendix I - Summary of Public Consultation for Process
- Appendix II - Current OCP Designations
- Appendix III - Proposed Land Use & Density Scenarios
- Appendix IV - Recommended General Land Use Concept
- Appendix V - Proposed Neighbourhoods and Corridors with Distinctive Character
- Appendix VI - Proposed Pedestrian Concept

- Appendix VII - Proposed Long-Range Bicycle Network
- Appendix VIII- Current and Proposed 2031 Transit Networks
- Appendix IX - Proposed Future Street and Goods Movement Networks
- Appendix X - Proposed Parks and Open Space Concept
- Appendix XI - Proposed Greenways Concept
- Appendix XII - School Catchment Areas
- Appendix XIII- Sample Display Materials for Public Consultation

CITY CENTRE PLAN UPDATE PUBLIC CONSULTATION

The following is a summary of Workshops and Meetings held to provide input into the Plan Update:

Surrey City Centre Community Energy Plan Workshop - April 25, 2007

A meeting with community stakeholders, including the GVRD, TransLink, NGO Groups and utilities to review potential best energy practices applicable to Surrey City Centre; identify the best practices that have the most promise for applicability and support by the development community; and identify major barriers or uncertainties for these practices.

Bikeways, Greenways and Pedestrian Linkages Workshop - August 9, 2007

A workshop to provide for BTA to understand from City of Surrey staff and stakeholders what is in place, what is existing policy and what is proposed; from IBI what are transportation issues and options; and from City of Surrey and other stakeholder groups their ideas, thoughts and concerns.

Citizen's Advisory Committee (CAC)

August 9, 2007 - Presented current status of planning activity (preliminary land use and transportation concepts including parking options) and to identify and record issues and opportunities from CAC.

August 22, 2007 - Provided an overview of land use concept options to the CAC members and an opportunity for feedback to the consultants who are developing three alternative land use concepts for the City Centre Plan Update planning process.

Downtown Surrey Business Improvement Association (BIA)

August 9, 2007 - Presented the status of planning activity (preliminary land use and transportation concepts including parking options) and to identified and record issues and opportunities from CAC.

September 18, 2007 - Engineering staff met with Downtown Surrey BIA representatives to discuss transportation study objectives and parking concerns, particularly in the Gateway area.

Parks and Open Spaces Workshop - August 9, 2007

An opportunity for BTA to understand from City of Surrey staff and stakeholders what is in place, what is existing policy and what is proposed; and from City of Surrey and other stakeholder groups their ideas, thoughts, and concerns.

Interagency Workshop Meeting - August 15, 2007

Provided an update of the planning process and to provide the agencies an opportunity to provide their input.

Surrey Leadership Youth Council (SLYC)

August 20, 2007 - An opportunity to gather information about the youths' experiences in the City Centre and identify what was needed in the City Centre for youth.

November 2, 2007 - Purpose: "Youth Speak Up" Forum. Facilitated by the Surrey Leadership Youth Council (SLYC), the one-day forum engaged Whalley youth in discussing how to make Whalley more youth-friendly.

City Centre Sustainability Workshop - October 23, 2007

A discussion of the realistic and pragmatic opportunities for implementing sustainability in Surrey City Centre. The Workshop, held with City of Surrey Staff, project consultants, and representatives from a wide array of sustainability resource groups and other municipalities, provided an opportunity to exchange information and experience regarding the implementation of sustainability in a new downtown area.

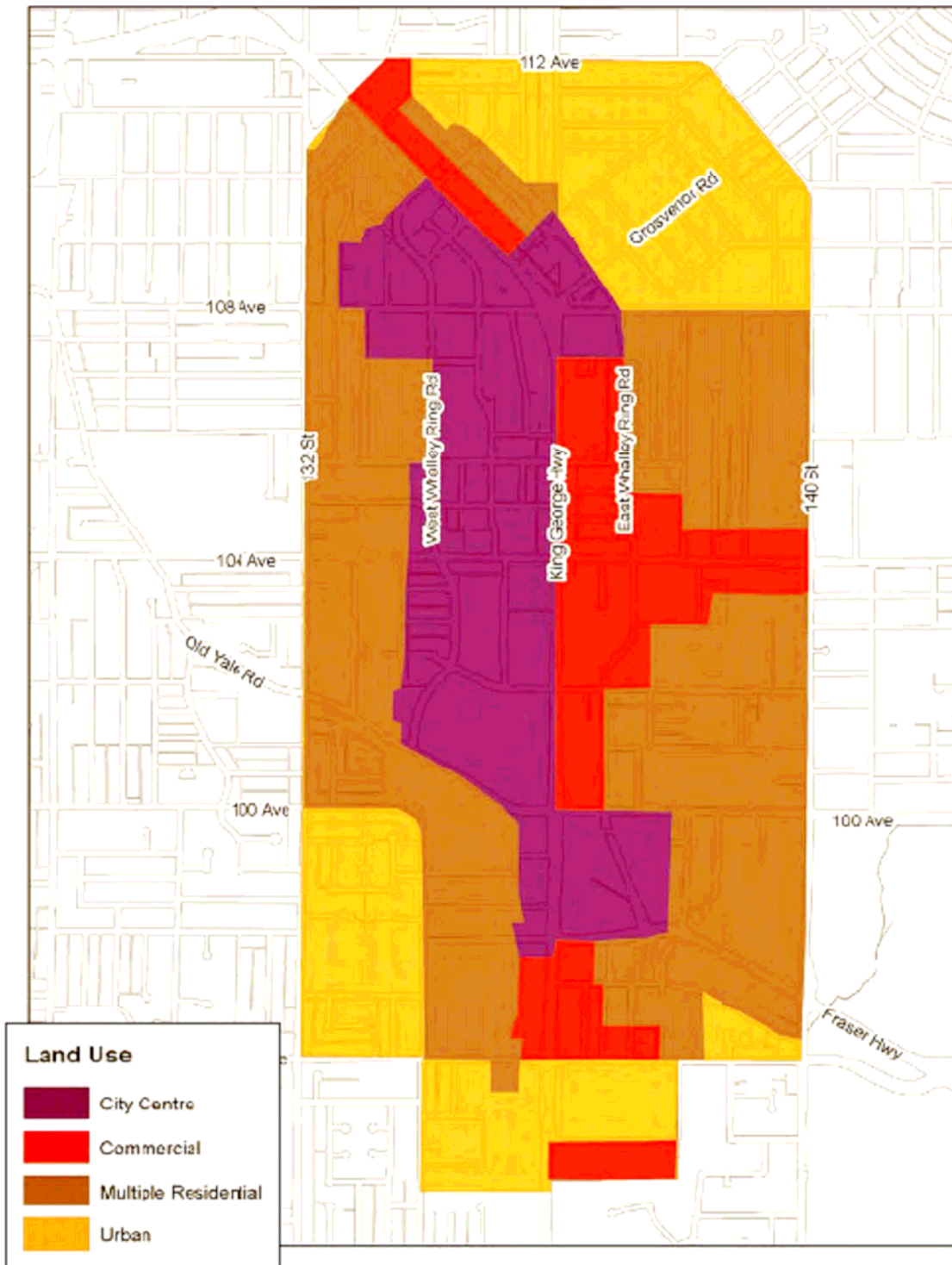
Social Infrastructure Workshop - November 23, 2007

Representatives of the social service, education, health and recreation sectors identified models and approaches for delivering services and creating a vibrant City Centre community.

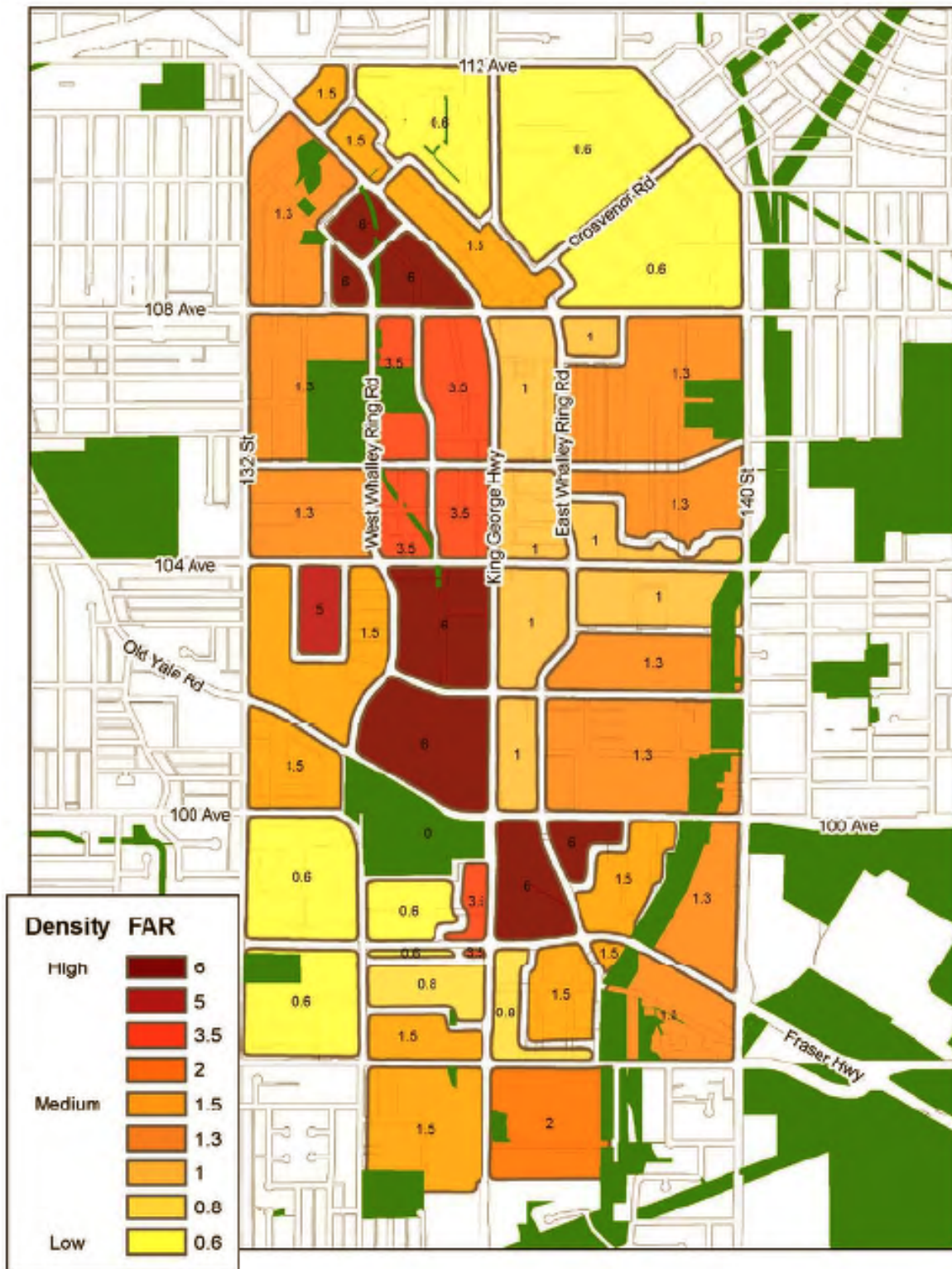
City Centre Ideas Session - February 27, 2008

A workshop held at Central City, with the goal of generating ideas on accelerating development in the City Centre, facilitated by Bing Thom and City Staff. Mayor & Council, business leaders of the City and Region, and representatives from Simon Fraser University and Fraser Health Authority, attended the workshop.

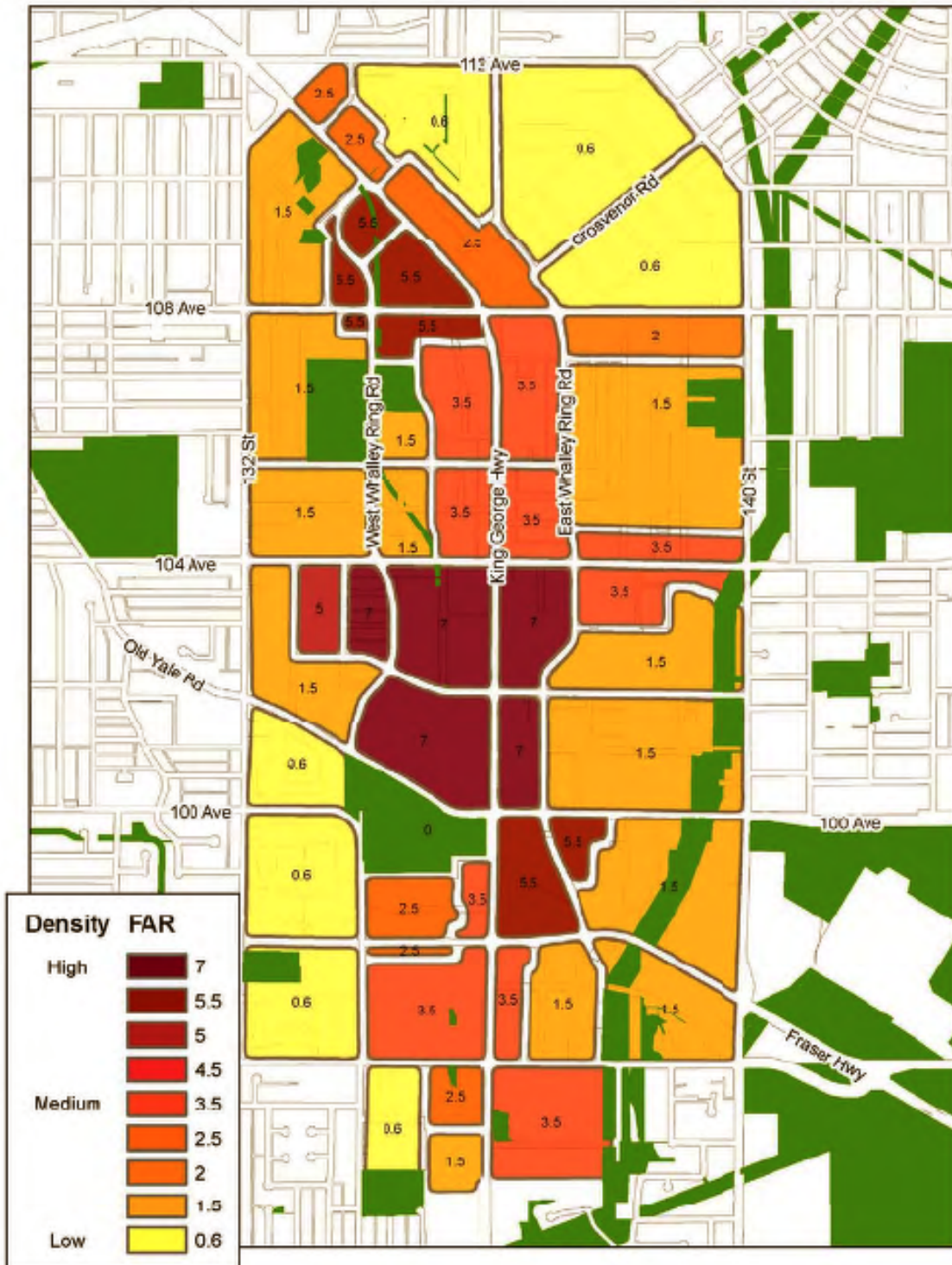
Current OCP Designations



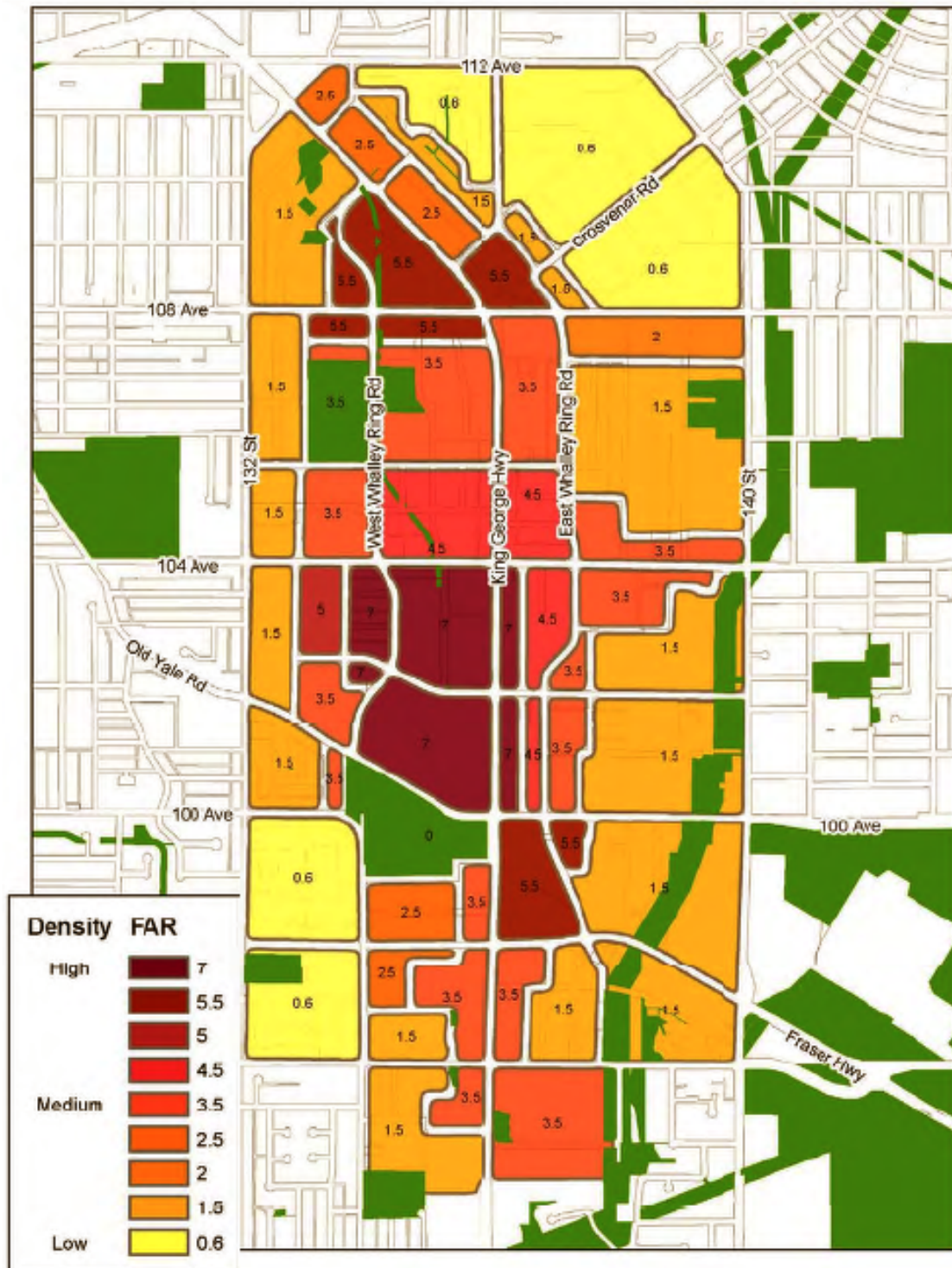
Current Trends Scenario



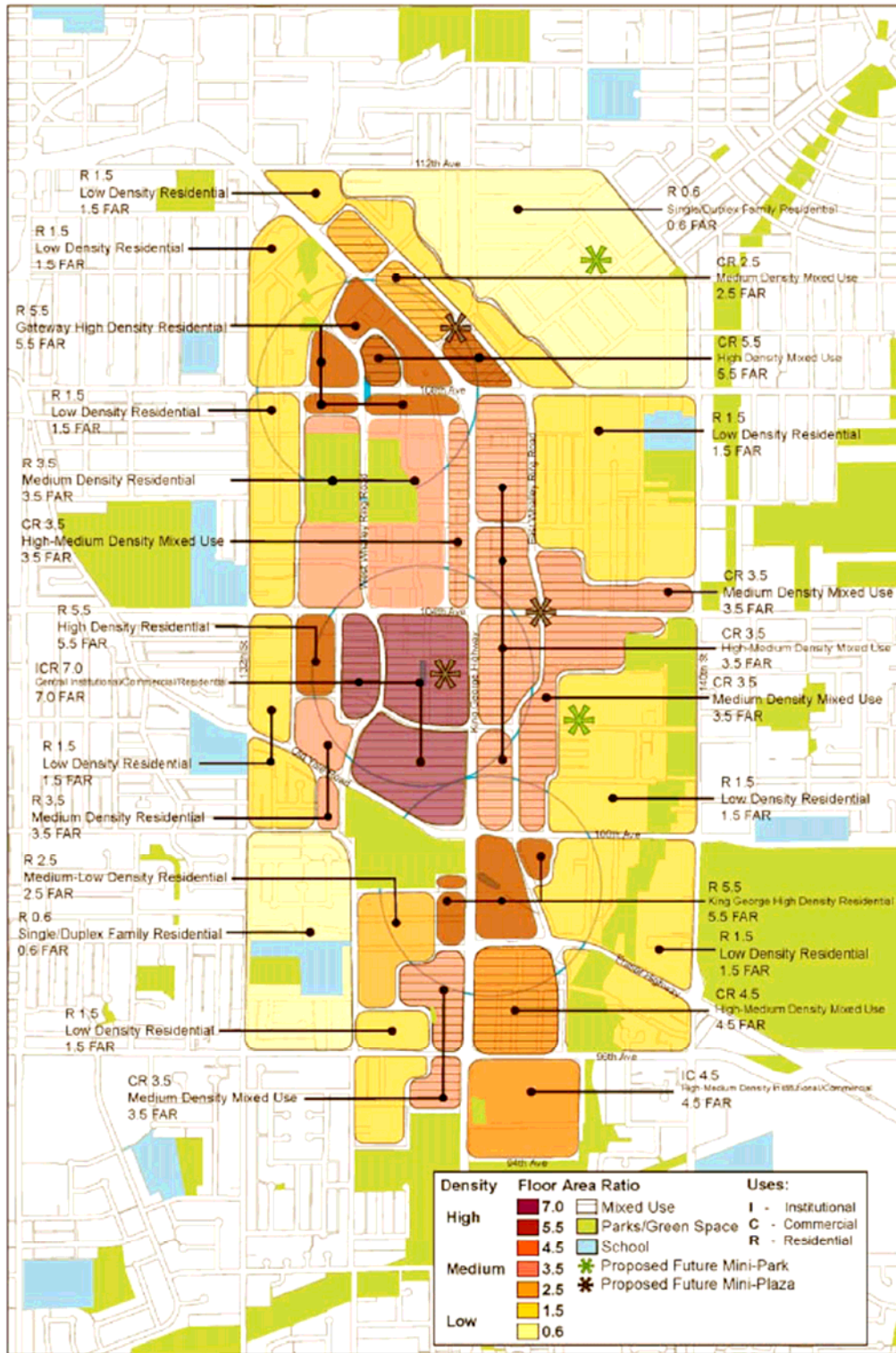
Nodes and Corridors Scenario



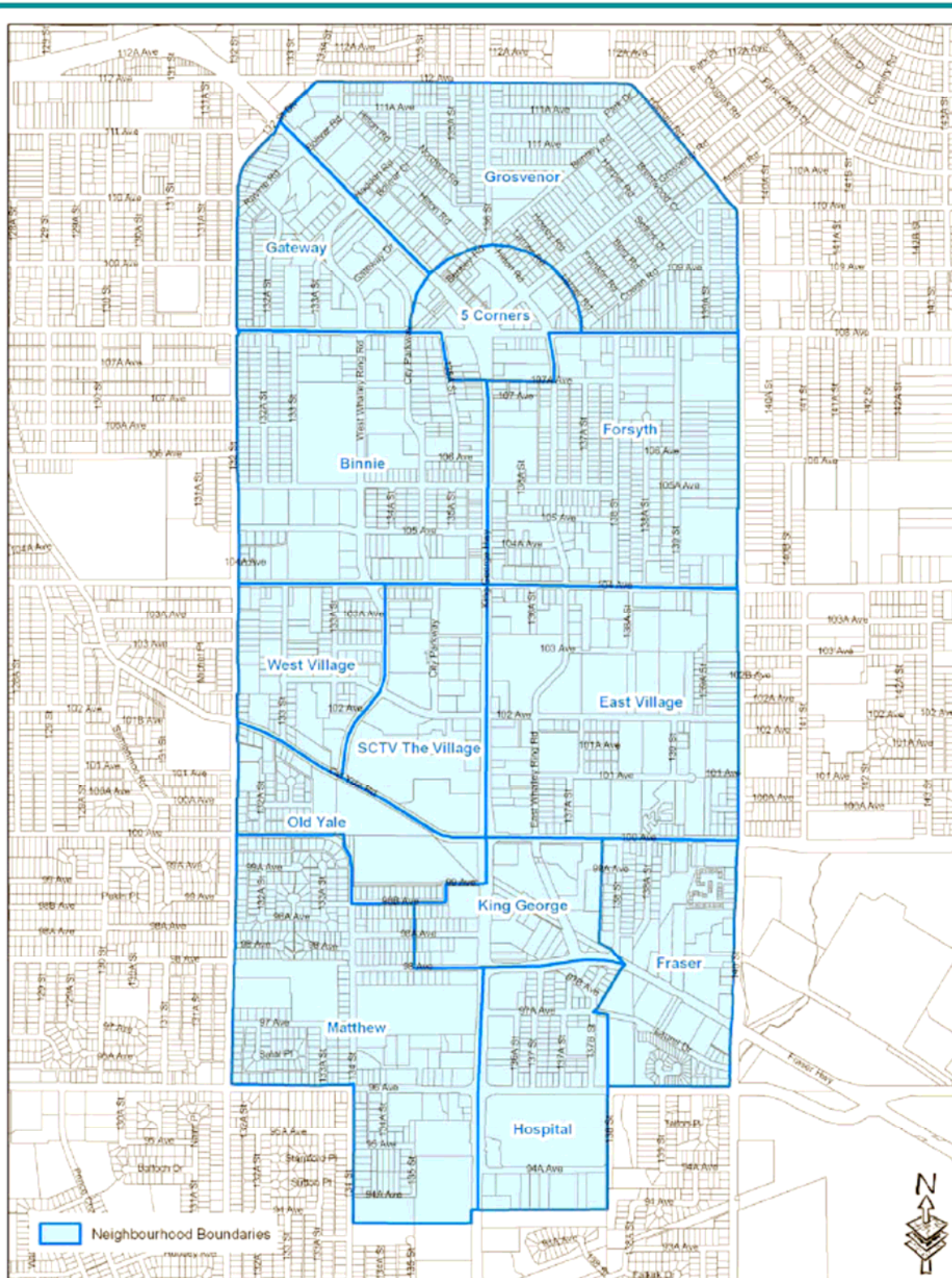
Peaks and Valleys Scenario



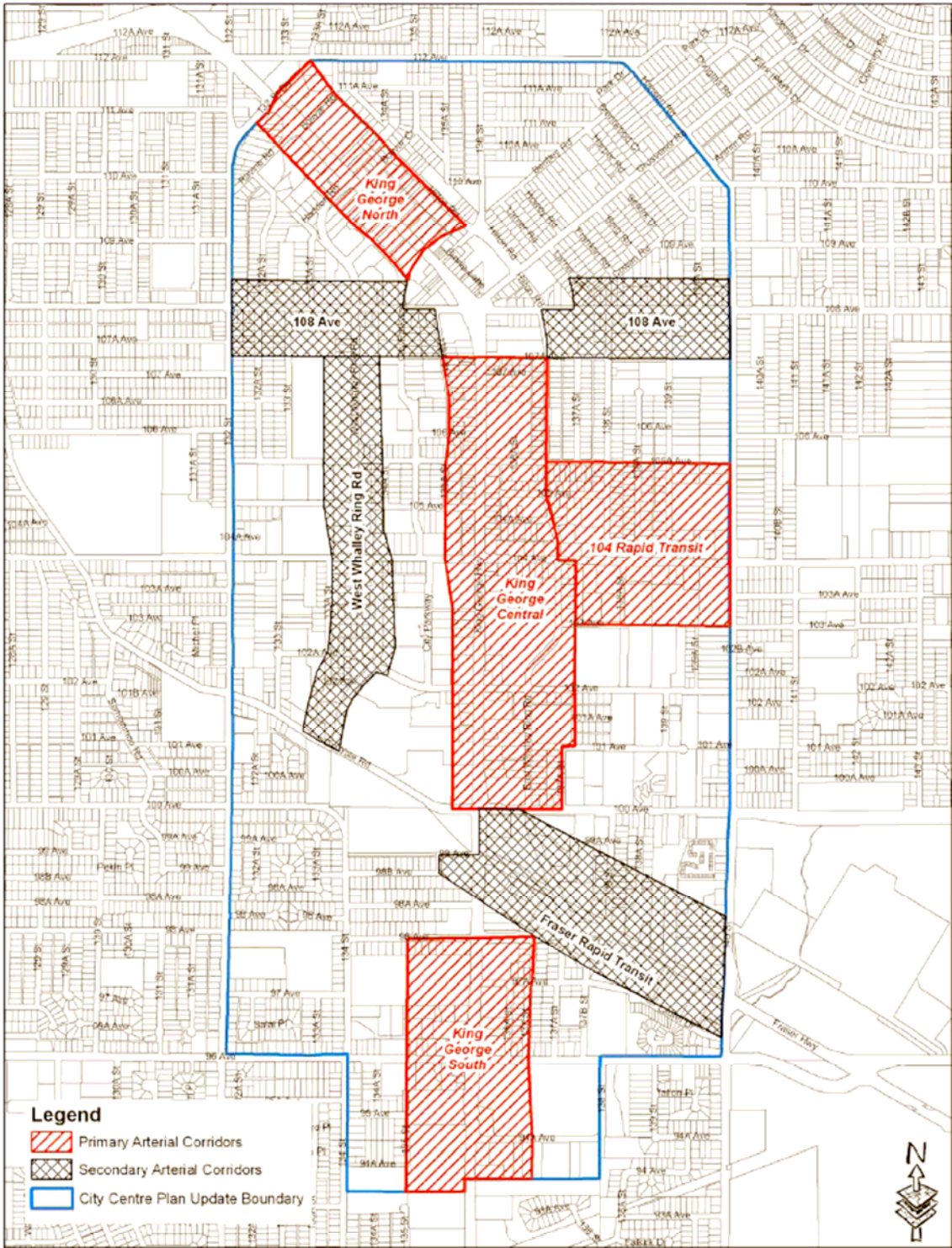
Recommended General Land Use Concept



NEIGHBOURHOOD BOUNDARIES



ARTERIAL CORRIDORS WITH DISTINCTIVE CHARACTER



Proposed Pedestrian Concept



1. Pedestrian Priority Zone

- South of Surrey Central Station
- Heart of University and Civic Districts
- Significant numbers of pedestrians expected
- Highest level and quality of pedestrian amenities
- Area streets may be closed for special events
- Accessible by transit, delivery and emergency vehicles
- Traffic will generally use alternative routes

2. Pedestrian Focus Areas

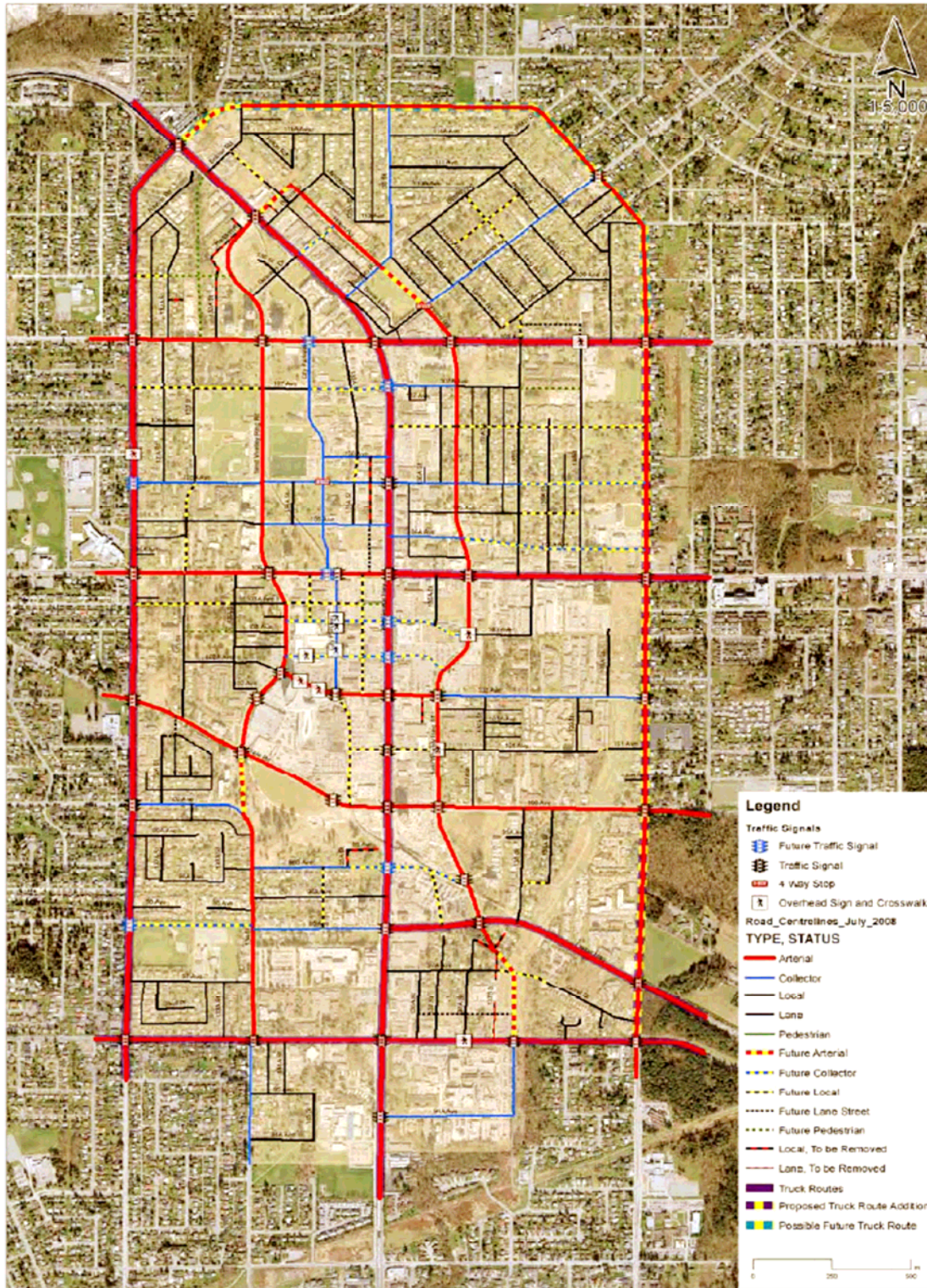
- Within the inner ring roads
- Along 104th Avenue east of East Whalley Ring Road
- Along King George Highway south to Hospital District
- Frequent pedestrian crossing opportunities
- High quality pedestrian amenities
 - e.g., wider sidewalks, wheelchair ramps
- Higher degree of streetscaping
 - e.g., street trees, benches and lighting

3. Pedestrian Amenity Areas

- Outside the inner and outer ring roads
- Regular sidewalks, curb ramp and crossing standards
- Enhanced pedestrian amenities near special locations
 - e.g., near schools, Greenways and park facilities



Proposed Future Street and Goods Movement Network





SURREY CITY CENTRE PLAN UPDATE

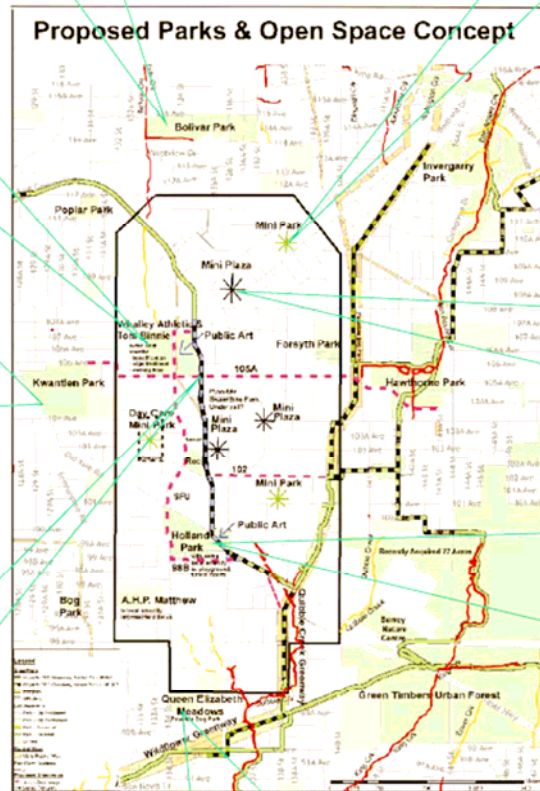
Community- Athletic and Natural Areas Park
 - Contains public amenities but focus is on organized sports or nature areas
 - Should contain multiple sports fields
 - 1 Community Park for each community
 - Provides sufficient space to accommodate tournaments and events



Mini Park
 - Open spaces in high density residential areas
 - Local green open space for basic amenities
 - Within walking distances from nearby homes (400 meters)
 - Must be open to the street on at least 2 sides
 - Intended for amenities such as playground apparatus, public art, or other locally important features such as games courts



Community Park- Major Athletic Park -
 - Large urban park
 - Contains public amenities but focus is on organized sports
 - Should contain multiple sports fields (5-14)
 - Provides sufficient space to accommodate regional, provincial and national tournaments and events



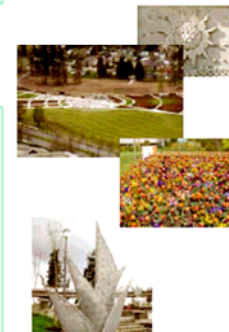
Mini Plaza
 - Civic open space in high density urban areas
 - Small in size and for local use
 - Place for social interaction
 - Must be open to the street on at least 2 sides
 - Intended for amenities such as playground apparatus, public art, or other locally important features
 - Not to face auto parking areas



Community- Large Integrated Use Park (Kwantlen & Forsyth)
 - Provides amenities for both passive and active outdoor recreation
 - Focus is on uses such as water play, skate and bike parks, dog off-leash areas, senior's activities and may contain sport fields
 - Typically 1 of these parks per Neighbourhood Concept Plan area



Destination Park
 - Park that attracts people from across the City and around the region



Possible Skate and Bike Park Under Rail



Neighbourhood Parks (Poplar, A.H.P. Matthews, Queen Elizabeth Meadows)
 - Fulfills the needs of residents at the neighbourhood level
 - Designed to include multiple uses
 - When possible these parks should incorporate small pockets of natural stream





SURREY CITY CENTRE PLAN UPDATE

Bollards



Art Treatments



Treatments



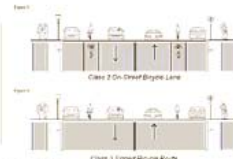
Surrey Greenway Examples



Sample Cross Sections



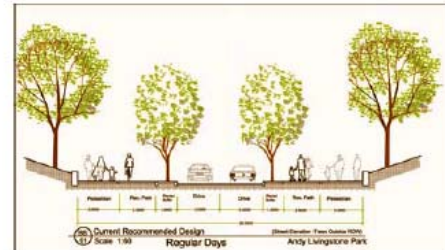
City of Vancouver- Carrall Street



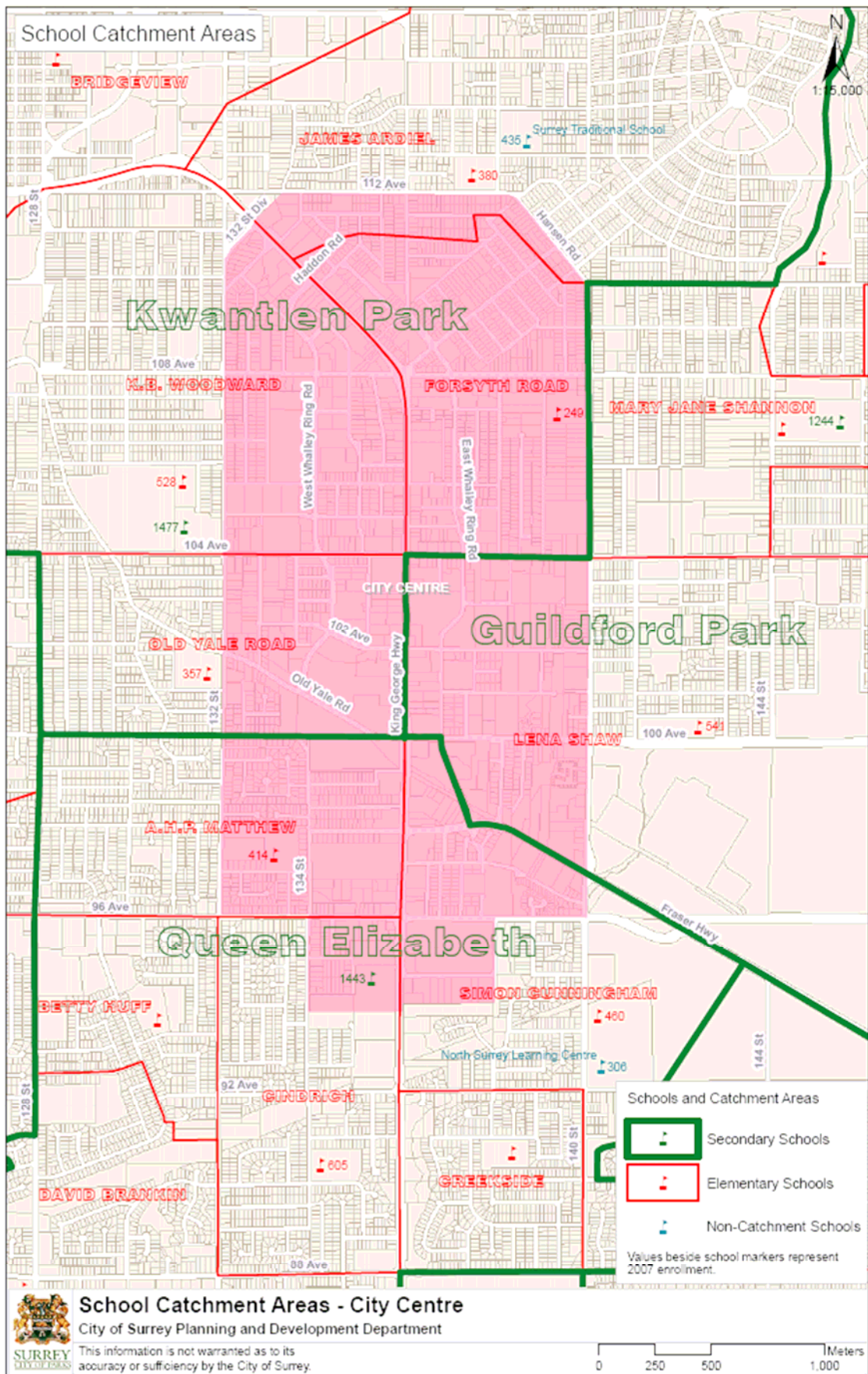
New York



City of Vancouver- Central Valley Greenway, Vancouver to Burnaby



City of Vancouver- Andy Livingstone Park



DENSITY

What is Density?

- Density is the number of units per a given area of land (e.g. 100 dwelling units per acre, 40 commercial units per hectare)
- One way to express density is by calculating the "Floor Area Ratio"

What is Floor Area Ratio (FAR)?

- FAR is the total floor area of a building divided by the area of the lot it occupies
- For example: An 1 acre lot has a 1 storey, 1 acre building on it

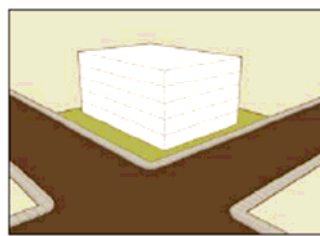
FAR = total floor area of the building / lot area
FAR = 1 acre / 1 acre
FAR = 1

This building would cover 100% of the lot. A 1 FAR would also apply to a 2 storey building of the same size and on the same lot, but it would cover 50% of the lot area.

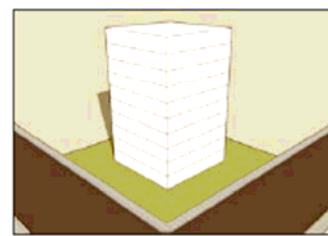
Examples of 2.5 FAR



Lot Coverage = 100%
Height = 2.5 stories



Lot Coverage = 50%
Height = 5 stories



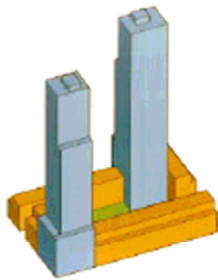
Lot Coverage = 25%
Height = 10 stories



MASSING

- **Massing** is the overall bulk, size, physical volume, or magnitude of a structure or project
- Blocks should be neither too large (over 500 ft / 150 m) nor too small (less than 240 ft / 73 m)
- A checkerboard pattern protects residential livability (light, air, and privacy) and reasonable access to private views
- Generally, a spacing of about 100 ft (30.5 m) is possible for a block with two towers. For four towers per block, a minimum spacing of 80 ft (24 m) is achievable.

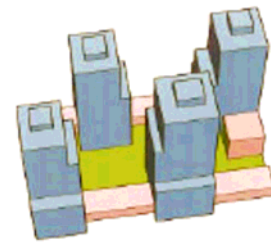
Massing and Spacing Scenarios of a Typical Urban Block: Which Do You Prefer?



Two Buildings per Block

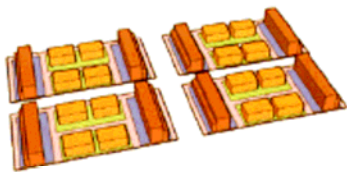


Three Buildings per Block

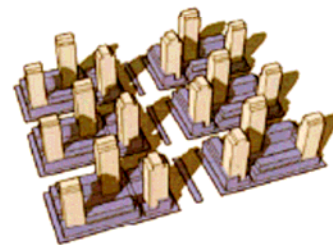


Four Buildings per Block

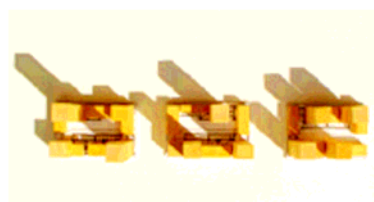
Low to mid-rise format may serve as "transitional" areas or the shoulders of higher density areas



low/midrise format
6 stories on north-south streets
4 stories on east-west streets



King George as a Great Street
towers parallel
3 towers per block / 1 per block face
with 30 ft spacing



EXISTING PUBLIC AMENITIES AND FACILITIES

Stakeholder Feedback

After much public consultation in Phase I, which included an Ideas Fair, a survey, and meetings with various stakeholder groups, the City has identified that there is a demand for a "There" in Surrey City Centre.

People need a reason to be in Surrey City Centre. Multiple facilities and attractions are needed including cultural facilities (such as performing arts, art galleries, theatres), a full service main library with meeting facilities, a City Hall or annex, and a convention or public assembly facility. These display boards will show what currently exists in the City Centre and suggests ideas for not only the type, but the size, of facilities for the City Centre. We want to know what you think.

What's there now?



Whalley Library



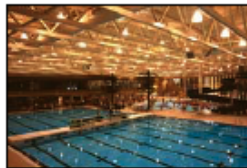
North Surrey Recreation Centre, Arena



Whalley Youth Centre



Sunrise Pavilion Seniors Centre



North Surrey Indoor Pool



Whalley Athletic Park
(playground, batting cages, baseball diamond
walking path)



A.H.P. Matthew Park
(soccer fields)



Queen Elizabeth Meadows Park
(green space and walking paths)



Central City Plaza



Tom Binnie Park



Holland Park




POTENTIAL PUBLIC AMENITIES AND FACILITIES


What Should Be There?

Library


Small Size




Oakridge Branch Library, Vancouver
(part of shopping centre)



Newton Library




Bellaire Public Library, Ohio




Champaign, Illinois Public Library


Medium Size




Burnaby Public Library



Clearbrook Library, Abbotsford




Richmond Public Library




Semiahmoo Public Library


Large Size




Vancouver Public Library



Seattle Public Library




Santa Monica Public Library



New York Public Library

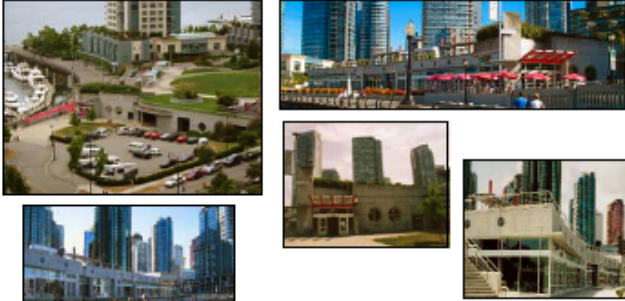
Recreation Centre

Small Size




Sunset Community Centre, Vancouver

Medium Size



Coal Harbour Community Centre, Vancouver

Large Size

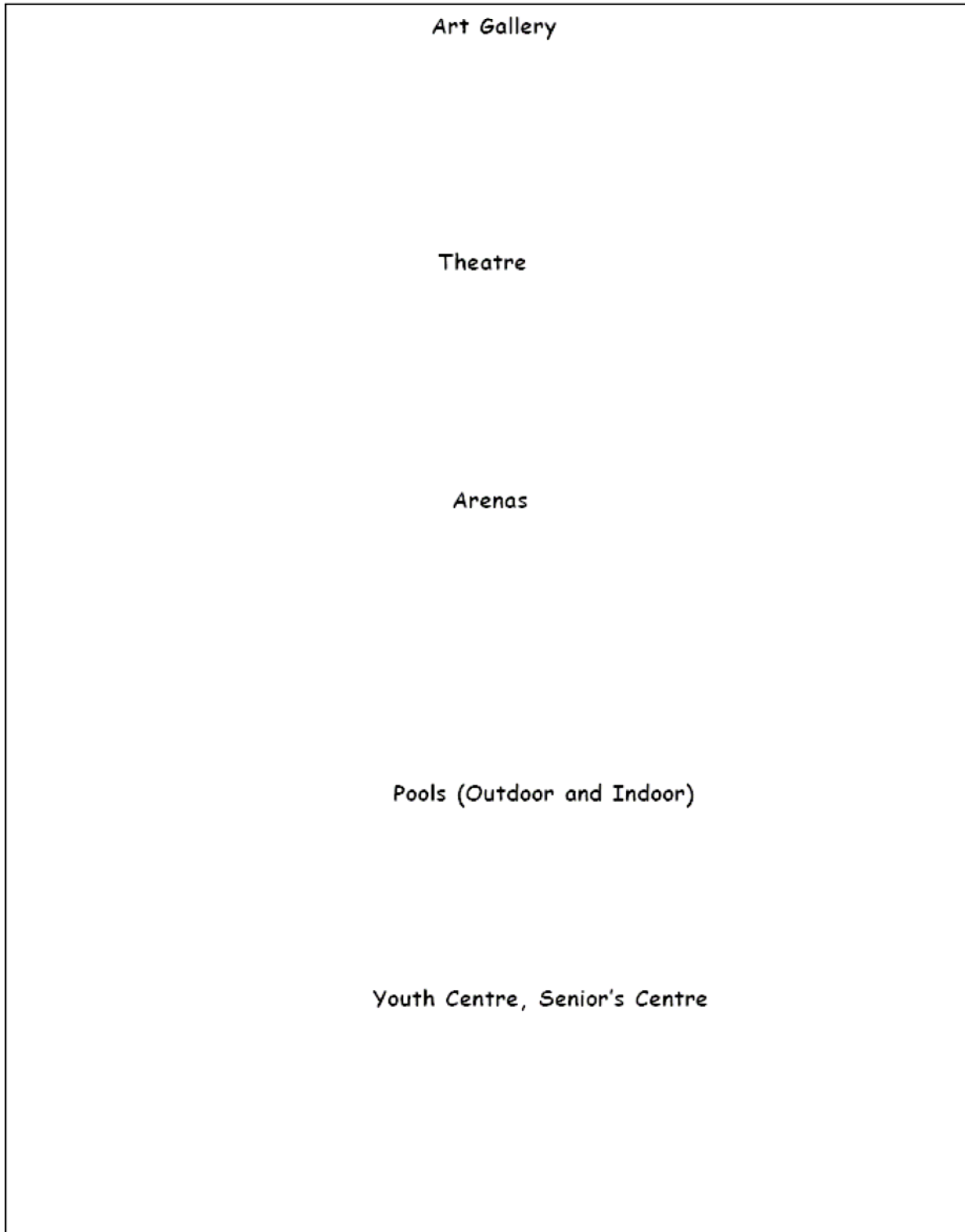


Roundhouse Community Arts & Recreation Centre

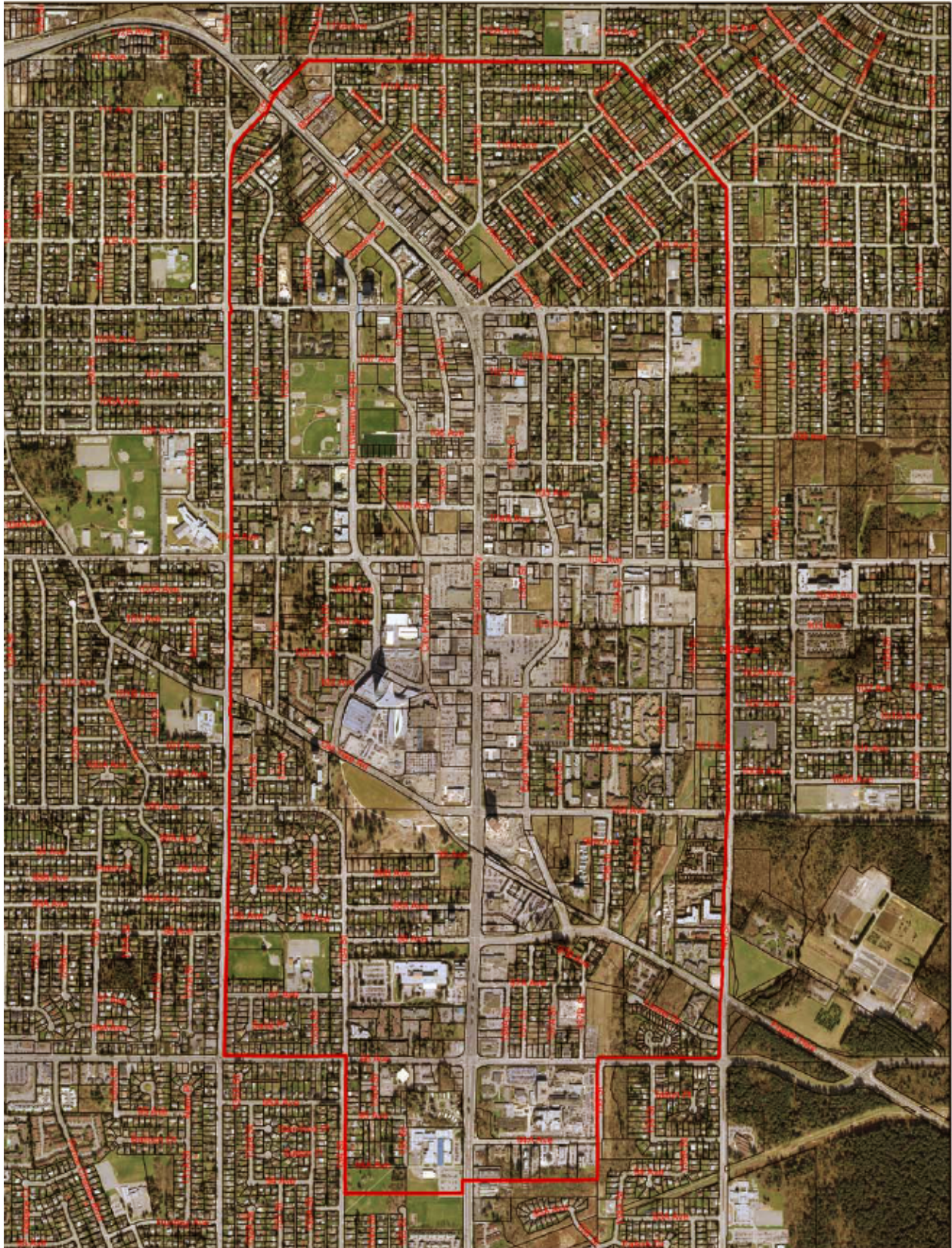


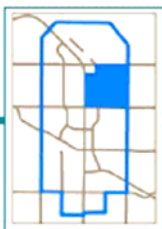
POTENTIAL PUBLIC AMENITIES AND FACILITIES

What Should Be There?

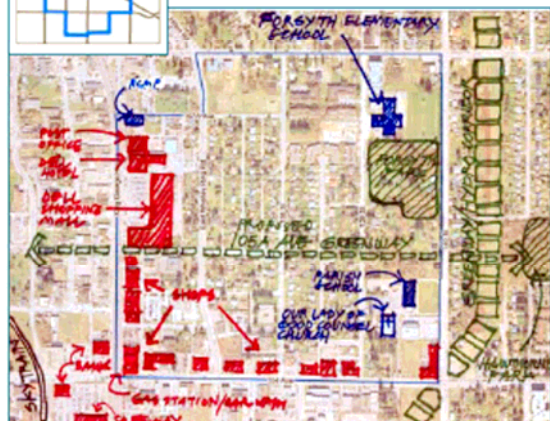


PIN THE AMENITY/FACILITY ON THE CITY CENTRE





FORSYTH NEIGHBOURHOOD CHARACTER



What's there now?

- Primarily residential east of East Whalley Ring Rd, with a mix of single family and multiple family homes (duplexes, low-rise apartment buildings, row houses, and townhouses)
- Commercial uses along the King George Highway corridor in the west and along the 104 Ave corridor to the south
- Major features include Forsyth Road Elementary school, Forsyth Park, Our Lady of Good Counsel Parish, proximity to greenbelt/Hydro corridor and Hawthorne Park to the east.

What are the Challenges?

- Establishing a strong neighbourhood identity
- Missing east-west connections
- Barrier effects of major arterial streets
- No greenway routes through the area

What are the Opportunities

- Establish an east-west connector/greenway
- Pedestrian connections through apartment areas
- Develop Forsyth Park as a community amenity
- Residential infill with an interesting mix of low and medium density residential uses and shops
- Create a vibrant neighbourhood commercial centre on East Whalley Ring Road and 104 Ave

Possible Visions

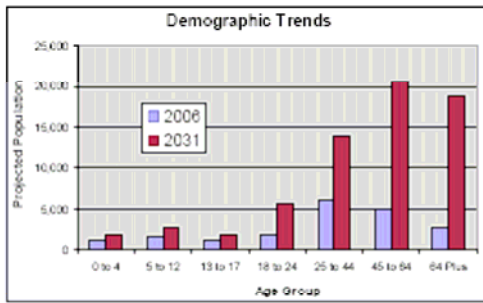
- A diverse residential neighbourhood with a range of housing options linked by a greenway to natural areas and nearby activity centres
- A small neighbourhood "heart", located in the geographic centre of the neighbourhood, possibly adjacent to Forsyth Park
- Pedestrian and bicycle facilities that provide safe and comfortable crossings of arterial streets
- Connections to a green belt (Quibble Creek Greenway) and Hawthorne Park to the east
- Forsyth Park and a greenway along 105A Ave as attractive, active green spaces



What's your vision for the Forsyth Neighbourhood?



THE PLAN UPDATE AND SOCIAL ISSUES



The Trends

- Current population (21,000) growing to 65,000 by 2031
- Aging population
- Growing number of families with children
- Large numbers of seniors
- Households smaller



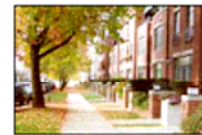
Education

- Elementary and secondary schools at edge of study area
- Elementary schools currently have surplus capacity
- Number of school age children expected to grow
- Plan has contingency for school in centre of study area
- Support growth of SFU to expected 10,000 students with a significant research component



Housing

- Trend towards smaller units suitable for singles and couples
- Encourage a range of unit sizes, including larger, family-friendly units
- Promote more ground oriented housing at the edge of the study area
- Support affordable housing options for lower income households, seniors and those with special needs
- Encourage the provision of rental units in addition to condominiums
- Encourage innovative housing forms in the Hospital District



Creating an Inclusive Community

Facilities for Families

- Personal safety and security measures
- Traffic safety and safe neighbourhood street environments
- Family-friendly play spaces
- Services within short distance of homes
- Quality child care



Facilities for Seniors

- A network of comfortable and attractive walking routes and exercise loops
- Affordable housing opportunities
- Amenities that support active living
- Highly accessible City Centre

Facilities for Youth

- Comfortable and safe environment for walking and cycling
- Expanding facilities and programming at major parks
- Supporting rapid transit connections



Health and Social Services

- Co-location of facilities/services
- **Parallel processes:**
- Plan for Social Well-Being
- Surrey Crime Reduction Strategy
- Parks, Recreation, Culture Strategic Plan
- Surrey Homelessness/Housing Society



SURREY CITY CENTRE PLAN UPDATE