

NO: **R152**

COUNCIL DATE: **July 22, 2013**

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## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **July 22, 2013**

FROM: **General Manager, Planning and Development**

FILE: **3900-20-12900**

SUBJECT: **Major Review of the Surrey Official Community Plan and related  
Regional Context Statement**

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## RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information;
2. Authorize the City Clerk to bring forward for introduction and first reading Surrey Official Community Plan Bylaw, 2013, No. 18020 (the "OCP Bylaw") that is attached to this report as Appendix "A";
3. Pursuant to Section 866 of the *Local Government Act*, instruct the City Clerk to forward the Regional Context Statement, which forms part of the OCP Bylaw, to Metro Vancouver for acceptance by the Metro Vancouver Board; and
4. Instruct staff to forward to Metro Vancouver for approval, in conjunction with the Regional Context Statement, the Type 3 Minor Amendments to the Metro Vancouver Regional Growth Strategy that are described in this report and documented in Appendix "B" attached to this report.

## INTENT

The purpose of this report is to provide information about the results of public and agency consultation conducted in relation to the draft OCP and to seek authorization to introduce the OCP Bylaw for first reading and to submit the Regional Context Statement ("RCS") that forms part of the OCP to the Metro Vancouver Board (the "MV Board") for acceptance.

## POLICY CONSIDERATIONS

A RCS is a required component of an OCP. The RCS sets out how the OCP aligns with the Regional Growth Strategy ("RGS") adopted by the Regional District (Metro Vancouver, in this case). The Metro Vancouver RGS was adopted on July 29, 2011. The *Local Government Act* requires local governments to submit their RCS within two years of the adoption of a RGS. The City of Surrey may submit its RCS following first reading of the new OCP Bylaw. As first reading of the OCP Bylaw is scheduled for the July 22, 2013 Regular Meeting, staff is seeking authorization to submit the RCS to the Metro Vancouver before the end of July. It is likely that the MV Board

will consider Surrey's RCS and the accompanying Type 3 Minor Amendments to the RGS in the Fall of 2013.

## **BACKGROUND**

At its Regular Council Public Hearing meeting on June 17, 2013, Council considered Corporate Report No. R120, titled "Major Review of Surrey Official Community Plan", which discussed a draft of the proposed new OCP. The report recommended and Council authorized staff to conduct further public and agency consultation regarding the draft OCP. A copy of that report is attached to this report as Appendix "C".

On June 27, 2013 a public open house regarding the draft OCP was held at City Hall that included display boards, copies of the draft OCP, a staff presentation and a question and answer session. The public open house was attended by approximately 70 persons, and 21 completed comment sheets were submitted during or after the open house. Notification of the open house was advertised in the local newspapers and on the City's website.

On July 11, 2013 staff conducted a three-hour workshop on the draft OCP with a group of stakeholders representing business, environmental, social and cultural groups active in Surrey and representatives of community and neighbourhood associations in Surrey. Approximately 35 persons attended this workshop, in addition to staff. The workshop included focused discussion on key issues, a review of the entire OCP document and a plenary question and answer session.

Staff also met with representatives of key agencies, including Metro Vancouver, TransLink, BC Hydro and the Ministry of Agriculture, in relation to the OCP and RCS, and has received input from Metro Vancouver and TransLink staff regarding the draft RCS.

## **DISCUSSION**

### **Public and agency consultation**

The feedback received on the draft OCP through the public consultation, along with the agency meetings, has resulted in several minor refinements to the draft OCP that was considered by Council on June 17, 2013. These refinements include wording changes to a number of policies to add clarity, and a new policy statement and map (Figure 19, attached as Appendix "D") that provide further clarification about and refinement to transit-oriented development.

The new policy statement, included as B3.6 in the draft OCP, reads as follows:

*B3.6 Engage in land use planning processes in consultation with the community for those areas along the Frequent Transit Corridors (as shown in Figure 19) in order to define appropriate land uses and densities. These processes may result in defining additional FTDA's within Surrey.*

The intention of this new policy statement is to indicate that further transit-oriented areas may be designated in the future, through local land use planning. This policy responds to concerns expressed by TransLink and Metro Vancouver, and to recent direction from Council related to the defining of densities along the planned rapid transit corridors in Surrey. This new policy statement is accompanied by a new map (Figure 19) that shows areas where such transit-oriented land use plans may be developed along the future rapid transit corridors in Surrey.

The refined version of the OCP Bylaw is attached to this report as Appendix "A". It is now in order for Council to introduce and give first reading to this OCP Bylaw.

Further formal consultation on the OCP will be conducted following first reading of the OCP Bylaw, as set out in legislation, including with neighbouring local governments, the Agricultural Land Commission and the Ministry of Transportation and Infrastructure.

### **Regional Context Statement Submission**

The *Local Government Act* stipulates that, following adoption of an RGS, member municipalities of a regional district must submit an RCS to the Regional District within two years. For Metro Vancouver municipalities this deadline is July 29, 2013. The City of Surrey has chosen to coordinate the preparation of its RCS with the preparation of its new OCP, with the RCS constituting one chapter of the OCP. The proposed RCS is incorporated as a chapter within the OCP Bylaw, attached to this report as Appendix "A".

Staff has met on several occasions with Metro Vancouver and TransLink staff as part of the process of prepared the RCS, including discussion on the defining of Urban Centres and Frequent Transit Development Areas (FTDAs). In responding to the draft RCS, TransLink and Metro Vancouver staff have provided general support for the RCS and the OCP, with the comment that a higher percentage of Surrey's overall projected growth could be allocated to Urban Centres and FTDAs. Surrey staff has responded with the observation that, unlike most municipalities in Metro Vancouver, Surrey retains significant undeveloped urban land, and that new neighbourhood development in Neighbourhood Concept Plans is likely to attract growth over the next few decades, alongside the significant high-density growth projected for Town Centres and transit corridors.

The proposed RCS, which is incorporated as a chapter in the OCP, attached to this report as Appendix "A", indicates the close alignment of Surrey's draft OCP with the Metro Vancouver RGS, including:

- Developing Surrey City Centre as the Region's second Metropolitan Centre;
- Focusing additional growth capacity to Town Centres and transit corridors;
- Maintaining the Urban Containment Boundary and the Agricultural and Conservation – Recreation designations;
- Planning urban land uses and neighborhoods to reduce dependency on the private automobile; and
- Committing to the development and protection of employment areas that underpin the regional economy.

The RCS also indicates that for Surrey to meet the regional growth objectives set out in the RGS, significant infrastructure needs to be delivered in Surrey through regional, provincial and federal partnerships. This includes transit and transportation infrastructure, along with community infrastructure such as hospitals, schools and university expansion, affordable housing and social services.

The RCS is subject to an acceptance vote by the MV Board, using the voting formula of a weighted majority vote (50%+1). Consideration of approval by the MV Board of the RCS will likely occur in the Fall of 2013.

### **Proposed Type 3 Minor Amendments to the Regional Growth Strategy**

As indicated in the draft RCS, there is very strong and positive alignment between the City of Surrey's OCP and the Metro Vancouver RGS. The plans share a strong commitment to transit-supported development, agriculture and green space protection, protection of employment lands, and the creation of liveable communities.

There are a number of areas where, to achieve complete consistency between the City of Surrey's OCP land use map and the Land Use Designation map in the RGS, minor amendments to the RGS are required. These amendments are all classified as Type 3 Minor Amendments, and are subject to the same "threshold" of approval by the MV Board as the RCS; namely, a 50%+1 weighted vote. The proposed amendments to Map 2 in the RGS will likely be considered by the MV Board in conjunction with Surrey's RCS. The proposed amendments would add 55 acres to the Conservation – Recreation designation, add 103.5 acres to the Mixed Employment designation, and would reduce the General Urban designation by 139 acres.

The proposed RGS amendments, as documented in Appendix "B" attached to this report, are of four types:

1. Additions of City parkland to the "Conservation – Recreation" designation from the "General Urban" designation in six areas totalling 55 acres, including additions of:
  - 1 ac. in Invergarry Park (Figure 2A);
  - 10.5 ac. in Green Timbers Urban Forest (Figure 2B);
  - 2.5 ac. in Bear Creek Park (Figure 2C);
  - 35 ac. in Fleetwood Park (Figure 2D);
  - 2 ac. in Blackie Spit (Figure 2E); and
  - 4 ac. Sunnyside Acres Urban Forest (Figure 2F).

These amendments reflect more refined mapping of the natural area parks in these areas;

2. An addition of over 127 acres of land to the "Mixed Employment" designation from the "General Urban" designation in the Anniedale-Tynehead area, which is consistent with the Anniedale - Tynehead NCP (Figure 2G);
3. Adjustments to the boundaries between the "Industrial" and "Mixed Employment" designations on a 21.5 acre site in the Newton Industrial area, consistent with the recommendations in the Newton Cultural Commercial study (Figure 2H); and
4. Redesignation of two sites, totalling 43 acres, from the "Mixed Employment" designation to the "General Urban" designation, reflecting built and occupied live-work or mixed-use projects that were constructed prior to the adoption of the RGS and that are no longer consistent with the Mixed Employment designation, including:
  - the "Nuvo" live-work townhouse project (35 acres) in Rosemary Heights (Figure 2I); and
  - a portion (8 acres) of the "Morgan Crossing" mixed-use project in Grandview Heights (Figure 2J).

These mapping amendments are minor in nature and reflect a closer examination of the boundaries of the regional land use designations rather than development plans that are inconsistent with the Metro Vancouver RGS.

## CONCLUSION

The new OCP, being considered for first reading by Council, incorporates an RCS that indicates how Surrey's OCP is consistent with the Metro Vancouver RGS. The RCS must be submitted to Metro Vancouver in July 2013 to comply with legislation.

While the RCS is very closely consistent with the RGS, there are a number of areas where a minor amendment to the RGS is required to provide complete consistency of land use designations between the OCP and the RGS. These proposed amendments on 12 sites add 55 acres to the "Conservation – Recreation" designation, 103.5 acres to the "Mixed Employment" designation, and reduce the area of land in the "General Urban" designation by 139 acres. These proposed RGS amendments would likely be considered by the MV Board in conjunction with Surrey's RCS.

Based on the above discussion it is recommended that Council:

- authorize the City Clerk to bring forward for introduction and first reading Surrey Official Community Plan Bylaw, 2013, No. 18020 (the "OCP Bylaw") that is attached to this report as Appendix "A";
- pursuant to Section 866 of the *Local Government Act*, instruct the City Clerk to forward the Regional Context Statement, which forms part of the OCP Bylaw, to Metro Vancouver for acceptance by the Metro Vancouver Board; and
- instruct staff to forward to Metro Vancouver for approval, in conjunction with the Regional Context Statement, the Type 3 Minor Amendments to the Metro Vancouver Regional Growth Strategy that are described in this report and documented in Appendix "B" attached to this report.

*Original signed by*  
Jean Lamontagne  
General Manager  
Planning and Development

DL:saw

### Attachments:

- Appendix "A" Surrey Official Community Plan Bylaw, 2013, No. 18020
- Appendix "B" Proposed Type 3 Minor Amendments to Regional Growth Strategy
- Appendix "C" Corporate Report No. R120 "Major Review of Official Community Plan"
- Appendix "D" OCP – Figure 19



**Surrey Official Community Plan No. 18020**

**(Adopted \*\*\*\*\*, 2013)**

CITY OF SURREY

BYLAW NO. 18020

A Bylaw to adopt an Official Community Plan for the City of Surrey  
.....

WHEREAS pursuant to the provisions of Section 876 of the *Local Government Act*, being Chapter 323 of the Revised Statutes of British Columbia, as amended from time to time, Council may, by bylaw, adopt a Community Plan as an Official Community Plan;

AND WHEREAS the goals of the Official Community Plan reflect the future vision for Surrey;

AND WHEREAS the City Council deemed it necessary for orderly, sustainable, economical growth and development, to adopt an Official Community Plan;

AND WHEREAS the Official Community Plan was prepared with input from the general public through Open Houses, Public Information Meetings, Stakeholder Workshops, Focus Groups, and On-line and Written Communication;

AND WHEREAS pursuant to the provisions of Section 866 of the said *Local Government Act*, the said Official Community Plan is required to be brought into conformity with the Regional Growth Strategy;

AND WHEREAS pursuant to the provisions of Section 882 of the said *Local Government Act*, in preparing the Official Community Plan, and after First Reading, City Council has given consideration, in sequence, to its most recent Financial Plan, the *Agricultural Land Commission Act*, Waste Management Plan and Economic Strategy Plan to ensure consistency between them and the Official Community Plan;

AND WHEREAS pursuant to the provisions of Section 879 of the said *Local Government Act*, Council gave notice to adjoining municipalities, prescribed government agencies and Metro Vancouver;

NOW THEREFORE the City Council of the City of Surrey, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as the "Surrey Official Community Plan Bylaw, 2013, No. 18020"
2. The "Surrey Official Community Plan By-law, 1996, No. 12900" and all amendments and resolutions related thereto are hereby repealed, except for existing Local Area Plans and Neighbourhood Concept Plans.
3. Council hereby adopts as its Official Community Plan the document entitled "Official Community Plan (2013)", a copy of which is attached hereto as "Schedule A" and made part of this bylaw.

PASSED FIRST READING on the    th day of    , 2013.

PASSED SECOND READING on the    th day of    , 2013.

PUBLIC HEARING HELD thereon on the \*\*\*\*\* and

PASSED THIRD READING on the    th day of    , 2013.

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and Clerk, and sealed with the Corporate Seal on the    th day of    , 2013.

\_\_\_\_\_ MAYOR

\_\_\_\_\_ CLERK



# PlanSurrey

*draft*

**2013**

**Official**

**Community**

**Plan**



City of Surrey

# Official Community Plan

By-law No. 18020  
(Adopted \*\*\*\*\*, 2013)

CITY OF SURREY

BY-LAW NO. 18020

A By-law to adopt an Official Community Plan for the City of Surrey  
.....

WHEREAS pursuant to the provisions of Section 876 of the *Local Government Act*, being Chapter 323 of the Revised Statutes of British Columbia, as amended from time to time, Council may, by by-law, adopt a Community Plan as an Official Community Plan;

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AND WHEREAS pursuant to the provisions of Section 882 of the said *Local Government Act*, in preparing the Official Community Plan, and after First Reading, City Council has given consideration, in sequence, to its most recent Financial Plan, the *Agricultural Land Commission Act*, Waste Management Plan and Economic Strategy Plan to ensure consistency between them and the Official Community Plan;

AND WHEREAS pursuant to the provisions of Section 879 of the said *Local Government Act*, Council gave notice to adjoining municipalities, prescribed government agencies and Metro Vancouver;

NOW THEREFORE the City Council of the City of Surrey, in open meeting assembled, enacts as follows:

1. This By-law may be cited for all purposes as the "Surrey Official Community Plan By-law, 2013, No. 18020."
2. The "Surrey Official Community Plan By-law, 1996, No. 12900" and all amendments and resolutions related thereto are hereby repealed, except for existing Local Area Plans and Neighbourhood Concept Plans.
3. Council hereby adopts as its Official Community Plan the document entitled "Official Community Plan (2013)", a copy of which is attached hereto as "Schedule A" and made part of this by-law.

PASSED FIRST AND SECOND READING on the \*\*\*\*\*

PUBLIC HEARING HELD thereon on the \*\*\*\*\* and

PASSED THIRD READING on the \*\*\*\*\*

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and Clerk, and sealed with the Corporate Seal on the \*\*\*\*\* .

\_\_\_\_\_ MAYOR

\_\_\_\_\_ CLERK

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# introduction

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# Role of the Official Community Plan

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## INTRODUCTION

An Official Community Plan (OCP) is a set of objectives and policies that sets out a local government's long-term plan for community development. In British Columbia, authority for adopting an OCP is granted through the *Local Government Act* (LGA). Part 26 of the *LGA* provides the framework for preparing and adopting an OCP and outlines both required and optional content.

The *LGA* (Section 877) requires an OCP to show the approximate location and extent of future residential, commercial, industrial, agricultural and institutional land uses. It also requires illustrating where sand and gravel resources are located, where transportation, sewer and water infrastructure exists and is intended to be installed, where schools and public facilities are planned and where there are restrictions on the use of land that is environmentally sensitive and/or subject to hazardous conditions. An OCP must also contain policy statements on the provision of affordable and rental housing, housing for persons with special needs and targets and policies relating to the reduction of community-wide greenhouse gas emissions. Lastly, a Regional Context Statement, indicating how OCP policies are consistent with a region's Regional Growth Strategy (RGS), is a required element of an Official Community Plan.

The *LGA* enables governments to also include policies related to a wide range of issues including: transportation, agriculture, the natural environment, parks and recreation, social services and social development.

The *LGA* stipulates that a local government is not obligated to implement or enact the content contained in an OCP, however, by-laws or policies adopted after the OCP adoption must be consistent with it, otherwise the OCP must be amended.

PlanSurrey 2013 is established by by-law as the Official Community Plan for the City of Surrey. This OCP has been prepared and adopted in accordance with the *LGA*, including requirements regarding public and agency consultation.

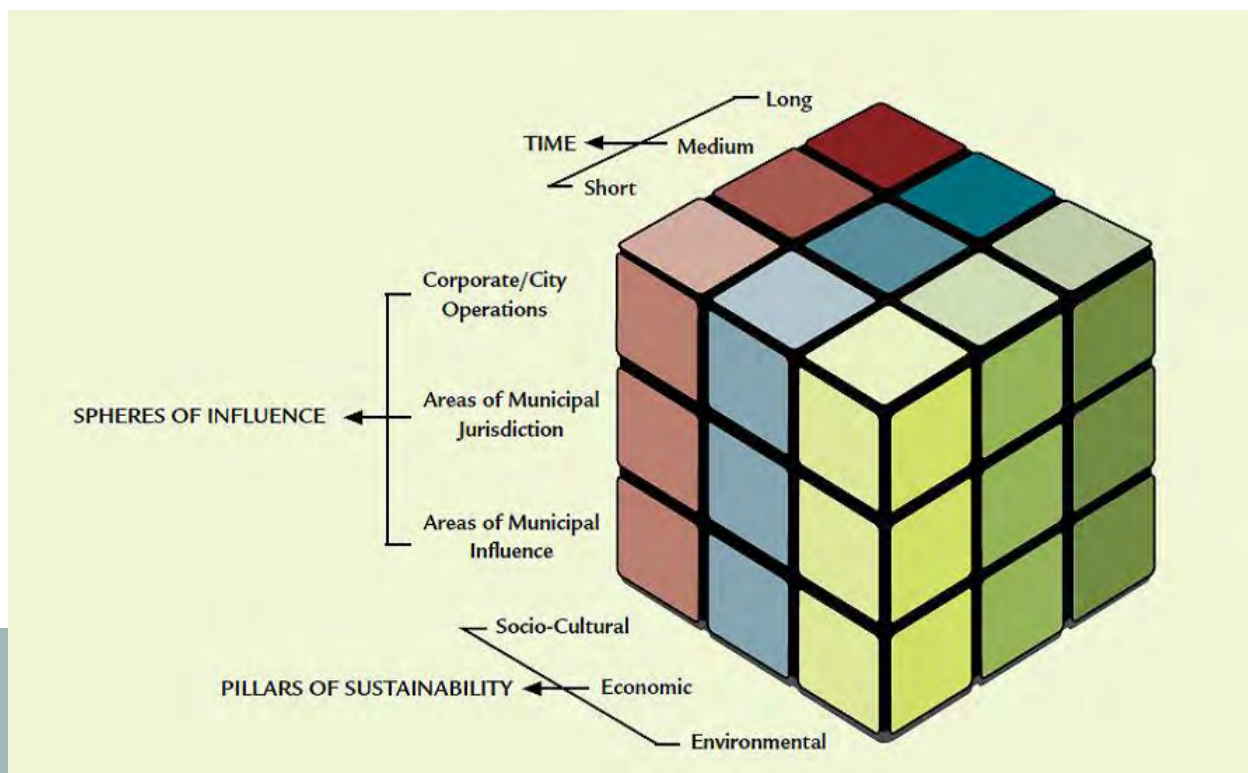
### THE SUSTAINABILITY CHARTER

In 2008, the City of Surrey adopted the *Sustainability Charter* as a guiding document intended to direct the corporate operations of the City as well as the evolution of the community towards sustainability. The *Charter* focuses on the three pillars of sustainability (socio-cultural, environmental and economic) and organizes actions into areas of direct operational responsibility, regulatory authority and influence over the short, medium and long terms.

The plans and policies contained in this *Official Community Plan* are set within the overall framework of the *Sustainability Charter* and are consistent with its principles and goals. The *OCP* sets out an overall vision of a sustainable future for the City over the next 30 years in terms of urban development, the provision of civic facilities and amenities, transportation and infrastructure, environmental stewardship, economic development, social and cultural development.

*draft*

**Figure 1:** Sustainability Charter Structure



CAPTION



## OFFICIAL COMMUNITY PLAN LAYOUT

The *OCP* is organized into the following sections:

### Planning Context

sets out the major planning challenges that provide the context for the plans and policies contained in the *OCP*.

### Vision

describes the vision of the City's future that guides the *OCP*'s specific plans and policies.

### Land Uses and Densities

shows the location of and describes the intent of the various *OCP* land use designations, along with the general densities and development considerations associated with these land use designations.

### Themes, Objectives and Policies

contains planning objectives and policies on a range of community development subjects, organized around six themes. The first three themes relate to the physical structure of the City: Growth Management, Centres and Neighbourhoods and Infrastructure. The last three themes relate to sustainable development and management of Ecosystems, the Economy and Society and Culture.

### Regional Context Statement

contains the Regional Context Statement which describes the relationship between the *OCP* and the Metro Vancouver *Regional Growth Strategy*, as required by the Local Government Act.

### Implementation

indicates how the objectives of the *OCP* are implemented, including the relationship of the *OCP* to other City plans and strategies, the definition, justification and requirements related to Development Permits, the authorization of Temporary Use Permits and the monitoring of how well the *OCP* is directing the future growth and evolution of Surrey.

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CAPTION



## OCP PROCESS

*PlanSurrey 2013: The Official Community Plan* was prepared through a process of community consultation including direction provided by an extensive live of City advisory committees, community associations and stakeholder groups (see **Table 2**).

### RESEARCH BACKGROUND AND ANALYZE ISSUES

- Consult with City Advisory Committees
- Consult with Key Community Stakeholders
- Consult with all City Departments
- Hold Community Open Houses in North, Central and South Surrey to review *OCP* vision and issues
- Report to Council on findings

### IDENTIFY AND EVALUATE ALTERNATIVES

- City Council workshop/City staff workshop
- Meet with City Advisory Committees
- Host and Intergovernmental Agency Meeting
- Host Technical Working Group Meetings
- Update Report to Council
- Newspaper Ads/Web-based Surveys conducted
- Community Public Open Houses in North, Central and South Surrey to obtain feedback on *OCP* structure and policies

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### DRAFT THE PLAN

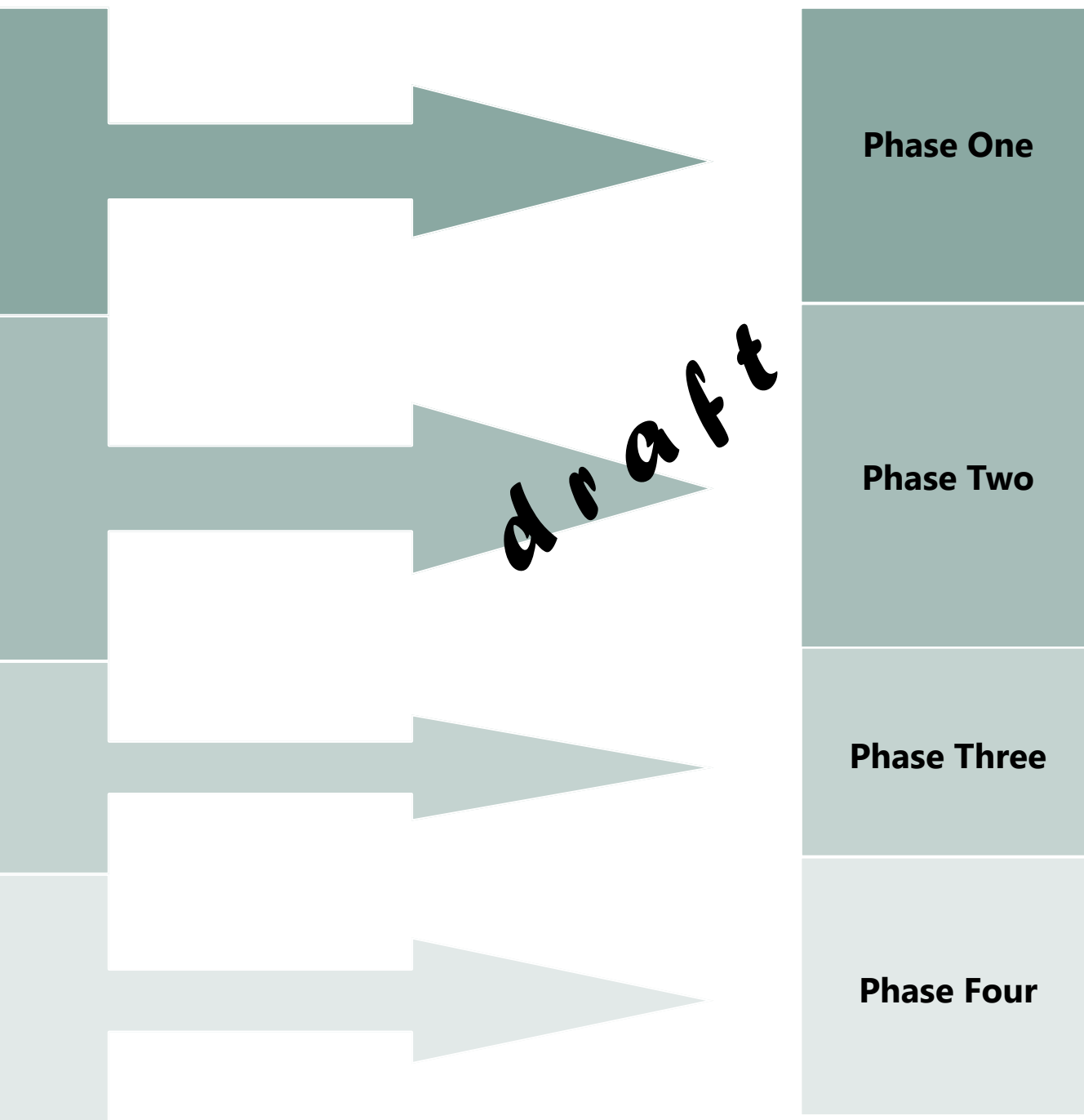
- Draft Plan Prepared
- Realignment of Existing *OCP* into new format
- Map upgrades/Development Permit Areas overhaul
- Circulation of draft *OCP* to Process Participants for Review and Comment

### FINALIZE THE PLAN

- Update Report to Council
- City-wide Public Open House to Review *OCP* Draft
- Public Hearing and By-law Readings and Adoption
- Regional Approval of Regional Context Statement
- Ministerial Approval

**Figure 2**

Specialized technical assistance was also provided by internal City staff on an as-needed basis throughout the entirety of the process. The chronology of the *PlanSurrey 2013* process is outlined below:



**draft**

# planning context

*draft*

*draft*

# Planning Challenges

The Official Community Plan is intended to guide the development of the City of Surrey over the next 30 years. As such, the Plan responds to both current conditions and to emerging trends. Together, these form the context for planning policies and for evaluating the success of these policies.

In considering current conditions and looking forward to emerging trends and projections, several major challenges can be seen that must be addressed in this Official Community Plan.

*draft*

# Challenge #1:

## Accommodate Continued Population Growth

Surrey, along with the Metro Vancouver region as a whole, is an attractive place to live. Projections contained in the Metro Vancouver *Regional Growth Strategy* are for over 1 million additional residents moving into the region by the year 2040. This growth is driven by inter-provincial and international migration and stable rates of natural generational replacement. Surrey is expected to receive a substantial portion of this growth due to a relatively affordable cost of housing and a somewhat abundant land base that can accommodate urban development. It is expected that Surrey’s population will continue to increase by approximately **2% per** year over the next three decades resulting in a population increase of approximately **267,475** by the year 2041, for a total population projection of **770,200** (see **Table 1**). This growth will need to be allocated in ways that maximize the efficient use of urban land while minimizing the impacts of change in existing neighbourhoods.

**Table 1**

Surrey Projected Population Growth and Dwelling Units			
<u>Year</u>		<u>Population</u>	<u>Dwelling Units</u>
2012	<b>draft</b>	502,725	164,935
2017		553,475	184,385
2021		593,600	199,950
2026		639,600	219,450
2031		685,250	238,800
2036		727,750	256,800
2041		770,200	274,900

**SOURCE:** City of Surrey and Metro Vancouver  
**NOTE:** Dwelling Units refer to occupied units.



# Challenge #2:

## Match Population Growth with Business Development and Employment Opportunities

A key to a more sustainable community is a robust and diverse local economy which provides a wide range of jobs close to where people live. Over the past 50 years, as Surrey has transitioned from a rural economy to a suburban “bedroom” community and then to a more integrated urban community, the balance of local jobs to the size of the labour force has also changed. Currently Surrey has approximately **0.70 jobs** for every member of the labour force. A key planning challenge is to move this ratio closer to a balance of 1:1. This challenge is even greater in the context of strong population increases. The benefits of a better balance of local jobs to population include reduced time spent commuting, reduced traffic congestion and greenhouse gas emissions, a more resilient economy, and a diversified tax base reducing the burden of property taxes on residential properties. The goal of the OCP is to accommodate an additional **125,400 jobs** over the 30-year planning horizon (see Table 2).

Table 2

Surrey Projected Employment Growth	
Year	Employment
2012	171,200
2017	195,200
2021	214,200
2026	236,200
2031	257,950
2036	277,450
2041	296,600

draft

**SOURCE:** City of Surrey and Metro Vancouver  
**NOTE:** Dwelling Units refer to occupied units.

# Challenge #3:

## Reduce Reliance on the Private Automobile

Much of Surrey's "first wave" of urban growth occurred in the 1970s to 1990s, a period of high automobile use that influenced how communities and neighbourhoods were designed and laid out. Higher fuel prices, increased traffic congestion and an increased understanding of the need to reduce greenhouse gas emissions as well as the connection between active transportation (walking and cycling) and healthier communities are now all compelling reasons to reduce people's reliance on cars for everyday transportation (see Tables 3 and 4). This shift requires decisive and long-term efforts to reorient land use patterns, increase mixed-use development, plan higher density developments in conjunction with public transit, influence individual behavior and invest in cycling and walking infrastructure that allows viable alternatives to the automobile.

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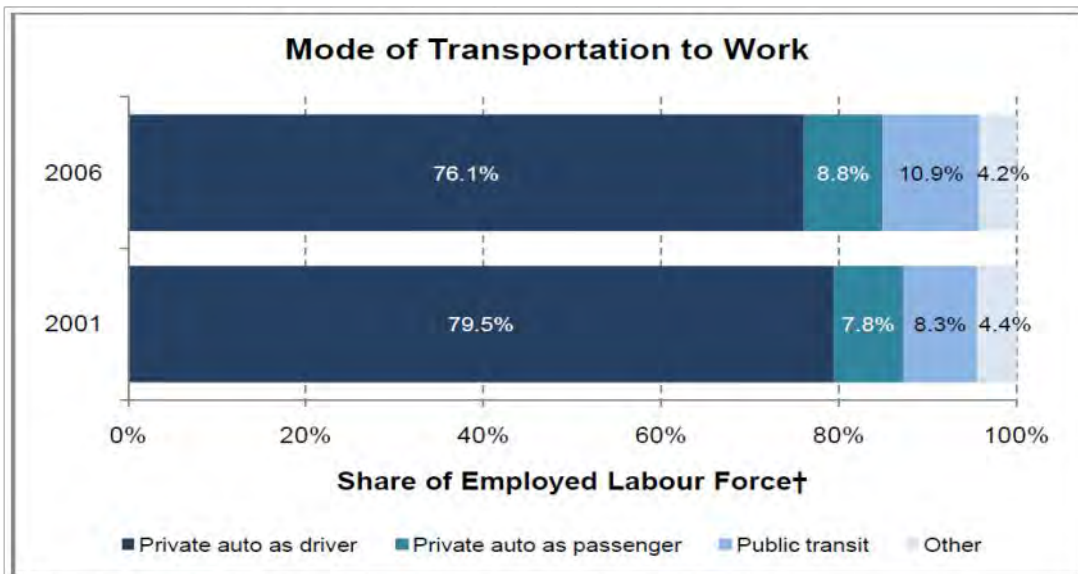
### Vehicle-KM Travelled Per Capita (VKT)

**Table 3**

	2007*	2010*	2040**
Daily VKT	19.16	19.05	18.2
Annual VKT	6,994	6,949	6,643

\* 2007, 2010 Data Source: BC Ministry of Environment CEEI Report  
 \*\* 2040 Projection: HBLG Analysis; Based on "Business as Usual" using current plans for projections

**Table 4**



† Does not include those working at home or working outside Canada.

SOURCE: Census Canada

# Challenge #4:

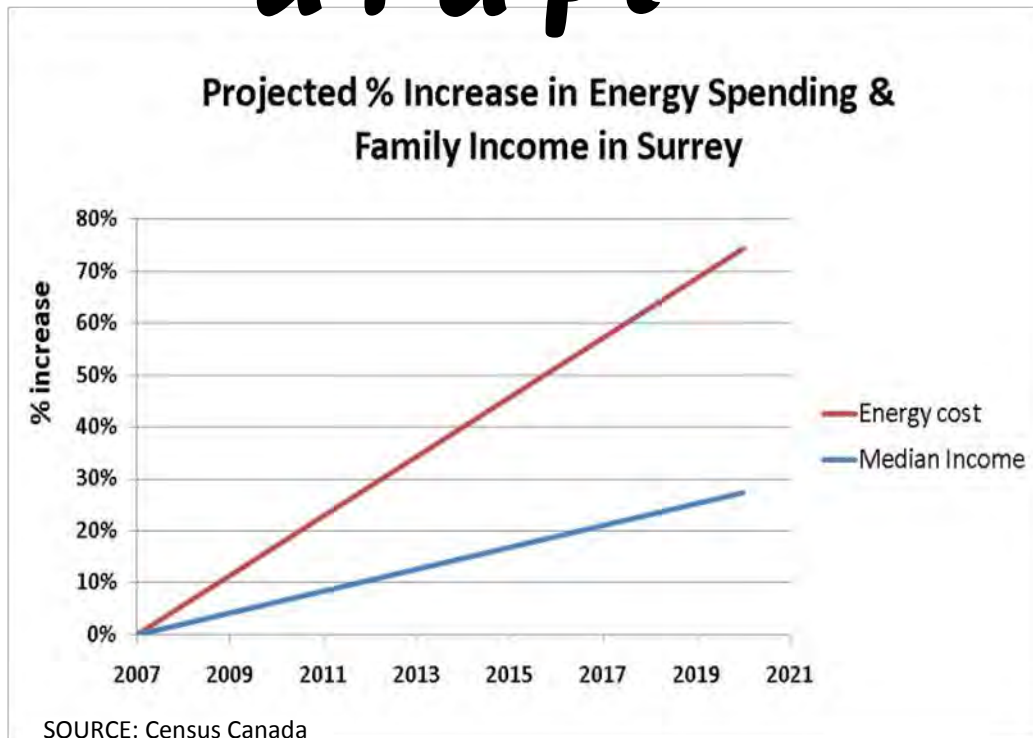
## Ensure a Resilient City in Response to Rising Energy Costs and A Changing Climate

While the future is uncertain, current trends point to a changing climate characterized by more intense winter precipitation events, lower snow packs in the mountain watersheds that feed the Region and the City’s water system, and longer periods of summer drought. Sea levels are forecast to rise, putting pressure on the dikes and drainage systems protecting Surrey’s floodplains which contain critical infrastructure and a majority of the City’s productive farmland. It is likely that energy, including fuel for transportation, as well as gas and electricity for appliances and building heating and cooling, will become more costly, taking up a larger share of household, business and institutional budgets (see Table 5).

The OCP addresses resilience to these likely changes by emphasizing a compact urban form which reduces the required extension of infrastructure systems, improves the financial viability of transit and clean, renewable district energy infrastructure, reduces the amount of vehicular travel per capita and avoids development in vulnerable floodplain and escarpment areas.

*draft*

Table 5



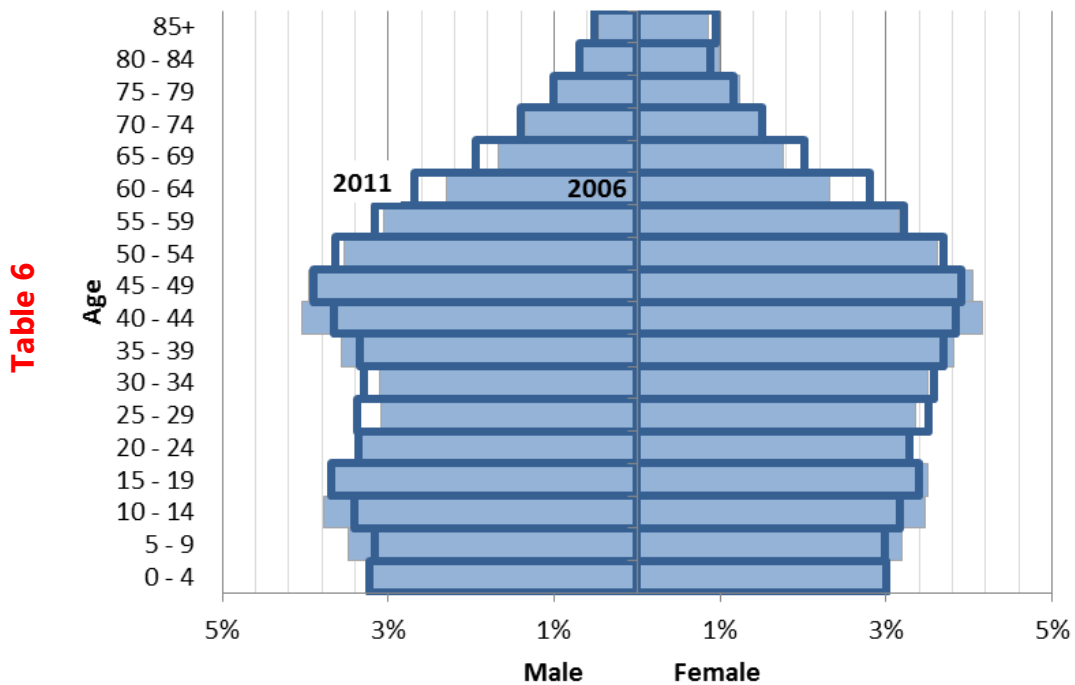
# Challenge #5:

## Serve the Increasingly Diverse Needs of Surrey’s Population

Surrey’s urban population is increasingly diverse and includes groups of people who have unique needs. A growing population of seniors requires new forms of housing or adaptations to existing housing in order to allow them to remain in their neighbourhood. New Canadians need access to community services in languages they understand and need support as they integrate into Canadian culture and into unfamiliar communities and institutions. As the City grows, additional services helping persons who are homeless or with mental illness or addiction issues are needed. Ensuring that Surrey’s large population of children and youth (see Tables 6 and 7) are prepared for and able to engage in learning and a healthy lifestyles remains a challenge, particularly among more vulnerable populations including immigrant and refugee families and families living in poverty.

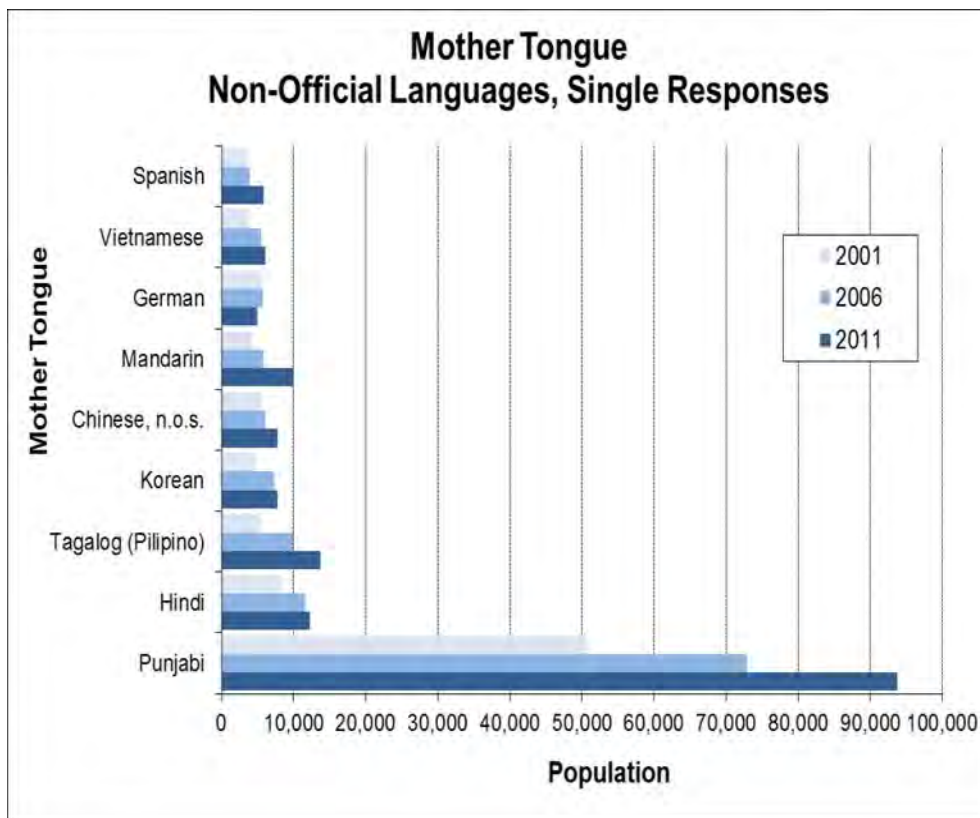
*draft*

Population Distribution in Surrey (2006 and 2011 Census)



*draft*

**Table 7**



**draft**

**vision**

*draft*





# Vision: Surrey 2041

In responding to the Planning Challenges previously identified, Surrey's *OCP* is guided by a vision for a sustainable city. This vision includes nine dimensions that, taken together, describe a city that embodies the goal of the *Sustainability Charter*; that is, to *"meet the needs of the present generation in terms of socio-cultural systems, the economy and the environment, while promoting a high quality of life but without compromising the ability of future generations to meet their own needs."*

*draft*

By implementing the policies and plans in this *Official Community Plan*:

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

These nine "Building Blocks" of the Vision inform the policies within this *OCP* and serve as the guide by which the effectiveness of the *OCP* will be measured and monitored.

## Surrey 2041 Vision Elements

For the purposes of this *Official Community Plan*, these nine Vision “Building Blocks” include the following considerations:

A **Greener** Surrey includes:

- A connected network of protected natural ecosystems comprised of urban forests, riparian areas and wetlands, foreshore areas, grasslands and protected farmlands
- Green buildings that reduce energy use, reduce urban stormwater runoff and recycle wastewater
- Green neighbourhoods with a thriving, healthy tree canopy, low-impact rainwater management systems that protect fish habitat and safe convenient greenway networks of cycling and walking routes
- Programs and facilities which reduce, reuse and recycle waste
- Integrated, efficient land use and transportation networks that reduce greenhouse gas emissions and air pollution.

A more **Complete** Surrey includes:

- A diversified and balanced economy attracting new and expanded business investment in growing sectors of the economy, adding high-quality employment at a rate that meets or exceeds population growth
- Growing and thriving creative cultural and entertainment industries providing local opportunities for Surrey’s residents and visitors and positioning Surrey as a tourism destination for cultural and entertainment experiences
- A diversified housing stock meeting the changing needs of families and individuals at all levels of income
- A growing post-secondary education sector providing advanced skills training, research and life-long learning opportunities and supporting economic and socio-cultural development
- A network of community gathering places and centres for building community connections and spaces for celebrations.

A more **Connected** Surrey includes:

- Convenient access for residents to jobs, community amenities and services, close to where they live
- An efficient and connected network of streets, walkways, bike routes and public transit providing transportation choices throughout the city
- Extensive and connected natural areas, green spaces and farmland, defined and protected by clear and stable urban development boundaries.

A more **Compact** Surrey includes:

- A thriving City Centre and Town Centres with a mix of uses and sufficient density of jobs and residences to support public transit and a vibrant urban environment
- An efficient use of urban land so that green spaces are protected and development pressures on agricultural lands are reduced.

**draft**



## Vision: Surrey 2041 (cont.)

A more **Resilient** Surrey includes:

- Community-wide preparation for expected future challenges including the effects of climate change, higher prices for vehicle fuels, electricity, natural gas and food, and the costs of re-newing public infrastructure
- Sufficient fiscal reserves and human resources to respond effectively to unpredictable future events or emergencies.



A **Safer** Surrey includes:

- Safe and active neighbourhoods and public spaces that are also perceived as being safe by children, seniors, women and person with disabilities
- Streets, greenways and multi-use pathways that encourage traffic safety and that reduce accidents and injuries.
- Emergency response and emergency management plans that support a safe and protected community.



A more **Inclusive** Surrey includes:

- Community-building opportunities including programs and places that foster neighbourhood connections
- Celebrating Surrey's cultural diversity and growing inter-cultural and inter-generational appreciation
- Access to decent, appropriate and affordable housing for all
- Open access to health, education, social and integration services for everyone including people with lower incomes or with special needs.

**draft**



A **Healthier** Surrey includes:

- Universal access to healthy and local food choices
- A land use mix and a network of safe cycling and walking routes that support everyday active lifestyles
- Clean air, water and soil, supporting human health as well as healthy and diverse vegetation and wildlife communities in Surrey.



A more **Beautiful** Surrey includes:

- Consistent excellence in the architecture and urban design of public and private buildings, parks, plazas and streets
- The protection of natural and cultural heritage elements including significant trees and landscapes, restored heritage sites and buildings
- Civic beautification initiatives developed in collaboration with businesses, community groups and neighbourhoods
- Abundant, diverse and prominent public art installations and place-making elements that highlight the distinctive character of Surrey's Town Centres and neighbourhoods.



**draft**

# land uses and densities

*draft*

Land Use designations defined in this Section and depicted on the **General Land Use Designations** map (**Figure 3**) are intended to reflect the goals and objectives of the *Official Community Plan* and should be read in conjunction with this document's policies and guidelines. Combining the information in this section with the policies contained throughout the Plan provideS a balanced reflection of where, when and how development should proceed throughout the city.

This Section outlines the intended character, generalized land uses and expected development densities within each Land Use Designation. Implementation of the information provided here is intended to take place over time through the rezoning of land (in accordance with Surrey's *Zoning By-law*) and through construction (in accordance with other City by-laws and permit processes). Zoning regulations specify permitted land uses and densities on a property-by-property basis and are intended to be generally consistent with the provisions outlined in this Section and with City Centre, Town Centre and Frequent Transit Development Areas as shown on **Figure 8**.

Densities within this Section are to be used as a general guide and determined as follows: Floor Area Ratio (FAR) is calculated on a gross site basis (before dedications for roadways or other public purposes) unless otherwise noted; and Units per Hectare (Unit per Acre) is calculated on a net site area basis (after dedications for roadways or other public purposes) unless otherwise noted.

**draft**

Secondary Plans have been initiated and approved by Council for various parts of the city, as shown on **Figure 4, Secondary Plan Areas**. Secondary Plans include Local Area Plans (primarily for employment areas); Neighbourhood Concept Plans and Infill Area Plans, (primarily for residential neighbourhoods); Town Centre Plans (specific for mixed-use areas found within Surrey's identified Town Centres) and the *Surrey City Centre Plan*. Secondary Plans provide more detailed and specific land use and density plans and set out development requirements (such as amenity fees) that are provided in exchange for achieving a Plan's densities. As Secondary Plans are approved by City Council, the more general *Official Community Plan* Land Use Designations are amended, as needed, to be consistent with the more detailed Secondary Plan. *OCP* Designation boundaries typically follow parcel boundaries; however, where there is a discrepancy, *OCP* designation boundaries shall be considered approximate.

Areas outside of Secondary Plans that are scheduled for future urban development are shown on **Figure 7, Future Development Areas**. These areas are intended to remain as Suburban until such time as Secondary Plans are initiated and approved by Council.

Figure 3:  
General Land Use Designations

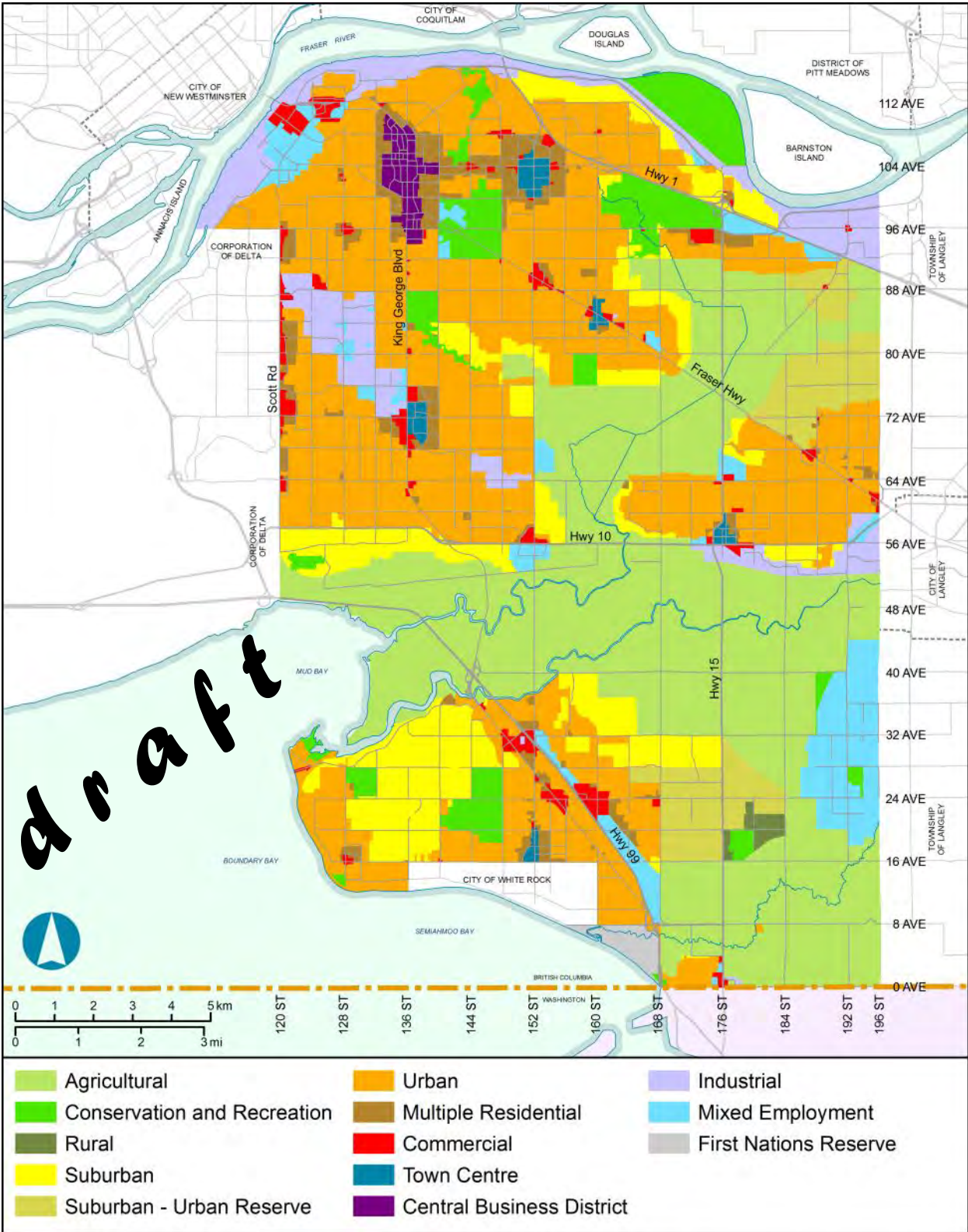
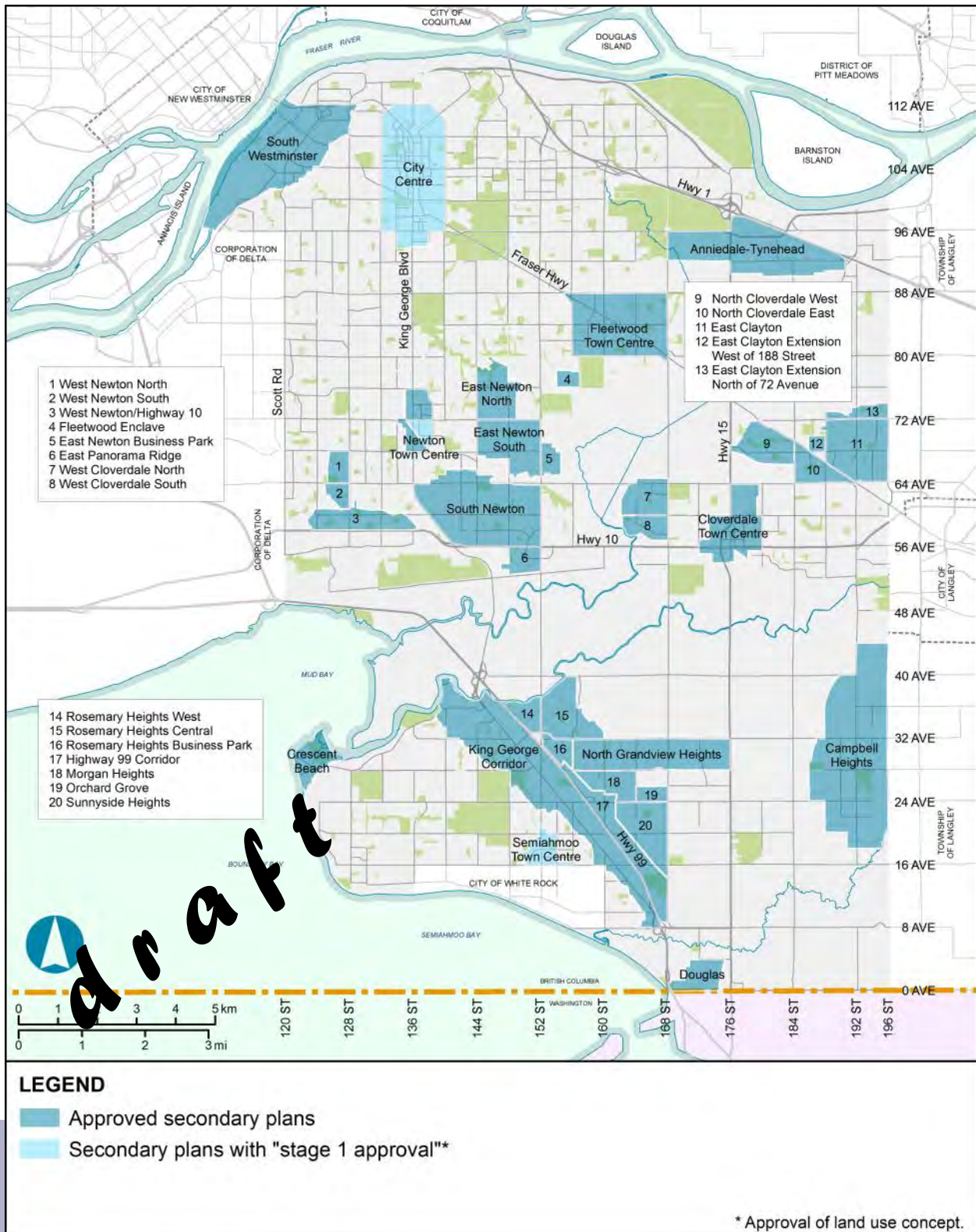


Figure 4:  
Secondary Plan Areas





# Conservation -Recreation

The CONSERVATION-RECREATION designation is intended to protect significant natural ecosystems and extensive outdoor recreation areas and parks.

Lands within this designation include conservation areas, public facilities and major Regional and City parks. City parks included in this designation contain significant natural areas with conservation management objectives.

*draft*

The following are DEVELOPMENT CONSIDERATIONS for CONSERVATION-RECREATION designated areas:

⇒ There are no development considerations applicable to this designation.



CAPTION

# Agricultural

The AGRICULTURAL designation is intended to support agriculture, complementary land uses and public facilities. This designation includes lands within the Agricultural Land Reserve (ALR) as well as rural lands outside the ALR that are used for farming and various other complementary uses.

draft

The following are DEVELOPMENT CONSIDERATIONS for AGRICULTURAL designated areas:

## Property located within the ALR:

- ⇒ land uses are permitted in accordance with the *Agricultural Land Commission Act*, the regulations and the orders of the Agricultural Land Commission (ALC) and the *Farm Practices Protection Act*
- ⇒ non-farm uses require the approval of the ALC
- ⇒ subdivision that creates new lots is discouraged without a demonstrated clear net benefit to agriculture
- ⇒ ALR land exclusion applications are not supported except where there is a demonstrated clear benefit to agriculture within Surrey and where, for every 1 hectare of land removed from Surrey's ALR, a minimum of 2 hectares of land is added into the ALR within Surrey.

## Property located outside the ALR:

- ⇒ uses are restricted to farming, rural residential and those uses compatible with farming
- ⇒ subdivision of land is generally limited to the creation of lots 2 hectares (5 acres) or larger.



CAPTION

# Rural

The RURAL designation is intended to support low-density residential uses and public facilities on large properties that are not serviced by sanitary sewers and are not expected to be serviced in the foreseeable future.

*draft*

The following are **DEVELOPMENT CONSIDERATIONS** for RURAL designated areas:

**Subdivision:**

⇒ Subdivision of property in the RURAL designation is generally limited to lots of 0.8 hectares (2 acres) or larger.



CAPTION

# Suburban

The SUBURBAN designation is intended to support low-density residential uses, complementary institutional, agricultural and small-scale commercial uses and public facilities in keeping with a suburban neighbourhood character.

*draft*

The following are **DEVELOPMENT CONSIDERATIONS** for SUBURBAN designated areas:

**Densities:**

- ⇒ Densities within the SUBURBAN designation may range up to a maximum of 10 units per hectare (4 units per acre) except for areas within 200 m of the Agricultural Land Reserve (ALR) edge, and except those SUBURBAN areas shown in **Figure 5**, where densities are a maximum of 5 units per hectare (2 units per acre).
- ⇒ Where sufficient parkland is dedicated to the City, in accordance with the provisions of the Zoning By-law, gross density subdivision may be permitted.

**Subdivision:**

- ⇒ Subdivision of property within the SUBURBAN designation is generally limited to lots with a minimum area of 0.2 hectares (0.5 acres), **except as shown in Figure 6.**



CAPTION

Figure 5:  
Suburban Density Exception Areas

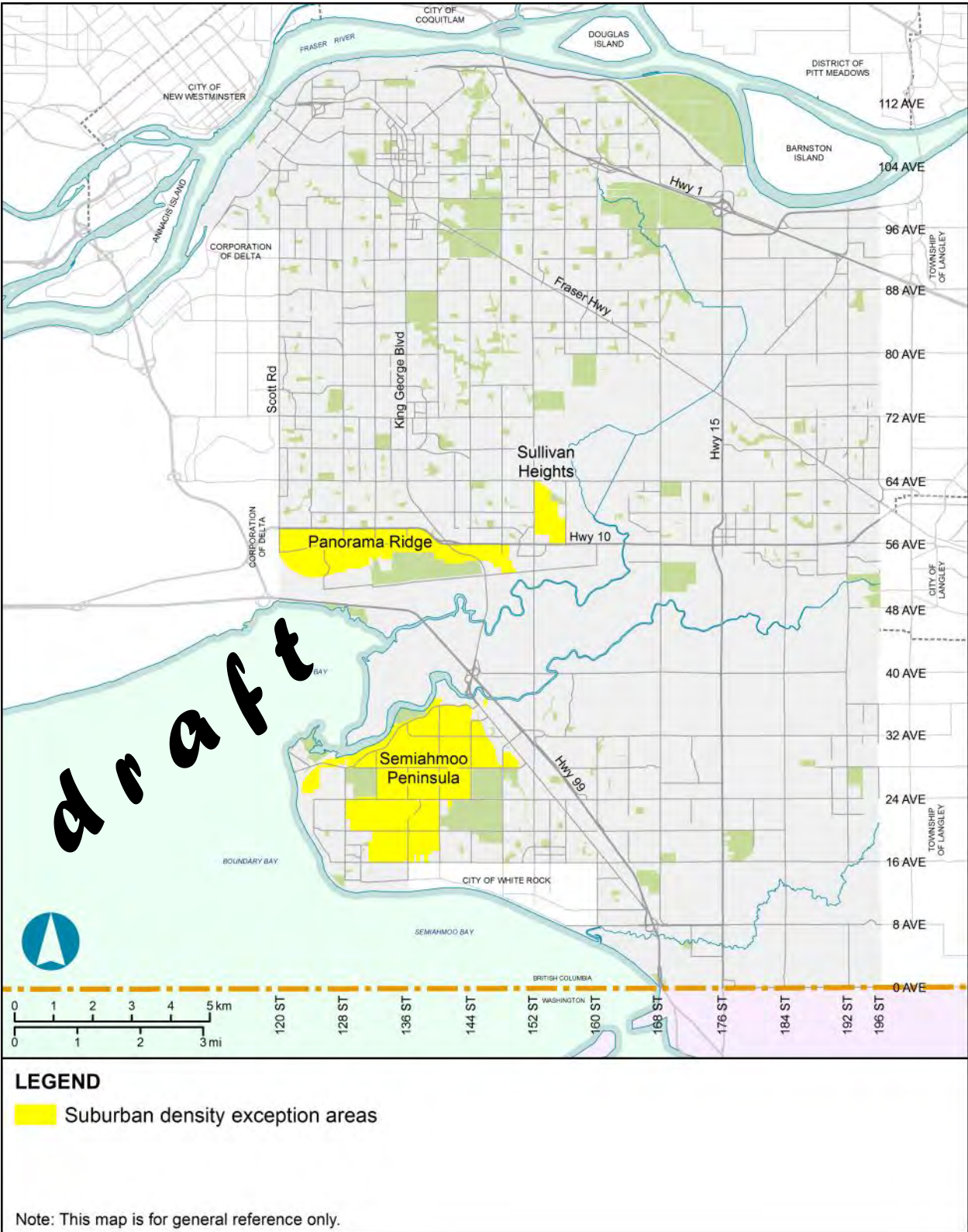
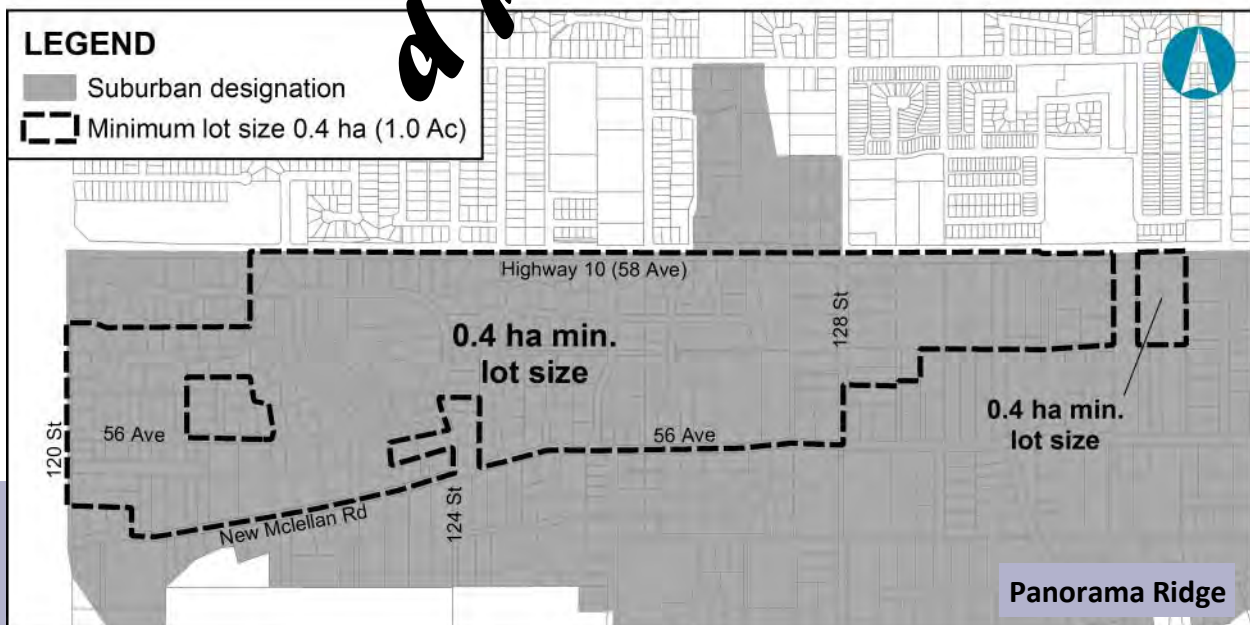
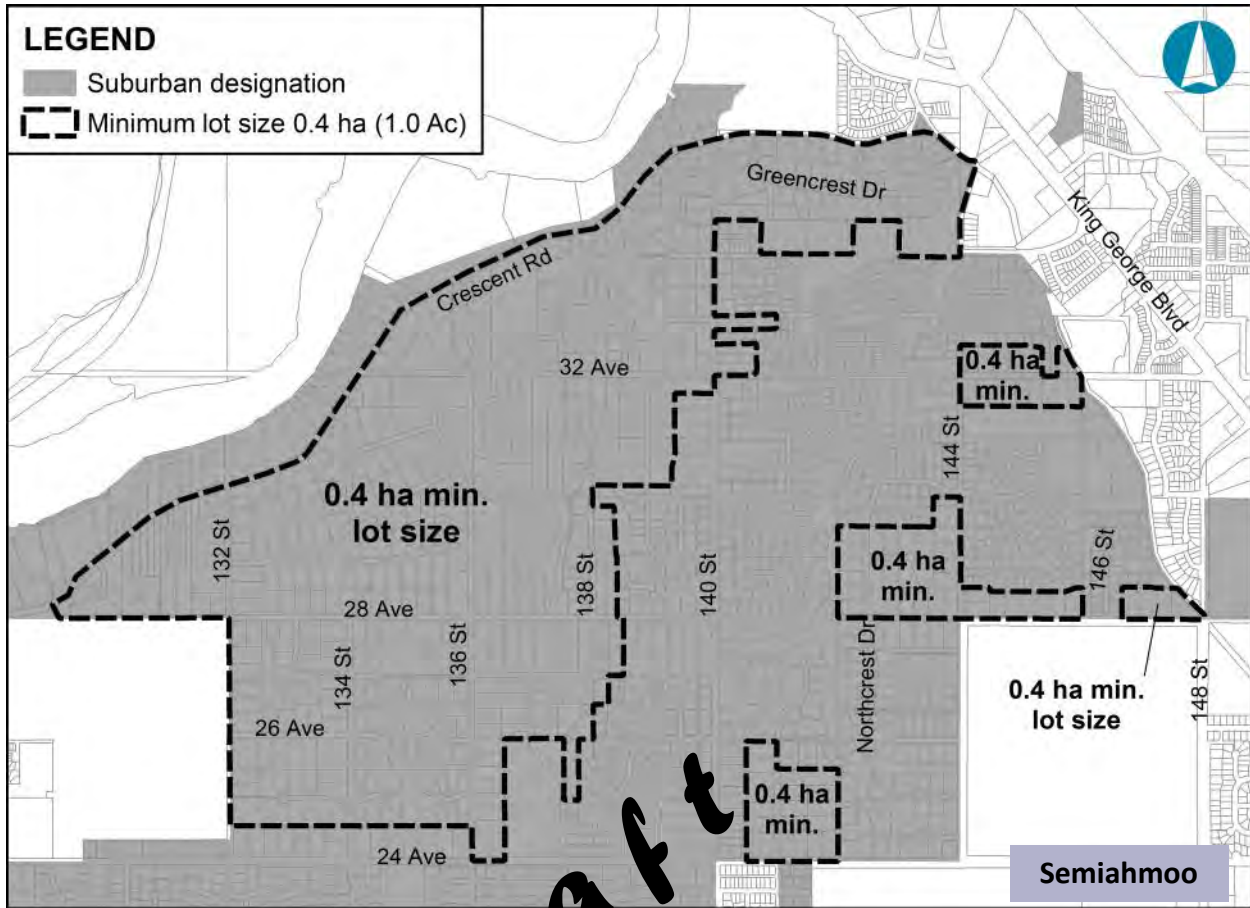


Figure 6:  
Suburban Subdivision Exception Areas



# Suburban— Urban Reserve

Land within the SUBURBAN—URBAN RESERVE designation is intended to support the retention of Suburban land uses in areas where future urban development is expected, subject to City Council initiation and approval of comprehensive Secondary Plans such as Neighbourhood Concept Plans.

Until Secondary Plans are approved and until the OCP land use designation is amended to conform to that approved Secondary Plan, land uses within this designation will follow the same requirements as those listed under the SUBURBAN designation.

The following are **DEVELOPMENT CONSIDERATIONS** for SUBURBAN—URBAN RESERVE designated areas:

**Subdivision:**

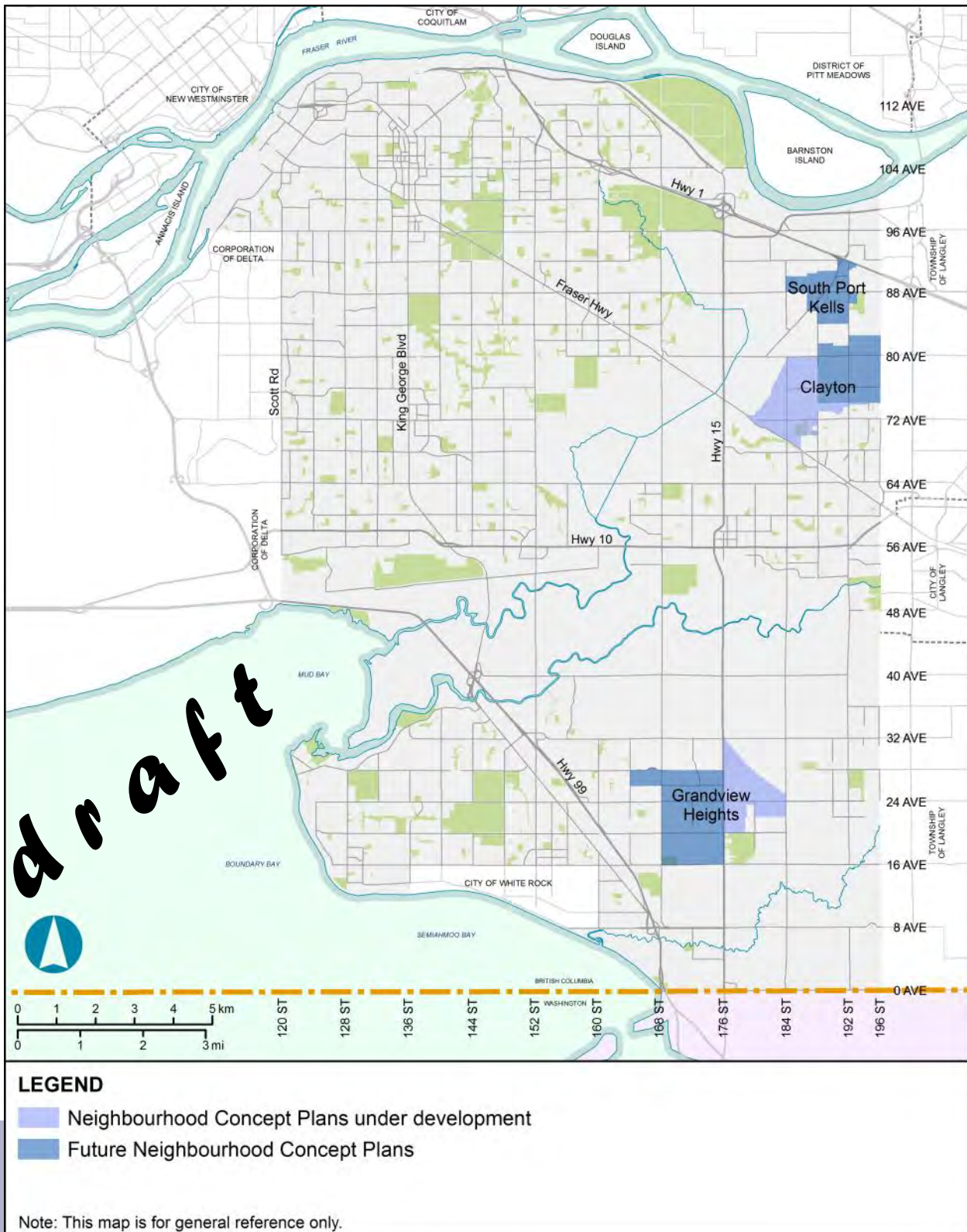
⇒ In order to facilitate the efficient and effective development of planned urban neighbourhoods well into the future, subdivision of property within the SUBURBAN—URBAN RESERVE designation shall be generally restricted to 2 hectares (5 acres) or larger.

*draft*



CAPTION

Figure 7:  
**Future Development Areas**





# Urban Residential

The URBAN RESIDENTIAL designation is intended to support low and medium density residential neighbourhoods. Residential uses within this designation may include a range of forms such as detached and semi-detached houses as well as ground-oriented attached housing including townhouses and row houses.

Other complementary uses included in this land use designation are public facilities, places of worship, small-scale daycare facilities, schools, live-work units and small-scale neighbourhood-serving shops.

*draft*

The following are **DEVELOPMENT CONSIDERATIONS** for URBAN RESIDENTIAL designated areas:

## Densities:

- ⇒ Densities within the URBAN RESIDENTIAL designation support up to 36 units per hectare (15 units per acre) for development taking place within established or existing residential neighbourhoods, subject to neighbourhood compatibility
- ⇒ Within comprehensively-planned Neighbourhood Concept Plan areas and within Frequent Transit Development Areas (FTDAs), **as shown in Figure 8**, the URBAN RESIDENTIAL designation supports densities of up to 72 units per hectare (30 units per acre).

## Development Permits:

- ⇒ Commercial, multiple unit residential and mixed-use developments within this designation are subject to the issuance of a Development Permit, in accordance with **DP1 of the Implementation Section of this OCP**.



CAPTION

# Multiple Residential

The MULTIPLE RESIDENTIAL designation is intended to support higher-density residential development including local neighbourhood-serving commercial and community uses. These higher-density neighbourhoods are typically located adjacent to COMMERCIAL, TOWN CENTRE OR CENTRAL BUSINESS DISTRICT designations to support the vitality of these areas or along frequent transit corridors.

Subject to creating an appropriate interface with adjacent lower-density residential neighbourhoods, residential uses in this designation may include apartment buildings (up to 6 storeys), higher-density townhouses (typically with underground or structured parking areas) and supportive housing community care facilities that are constructed as multiple-family buildings.

Limited commercial and institutional uses may be supported within the MULTIPLE RESIDENTIAL designation in mixed-use development, but commercial uses that have a large number of employees and/or that generate high traffic volumes are not supported. Public facilities are also permitted within the MULTIPLE RESIDENTIAL designation.

The following are DEVELOPMENT CONSIDERATIONS for MULTIPLE RESIDENTIAL designated areas:

## Densities:

- ⇒ Densities within the MULTIPLE RESIDENTIAL designation may range up to 1.5 FAR, subject to an appropriate interface with adjacent lower-density residential developments
- ⇒ **Referencing Figure 8**, densities within the MULTIPLE RESIDENTIAL designation may range up to 2.0 FAR in FTDA's and in Urban Centres within 400 m of the Frequent Transit Network
- ⇒ Densities within this designation may increase up to 2.5 FAR within the *City Centre Plan* area (**see Figure 8**)
- ⇒ Additional bonus densities may be granted in selected areas in exchange for the provision of sufficient community amenities in **accordance with approved City policies.**

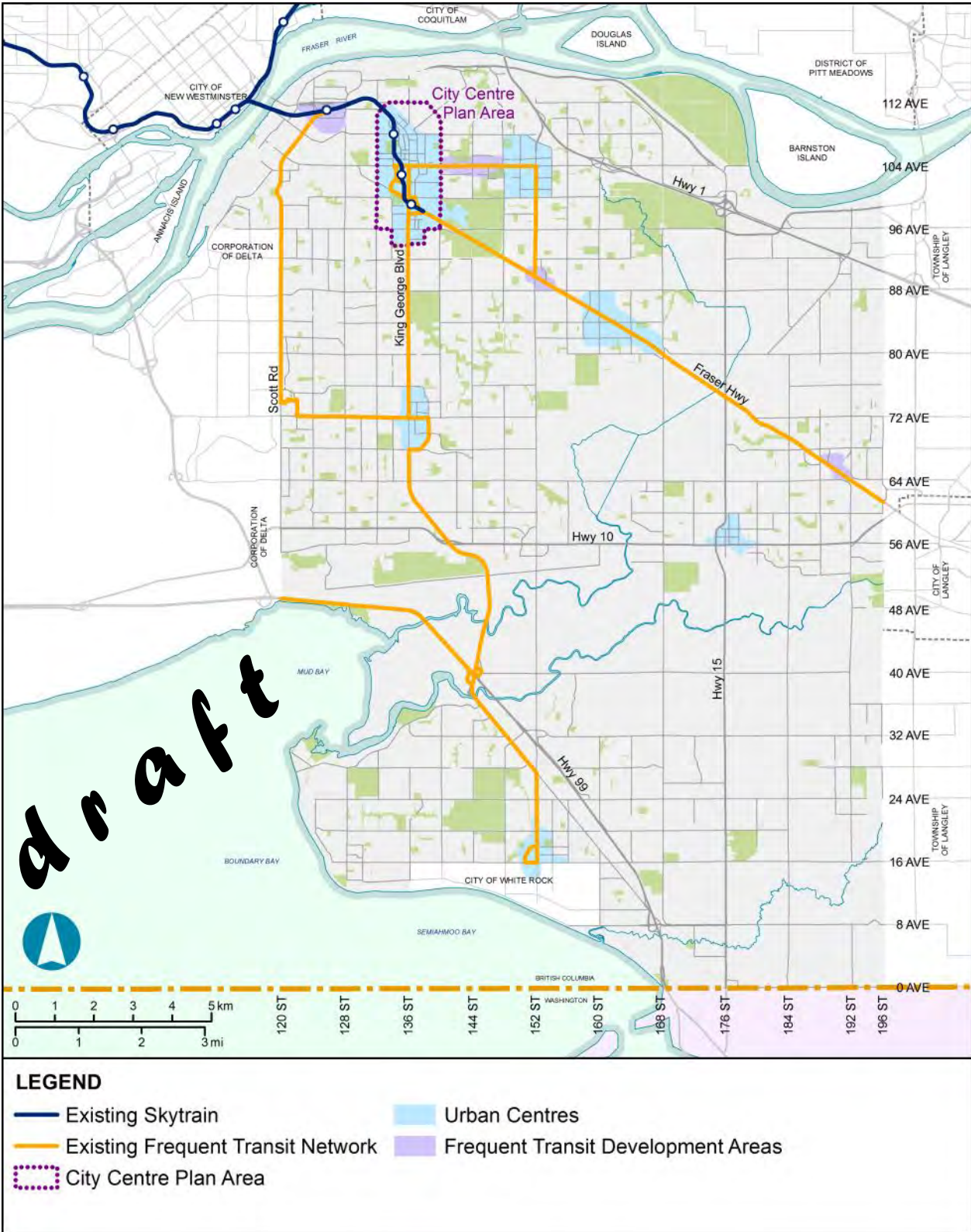
## Development Permits:

- ⇒ Commercial, multiple unit residential and mixed-use development within this land use designation is subject to the issuance of a Development Permit in accordance with **DP1 of the Implementation Section of this OCP.**



CAPTION

Figure 8:  
Centres and Rapid Transit Areas and Corridors



# Commercial

The COMMERCIAL designation is intended to support major commercial developments, including neighbourhood-serving and city-serving retail and office developments. Lands within the COMMERCIAL designation are typically located in neighbourhood centres, along major roads, or in areas adjacent to TOWN CENTRE and CENTRAL BUSINESS DISTRICT designations.

Primary uses within the COMMERCIAL designation are retail and stand-alone office uses including institutional offices. Multi-unit residential uses may also be permitted in mixed-use development provided that ground level uses are exclusively commercial.

Limited light industrial uses may be permitted within this designation but these developments are subject to being compatible with adjacent land uses. Public facilities are also permitted uses within the COMMERCIAL designation.

The following are DEVELOPMENT CONSIDERATIONS for COMMERCIAL designated areas:

### Densities:

- ⇒ Densities within the COMMERCIAL designation may range up to 1.5 FAR, subject to an appropriate interface with adjacent residential areas
- ⇒ Densities exceeding 1.5 FAR may be permitted in select locations directly adjacent to existing or planned rapid transit stations or adjacent to TOWN CENTRE and CENTRAL BUSINESS DISTRICT designated areas.

### Development Permits:

- ⇒ Commercial, multiple unit residential, mixed-use and industrial developments within this designation are subject to the issuance of a Development Permit, in accordance with **DP1 of the Implementation Section of this OCP.**

*draft*



CAPTION

# Industrial

The INDUSTRIAL designation supports light and heavy industrial land uses, including manufacturing, warehouse, wholesale trade and equipment storage and repair. Accessory uses that operate ancillary to a main industrial use may include limited office uses, caretaker's residence, and commercial uses that are strictly limited to those that support industrial activities. Public Facilities are permitted within the INDUSTRIAL designation but retail uses and stand-alone office uses are generally not supported.

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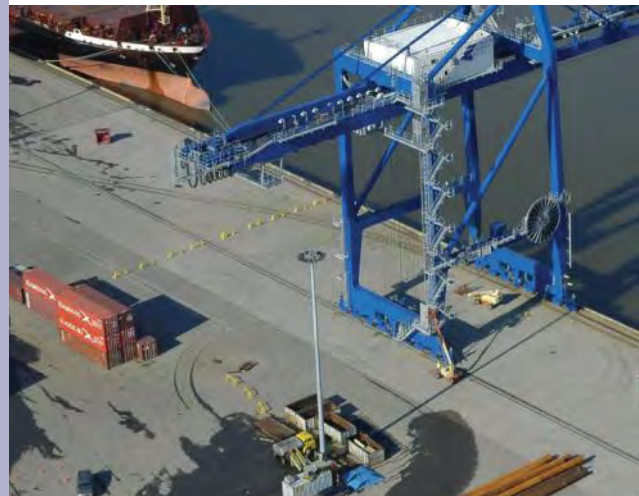
The following are **DEVELOPMENT CONSIDERATIONS** for **INDUSTRIAL** designated areas:

## Densities:

⇒ INDUSTRIAL densities may range up to approximately 1.0 FAR, subject to appropriate site planning to support the efficient operation of industrial operations.

## Development Permits:

⇒ Commercial developments are subject to the issuance of a Development Permit, in accordance with **DP1 of the Implementation Section of this OCP**. Industrial developments within this designation may be subject to the issuance of a Development Permit, in accordance with **DP1 of the Implementation Section of this OCP**.



CAPTION

# Mixed Employment

The MIXED EMPLOYMENT designation is intended to support a mix of industrial, commercial, business and office uses that are not suited for locations within Town Centres or commercial centres. Commercial use examples may include business parks and, in select locations, large-scale retail outlets with warehousing requirements for furniture, building and landscaping supplies, outdoor storage and vehicle and equipment servicing, as shown in an approved Secondary Plan. Office use examples include those related to industrial uses, construction trades, equipment assembly, repair and testing, and large assembly uses. Public facilities are permitted within the MIXED EMPLOYMENT designation.

Industrial uses are encouraged to locate in MIXED EMPLOYMENT designated areas, except heavy industry.

Residential uses are not permitted in this land use classification except for accessory caretaker units.

Commercial uses that do not require extensive outdoor areas or large format floor space, or that are not related to industrial uses are encouraged to locate in the COMMERCIAL, TOWN CENTRE or CENTRAL BUSINESS DISTRICT land use designated areas. Notwithstanding the overall intent of the MIXED EMPLOYMENT designation, large-format retail commercial uses are not permitted, except as shown in an approved Secondary Plan.

The following are **DEVELOPMENT CONSIDERATIONS** for MIXED EMPLOYMENT designated areas:

## Densities:

- ⇒ Development within the MIXED EMPLOYMENT designation may range up to 1.0 FAR and up to 1.5 FAR within Frequent Transit Development Areas, **as shown in Figure 8**
- ⇒ Development densities are subject to designing an appropriate interface with adjacent lower-density residential neighbourhoods.

## Development Permits:

- ⇒ Commercial developments are subject to the issuance of a Development Permit, in accordance with **DP1 of the Implementation Section of this OCP**. Industrial developments within this designation may be subject to the issuance of a Development Permit, in accordance with **DP1 of the Implementation Section of this OCP**.

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CAPTION

# Town Centre

The TOWN CENTRE designation is intended to support the development of each of Surrey's five Town Centres outside of the City Centre (Guildford, Fleetwood, Newton, Cloverdale, Semiahmoo) as the primary commercial, institutional, civic hearts of their communities.

Land uses within the TOWN CENTRE designation include public facilities, institutional and civic uses, commercial uses including stand-alone and mixed office and retail developments, mixed-use commercial and multiple family residential developments and stand-alone multiple family residential development subject to policies in approved Town Centre Plans.

Industrial and lower-density residential uses, including detached and semi-detached housing, are discouraged within the TOWN CENTRE designation.

Each of the five Town Centres included in this designation has its own unique character that should be reinforced through a high quality of urban design in public and private sector development and the design of public space.

The following are **DEVELOPMENT CONSIDERATIONS** for TOWN CENTRE designated areas:

## Densities:

- ⇒ Densities within the TOWN CENTRE designation differ according to each unique Town Centre as shown in **Figures 9 through 13**.
- ⇒ Densities within the TOWN CENTRE designation are calculated on a gross site area basis and may exceed the densities shown in **Figure 9 through 13** where sites are adjacent to existing or planned rapid transit station locations (**shown in Figure 8**)
- ⇒ Additional bonus densities may be granted in exchange for the provision of sufficient community amenities in accordance with approved City policy.

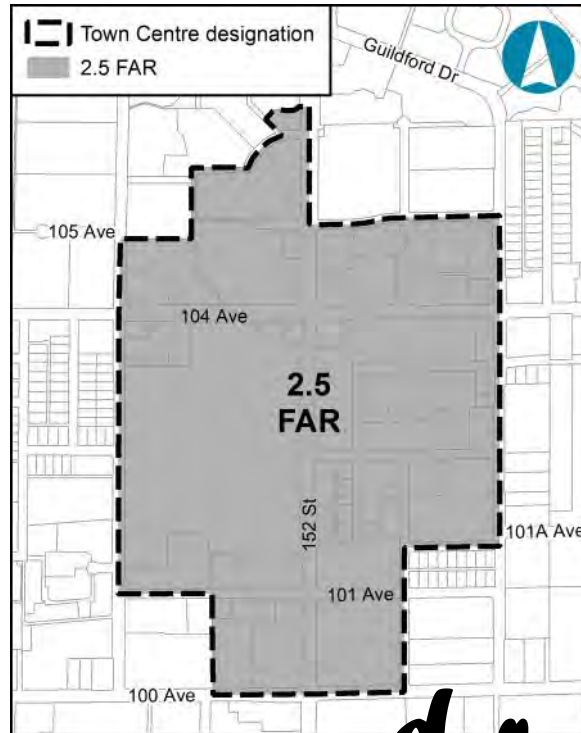
## Development Permits:

- ⇒ Commercial, multiple unit residential and mixed-use developments within this designation are subject to the issuance of a Development Permit, in accordance with **DP1 of the Implementation Section of this OCP**.



CAPTION

Figure 9: Guildford Town Centre Densities



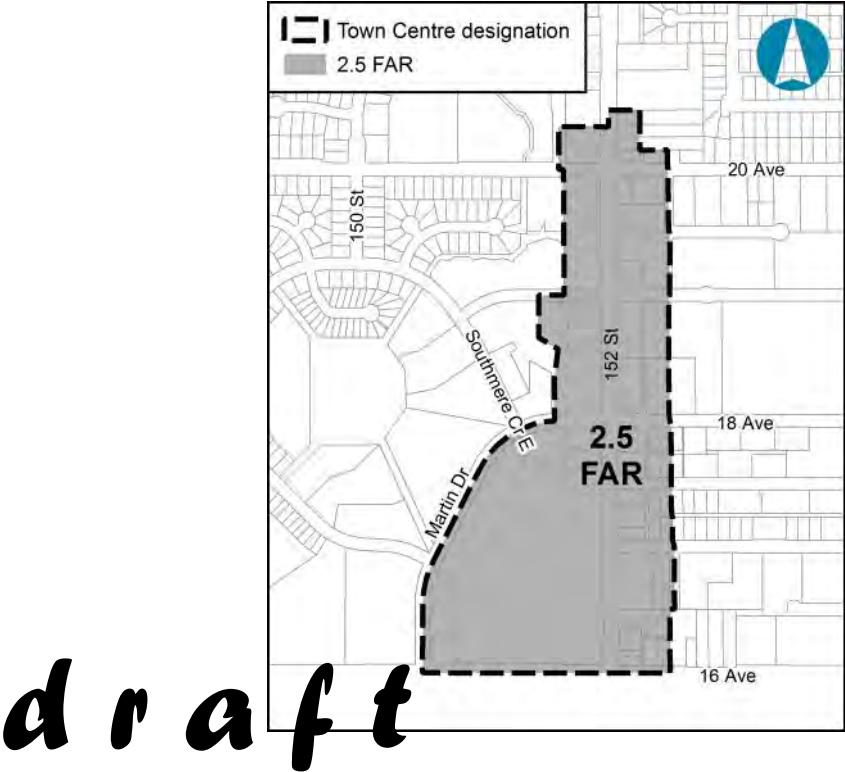
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Figure 10: Newton Town Centre Densities





Figure 11: Semiahmoo Town Centre Densities



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Figure 12: Cloverdale Town Centre Densities



Figure 13: Fleetwood Town Centre Densities



*draft*

# Central Business District

The CENTRAL BUSINESS DISTRICT designation is intended to support the continued development of Surrey City Centre as the primary commercial, civic, institutional, transit and high-density residential centre for Surrey and as the primary metropolitan centre for the “South of the Fraser” areas of the Metropolitan Vancouver region. Urban design of public and private sector development including buildings, streets, plazas and gathering spaces, is intended to be of the highest quality to provide a vibrant, pedestrian-friendly and highly attractive environment and to support investment and activity in the City Centre.

Lands within this designation are intended for the highest density development in Surrey in order to support a vibrant commercial and civic centre and to support high-capacity rapid transit services.

High density commercial retail and office development, major institutional and civic developments, public facilities, transit stations, mixed-use commercial and residential developments are encouraged within the CENTRAL BUSINESS DISTRICT designation.

Stand-alone, high-density residential apartment development may be permitted in selected areas within this designation as identified in the *Surrey City Centre Plan*.

The following are DEVELOPMENT CONSIDERATIONS for CENTRAL BUSINESS DISTRICT designated areas:

## Densities:

- ⇒ Development is permitted to be 3.5 FAR and up to 7.5 FAR, as **shown in Figure 14**
- ⇒ Densities within the CENTRAL BUSINESS DISTRICT are calculated on gross site area before dedications for public purposes such as streets, parks or plazas are identified
- ⇒ Additional bonus densities may be granted in exchange for the provision of sufficient community amenities in accordance with approved City policy.

## Development Permits:

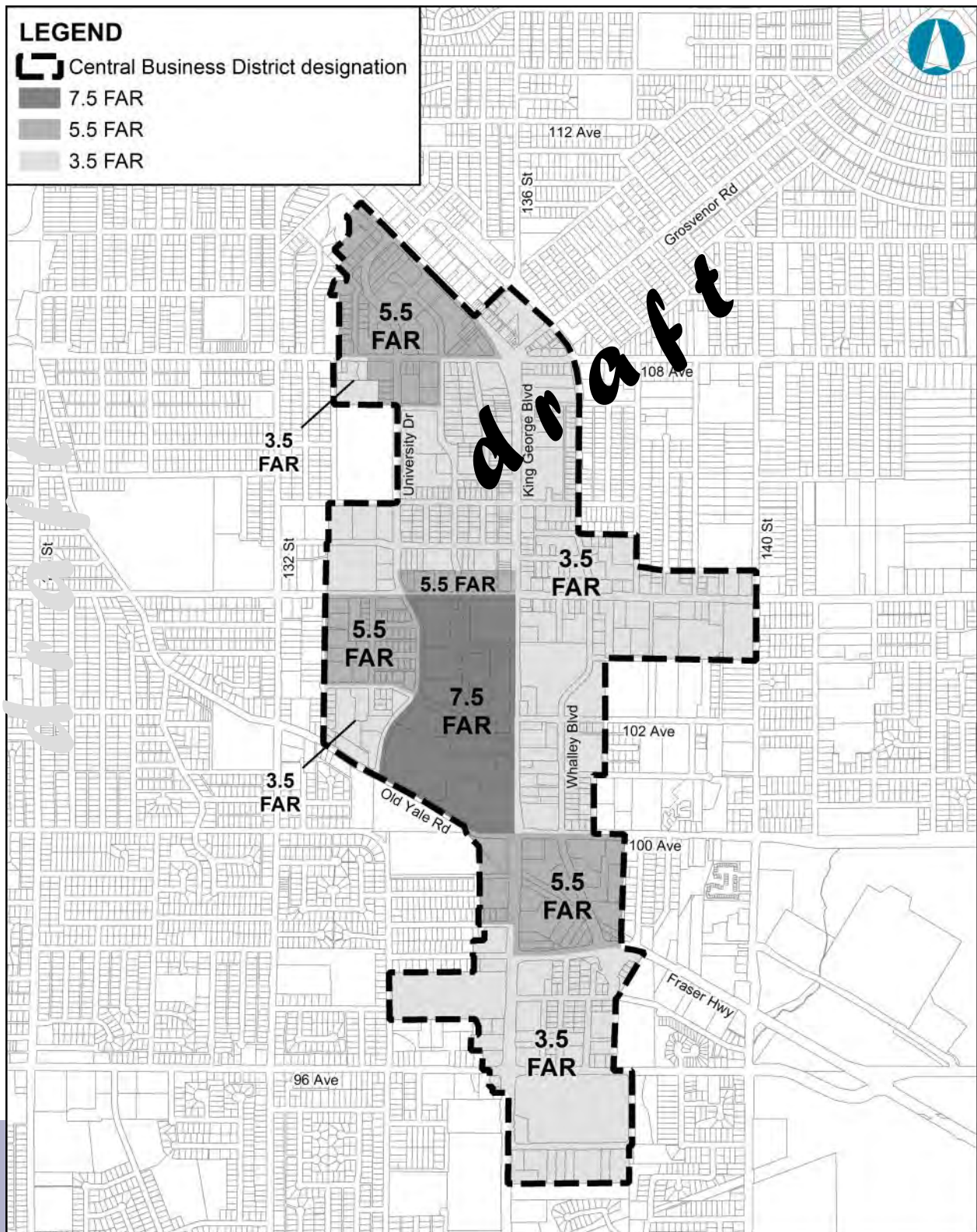
- ⇒ Commercial, multiple-unit residential and mixed-use developments within the CENTRAL BUSINESS DISTRICT designation are subject to the issuance of a Development Permit in accordance with **DP1 of the Implementation Section of this OCP.**

**draft**



CAPTION

Figure 14:  
Central Business District Densities



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**policies**

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# THEME A: GROWTH MANAGEMENT



## THEME A | INTRODUCTION



The City of Surrey has experienced significant and steady growth in population and employment over the past several decades and with expectation that this level of growth will continue through the 30-year planning horizon of this Official Community Plan. This growth is fueled by strong regional in-migration and by the attractiveness and relative availability and affordability of land for urban development.

Current population projections for Surrey indicate population growing to **770,200** by the year 2040. This represents an increase of approximately **296,600** people over the next 30 years. Employment is expected to reach **296,600** jobs by the year 2040, an increase of approximately **125,400** over total jobs available today. Managing and directing this expected growth in the most sustainable manner possible is a key goal of this Official Community Plan.

The objectives in Theme A that guide the City's growth management policies include directing high-density residential and commercial growth to the City Centre, Town Centres and frequent transit corridors, ensuring the efficient and integrated development of new neighbourhoods and encouraging sensitive infill development in appropriate locations.

## THEME A | OBJECTIVES

*draft*

1. Establish priorities for accommodating population and employment growth.
2. Direct higher-density growth into the City Centre, Town Centres and frequent transit corridors.
3. Encourage infill development that is compatible with existing neighbourhoods.
4. Carefully plan new neighbourhoods to use urban land sensitively and efficiently.

# THEME A: GROWTH MANAGEMENT

*Direct and Manage Population and  
Employment Growth Sustainably*

## SECTIONS:

**A1 Growth Priorities**

**A2 Accommodating Higher  
Density**

**A3 Sensitive Infill**

**A4 Efficient New  
Neighbourhoods**

draft



# A1 Growth Priorities

## Establish priorities for accommodating population and employment growth.

A planned, compact form of urban development will accommodate Surrey's projected residential and business growth in a manner that: encourages the efficient use of public infrastructure and community amenities; reduces urban sprawl and pressure on agricultural land and natural habitat; and reduces energy consumption and greenhouse gas emissions. By establishing growth management priorities, the City is able to guide its growth in the most sustainable manner possible and encourage compact and efficient development.

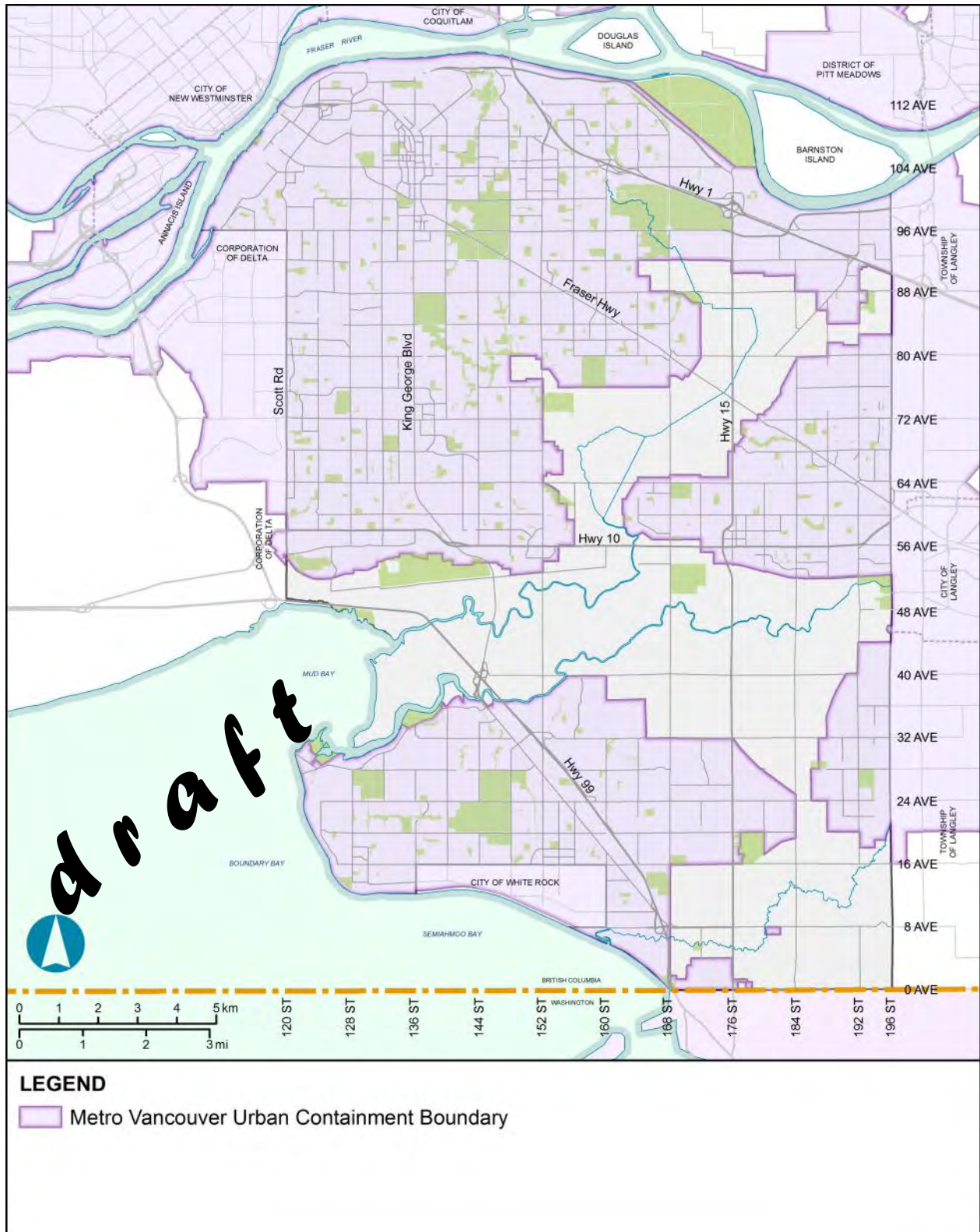
In order to meet Objective A1, the following policies apply:

*draft*

### A1 POLICIES | GENERAL

- A1.1 Support compact and efficient land development that is consistent with the Metro Vancouver *Regional Growth Strategy* (RGS) (2011).
- A1.2 Ensure that urban development occurs within the urban containment boundary shown in **Figure 15**.
- A1.3 Accommodate urban land development according to the following growth management priority areas:
  - a. City Centre and Town Centre locations well-served by local services, infrastructure and transit,
  - b. Vacant or under-developed commercial, mixed-use and multi-family locations in existing urban areas, particularly along transit corridors and areas well-served by existing community amenities and infrastructure,
  - c. Serviced infill areas and redevelopment sites in appropriate locations within existing residential neighbourhoods, when developed compatibly with existing neighbourhood character,
  - d. Comprehensively-planned new neighbourhoods within approved Secondary Plan areas.
- A1.4 Strongly, discourage applications for urban expansion into the Agricultural Land Reserve, consistent with policies outlined in **Section E** of this Official Community Plan.
- A1.5 Use the provision of municipal services and utilities as a means of supporting the growth management priorities, land use policies and community goals outlined in this Official Community Plan.

Figure 15:  
Surrey Urban Containment Boundary



# A2 Accommodating Higher Density

## Direct higher-density development to Surrey City Centre, Town Centres and Frequent Transit Corridors.

As Surrey responds to the challenges of urban growth, climate change and demographic shifts, it will become increasingly important to align land uses and development densities with public transit investments. Directing higher-density residential and commercial development into Surrey City Centre, other Town Centres and key locations along major transit corridors creates opportunities for creating more vibrant and walkable centres, enhanced transit services and a critical mass of high-quality spaces and amenities.

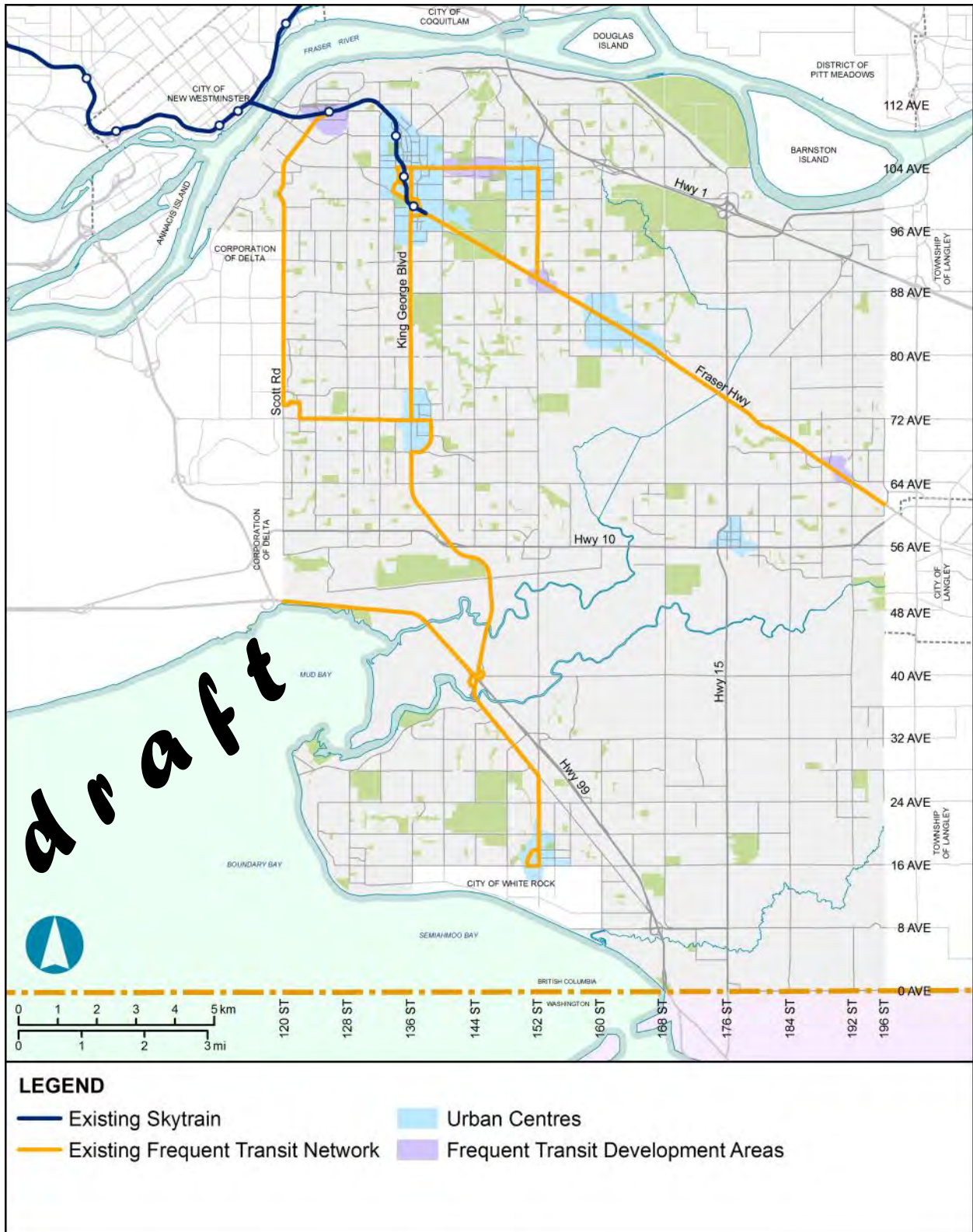
In order to meet Objective A2, the following policies apply:

*draft*

### A2 POLICIES | GENERAL

- A2.1 Direct higher density residential and mixed-use development into Surrey City Centre, Town Centres and along frequent transit corridors consistent with the land uses and densities shown in the **Land Uses and Densities** Section of this Official Community Plan, and in approved Secondary Plans.
- A2.2 Support residential and mixed-use development densities within City Centre, Town Centres and in appropriate locations along frequent transit corridors, **as shown in Figure 16**, that are sufficient to encourage and support commercial development and the expansion of public transit services.
- A2.3 Encourage major, region-serving commercial and retail centres and major institutional uses and facilities (e.g. health care, post-secondary education, government services, recreational and cultural centres) to locate within City Centre. Encourage community-serving commercial and retail centres and institutional uses to locate within Town Centres in order to maximize their accessibility to the public.
- A2.4 Direct stand-alone office uses to locate within City Centre, Town Centres and in appropriate frequent transit corridors where they are accessible by transit. Limit large-scale office development in industrial areas that are not easily accessible by transit.
- A2.5 Concentrate high-rise buildings taller than six storeys to locations within Surrey City Centre and Town Centres, consistent with approved Secondary Plans.
- A2.6 Support the redevelopment of frequent transit corridors that fall outside of Town Centres to a higher-density; concentrate these developments within Frequent Transit Development Areas (FTDA), **as shown in Figure 16**, at current or future rapid transit stations.

Figure 16:  
Centres and Frequent Transit Areas and Corridors



# A3

## Sensitive Infill

### Encourage infill development that is compatible with existing neighbourhoods.

Infill development includes “filling in” vacant sites as well as replacing aging or under-utilized development within established neighbourhoods. Infill development, particularly in areas adjacent to urban centres or major transit corridors, is an important component of accommodating Surrey’s growth in a sustainable manner; however, the nature, scale and character of infill development must be carefully managed and designed so that it contributes positively to its established neighbourhood context.

In order to meet Objective A3, the following policies apply:

*draft*

#### A3 POLICIES | GENERAL

- A3.1 Permit gradual and sensitive residential infill within existing neighbourhoods, particularly in areas adjacent to Town Centres, neighbourhood centres and transit corridors, in order to increase transit viability, utilize existing transportation infrastructure and implement improvements to the public realm.
- A3.2 Encourage the development of remaining vacant lands in urban neighbourhoods to utilize existing infrastructure and amenities and to enhance existing neighbourhood character and viability.
- A3.3 Require redevelopment and infill development to contribute to neighbourhood connectivity and walkability and to enhance public open spaces and greenspaces within existing neighbourhoods.
- A3.4 Retain existing trees, natural and heritage features in existing neighbourhoods, where possible, in order to preserve neighbourhood character and ecology.
- A3.5 Support infill development that is appropriate in scale and density to its neighbourhood context and that uses compatible design to reinforce neighbourhood character.
- A3.6 Encourage innovative housing and buildings including affordable units, energy-efficient and water-conserving designs and innovative waste reduction and sustainability features that are compatible with the scale and context of existing neighbourhoods.
- A3.7 Encourage local neighbourhood commercial centres and associated local gathering places to appropriately locate within existing neighbourhoods in order to increase walking and cycling options and contribute to neighbourhood character.



**A3 POLICIES | GENERAL (cont.)**

- A3.8 Seek partnerships with other governments and public and non-profit agencies, including the School District No. 36, to enhance community facilities and meeting places within existing neighbourhoods.
  
- A3.9 Conduct neighbourhood planning processes with local residents to determine the appropriate density, scale, transition design, transportation improvements, style and character of infill development within each neighbourhood.

*draft*



CAPTION

# A4 Efficient New Neighbourhoods

## Carefully plan new neighbourhoods for the efficient and sensitive use of urban land.

New suburban neighbourhoods are anticipated in approved General Land Use Plans for specific areas of Surrey. These areas are within the urban containment boundary set out in the Metro Vancouver *Regional Growth Strategy* and are an important part of the region's growth management strategy. As land for new urban areas becomes more limited, it is increasingly important that development is carefully planned to be compact, to use urban land and public infrastructure efficiently, and to encourage healthy lifestyles and transportation choices.

In order to meet Objective A4, the following policies apply:

### A4 POLICIES | GENERAL

- A4.1 Plan and develop new neighbourhoods with an emphasis on compact forms of development that:
- effectively utilize land, public infrastructure and City resources
  - enhance neighbourhood quality
  - reduce development pressures on agricultural and environmentally sensitive lands.
- A4.2 Encourage the full and efficient build-out of existing planned urban areas in order to:
- achieve planned capacities
  - balance residential and business development
  - use infrastructure efficiently
  - provide housing options
  - create local commerce and workplaces
  - provide amenities for residents.
- A4.3 Prevent urban development and the extension of City services to support subdivision in rural and suburban areas, except in accordance with approved Secondary Plans, or in Local Improvement Areas.

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## A4 POLICIES | SECONDARY PLAN AREAS

A4.4 Plan new urban neighbourhoods, in a sequential manner, through Neighbourhood Concept Plan (NCP) processes in areas with approved General Land Use Plans, including the Grandview Heights, Clayton and South Port Kells areas, **as identified in Figure 7.**

A4.5 Conduct appropriate background studies in proposed NCP areas that examine issues and topics such as environmental and heritage resources, integrated stormwater management, servicing and traffic impacts, market analysis and other relevant information to ensure their effective consideration of the Neighbourhood Concept Plan process.

A4.6 Support the initiation of new Neighbourhood Concept Plan processes where the following criteria can be demonstrated:

- existing approved NCPs within the subject General Land Use Plan area can accommodate less than five years of projected residential growth capacity
- there is a demonstrated demand for new housing in a specific area of the City
- there is demonstrated support for initiating an NCP, by affected land owners, consistent with the procedures outlined in the **Implementation Section** of this Official Community Plan
- major infrastructure systems may be reasonably extended in a logical and cost effective manner to service the proposed NCP area.

A4.7 Engage the community in local planning processes through public meetings and Citizen Advisory Committees (CAC) made up of citizens representing the interests of local landowners, surrounding neighbourhoods and the community-at-large.

A4.8 Integrate servicing and financial strategies into Secondary Plans to ensure sufficient infrastructure services and development revenues to support the planned land uses and community amenities that are required for new development, on a “development pays” basis.

A4.9 Receive and process land development applications for rezoning, Development Permit or subdivisions only after Stage 1 of a Neighbourhood Concept Plan is approved. Final approval of development applications that are consistent with the Neighbourhood Concept Plan will only be considered after Stage 2 of the NCP is approved and only as is consistent with the procedures outlined in the **Implementation Section** of this Official Community Plan.

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**THEME B:  
CENTRES, CORRIDORS AND  
NEIGHBOURHOODS**



## THEME B | INTRODUCTION



As a large and geographically diverse city, Surrey is made up of six communities, each of which is focused on an urban centre (City Centre and five Town Centres) and each of which is comprised of a set of distinct neighbourhoods with their own local focal points.



The City is committed to strengthening City Centre and each Town Centre as the primary focus for social life, culture and commerce within its surrounding community. Each Town Centre is unique and this Official Community Plan encourages the development of a distinctive character and function for each one. In addition, City Centre is positioned as the primary social, cultural and commercial core for all of Surrey and the entire "South of the Fraser" region.



Surrey's urban centres are supported and linked by frequent transit corridors which are appropriate locations for development intended to support the viability of public transit and active transportation.



The objectives contained in Theme B provide guidance on the design, development and maintenance of sustainable and liveable local neighbourhoods. Local neighbourhoods are designed to be both internally focused towards local parks, schools and amenities, while also being linked into a city-wide networks of parks, greenways and transportation corridors.

# draft

## THEME B | OBJECTIVES

1. Strengthen City Centre as a dynamic, attractive and complete metropolitan centre.
2. Develop each Town Centre as the distinctive social, cultural and commercial centre of its community.
3. Support transit-oriented development along major corridors linking urban centres and employment areas.
4. Build complete, walkable and green neighbourhoods.
5. Retain and enhance memorable natural and built features and places.
6. Encourage beautiful and sustainable urban design.

# THEME B: CENTRES, CORRIDORS AND NEIGHBOURHOODS

*Strengthen Surrey City Centre, Town Centres and Neighbourhoods as a Connected Network of Vibrant, Sustainable and Liveable Places*

## SECTIONS:

B1 Dynamic City Centre

B2 Distinctive Town Centres

B3 Transit Corridors

B4 Healthy Neighbourhoods

B5 Memorable Features

B6 Urban Design



# B1 Dynamic City Centre

## Strengthen Surrey's City Centre as a vibrant, complete and attractive Metropolitan Core.

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Surrey's vision for its City Centre is of a Metropolitan Core planned as a primary focus for employment, services, higher-density housing, commercial, cultural, entertainment, institutional and mixed-uses, supported by an integrated rapid transit system.

A strong, positive image will act as a catalyst for attracting greater attention to Surrey as a place to invest and do business, which will benefit the Town Centres and the City as a whole. Locating higher-order public buildings, amenities and services in the downtown area, including Surrey's City Hall, signals confidence in the City Centre's future and will help leverage the private sector investments that provide components of a quality downtown experience for residents, workers and visitors.

In order to meet Objective B1, the following policies apply:

### B1 POLICIES | GENERAL

- B1.1 Develop City Centre as the primary commercial centre for Surrey and as the Metropolitan Core for the entire 'South of Fraser' region. Support the highest densities of residential, commercial and mixed-use developments within City Centre, as shown within the *Surrey City Centre Plan*.
- B1.2 Build on existing strengths and amenities such as views, transportation connections, major public investments, public institutions, adjacent green spaces, natural heritage and cultural heritage to provide a competitive business environment and distinctive and attractive Sense of Place for City Centre.
- B1.3 Concentrate the highest density of residential and mixed-use development within City Centre in areas near existing and planned rapid transit stations.
- B1.4 Densities for commercial, multi-family residential and mixed-use developments in City Centre (**see Land Use and Density Section**) may be calculated based on gross site area where the City has requested land dedication for pathways, roadways, green spaces, amenities or utility installations.



ADD CAPTION



**B1 POLICIES | LAND USES**

- B1.5 Locate major institutional, cultural, social service and civic facilities in City Centre such as libraries, recreation facilities, visual and performing art spaces, entertainment spaces, health-related service providers and high density government offices.
- B1.6 Support the expansion of the professional and knowledge-based sectors by encouraging post-secondary educational institutions, and any associated secondary businesses associated with them, to locate and expand within City Centre.
- B1.7 Support the expansion of a medical and health precinct in City Centre adjacent to and around Surrey Memorial Hospital. Support the growth of new businesses and services associated with the medical and health professions.
- B1.8 Develop and expand facilities designed for conventions and entertainment in City Centre to support the tourism, hospitality and hotel industries.
- B1.9 Encourage the growth of major retail and office development within City Centre that serves the region and capitalizes on transit access and a central location.
- B1.10 Support the placement of local-serving entertainment facilities within City Centre, particularly movie theatres and indoor recreation venues.
- B1.11 Provide adequate and attractive public spaces and facilities to support major festivals, events and public gatherings.

**B1 POLICIES | PARKS AND GREENWAYS**

- B1.12 Develop fully accessible major urban parks, open spaces and public plazas in City Centre.
- B1.13 Provide for open spaces by including new neighbourhood parks and mini-plazas within walking distance (approximately 400 m) of high density development and multi-family residences.
- B1.14 Support an enhanced public realm by creating a series of walkways and streets linked throughout the City Centre and to Green Timbers Urban Forest. Support active transportation opportunities and allow residents and workers to connect to nature in their neighbourhoods (e.g. BC Parkway project).
- B1.15 Augment public parks and plazas by supporting the provision of publicly-accessible outdoor spaces, such as plazas and garden, within private sector development and in appropriate locations along public streets and walkways.



ADD CAPTION

**B1 POLICIES | TRANSIT**

- B1.16 Work with TransLink to focus and increase convenient and affordable transit infrastructure and services within, to and from, City Centre.
- B1.17 Ensure transit infrastructure and stations contribute to a high quality urban environment by integrating development with transit station design and location.
- B1.18 Continue to support the role of Surrey's City Centre as a focus for transit services throughout Surrey and as a major transit hub for "South of the Fraser" communities, including connections to other parts of the Metro Vancouver region.

**B1 POLICIES | DISTRICT ENERGY**

- B1.19 Pursue and promote District Energy opportunities in City Centre to meet Surrey's growing energy needs and reduce greenhouse gas emissions.
- B1.20 Increase the energy efficiency of existing development within City Centre by working with private property owners to connect existing development to new and emerging Surrey-based District Energy systems, as opportunities become available.
- B1.21 Require new development in City Centre to be compatible with and able to connect to the Surrey District Energy system, as set out in the City of Surrey District Energy System By-law.

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ADD CAPTION

**B1 POLICIES | STREETS**

- B1.22 Plan and develop a road network (see *Surrey City Centre Plan*) that supports high density development, allows the convenient and safe movement of pedestrians and cyclists and the efficient movement of vehicles.
- B1.23 Create an interconnected, short-block, finer-grained network of public streets in City Centre to distribute traffic and to support direct, pleasing and safe pedestrian and cycle movements.
- B1.24 Increase the efficiency of movement within the City Centre, as development occurs, by constructing, maintaining and integrating an overall laneway network into the whole City Centre road system.
- B1.25 Consider opportunities to expand on-street parking, wherever feasible, to provide a buffer between pedestrians and moving vehicles and to enhance street-fronting retail business viability.
- B1.26 Design King George Boulevard through City Centre as a 'Great Street'. Create an attractive pedestrian environment while also maintaining King George Boulevard as an important traffic and transit corridor.
- B1.27 Facilitate safe pedestrian crossings of major arterial roads and large intersections.
- B1.28 Support City Centre's role in Surrey's economic vitality by ensuring there is convenient and efficient goods movement into, within, and through City Centre while also supporting the long-term reduction of regional truck traffic along King George Boulevard through City Centre.
- B1.29 Ensure new and existing streets in City Centre accommodate as many street trees as possible. Redevelopment sites shall prioritize the provision of street trees through retention or new plantings and shall take steps to ensure planting conditions are suitable for long-term, healthy tree growth.

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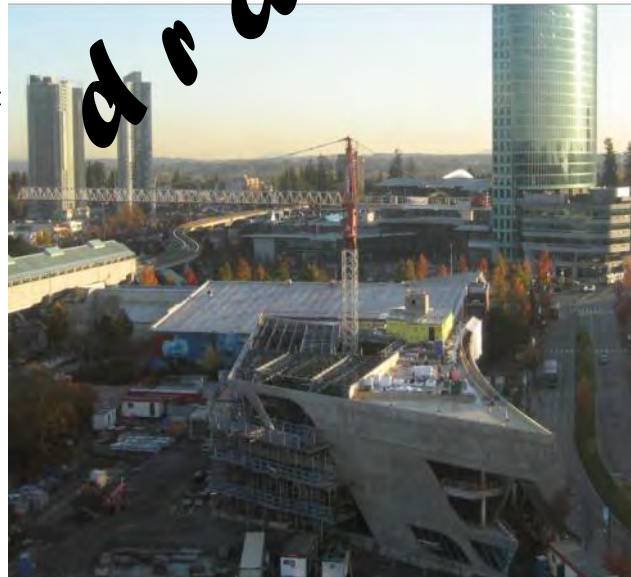


## B1 POLICIES | URBAN DESIGN

- B1.30 Implement high architectural and urban design standards for development within City Centre and create a public realm that is safe, beautiful, active and vibrant.
- B1.31 Enhance the identity and definition of City Centre by creating strong and memorable gateways.
- B1.32 Develop a dramatic and engaging City Centre skyline appropriate to a major regional downtown. Support the construction of high-rise and landmark architecture buildings in appropriate locations.
- B1.33 Create comfortable, attractive, human-scaled streets with wide sidewalks, enhanced landscaping, the addition of quality street furniture and the installation of attractive, pedestrian-oriented lighting and public art at key locations.
- B1.34 Ensure individual developments integrate and coordinate with adjacent sites in terms of building orientation, circulation systems and landscaping elements.
- B1.35 Significantly reduce the number and size of large surface parking lots in City Centre, particularly those located between a building and the street. Support zero-lot line development in City Centre to create pedestrian-friendly, urban-based development designs.
- B1.36 Consider opportunities to reduce parking requirements where developments are well-served by frequent transit service.

## B1 POLICIES | HOUSING DIVERSITY

- B1.37 Address the integrated affordable housing and social service needs of vulnerable residents in City Centre in partnership with Provincial government agencies, BC Housing, the Fraser Health Authority and the non-profit sector.
- B1.38 Support a balanced demographic community in City Centre by maintaining a diversity of housing types and unit sizes, including housing for seniors and families with children.
- B1.39 Retain and increase the supply of affordable rental housing in City Centre, including units that accommodate families.
- B1.40 Support the retention of detached housing in Urban-designated neighbourhoods within the *City Centre Plan* area while discouraging the construction of low-density detached housing in areas of the *City Centre Plan* that are intended for higher density development.



ADD CAPTION

# B2 Distinctive Town Centres

**Develop each Town Centre as the social, cultural and economic centre of its community.**

Town Centres serve the commercial, recreational, cultural and social needs of local residents and visitors. These centres are also places with a sufficient residential density to support these urban services. Concentrated residences and services such as shops, offices, institutions and cultural and entertainment uses allow for efficient transportation networks—walking and cycling—as well as a viable, frequent public transit network. The density of development investment in centres also allows diverse, vibrant and active public spaces to flourish with a high level of urban design.

In order to meet Objective B2, the following policies apply:

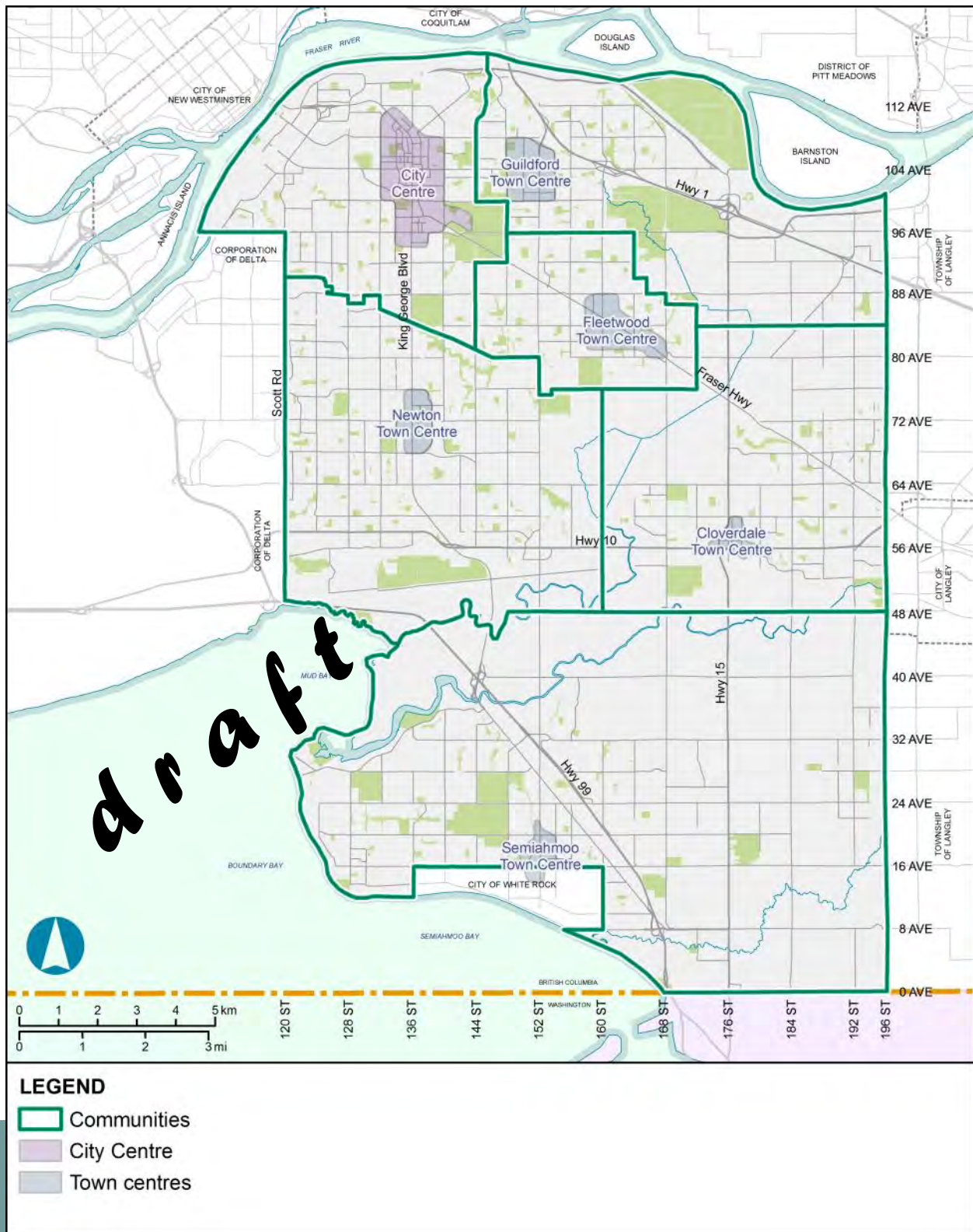
## B2 POLICIES | GENERAL

- B2.1 Support each Town Centre (Guildford, Fleetwood, Newton, Semiahmoo and Cloverdale) **(as shown on Figure 17)** as the primary centre for its community, the location of higher intensity urban development, and the location of community-serving civic, cultural, social and recreational facilities. Support the City Centre as the Town Centre for the Whalley community as well as the primary centre for Surrey as a whole.
- B2.2 Complete and/or update secondary plans (as needed) to provide guidance on land use, density, urban design, transportation networks, infrastructure requirements, and a distinctive character for each Town Centre.
- B2.3 Densities for commercial, multi-family residential and mixed-use developments in Town Centres **(see Land Use and Density Section)** may be calculated based on gross site area where the City has requested land dedication for pathways, roadways, green spaces, amenities or utility installations. Where this density calculation conflicts with existing Town Centre plans, the policies within the Town Centre plan shall take precedence.



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Figure 17:  
Town Centres



## Guildford

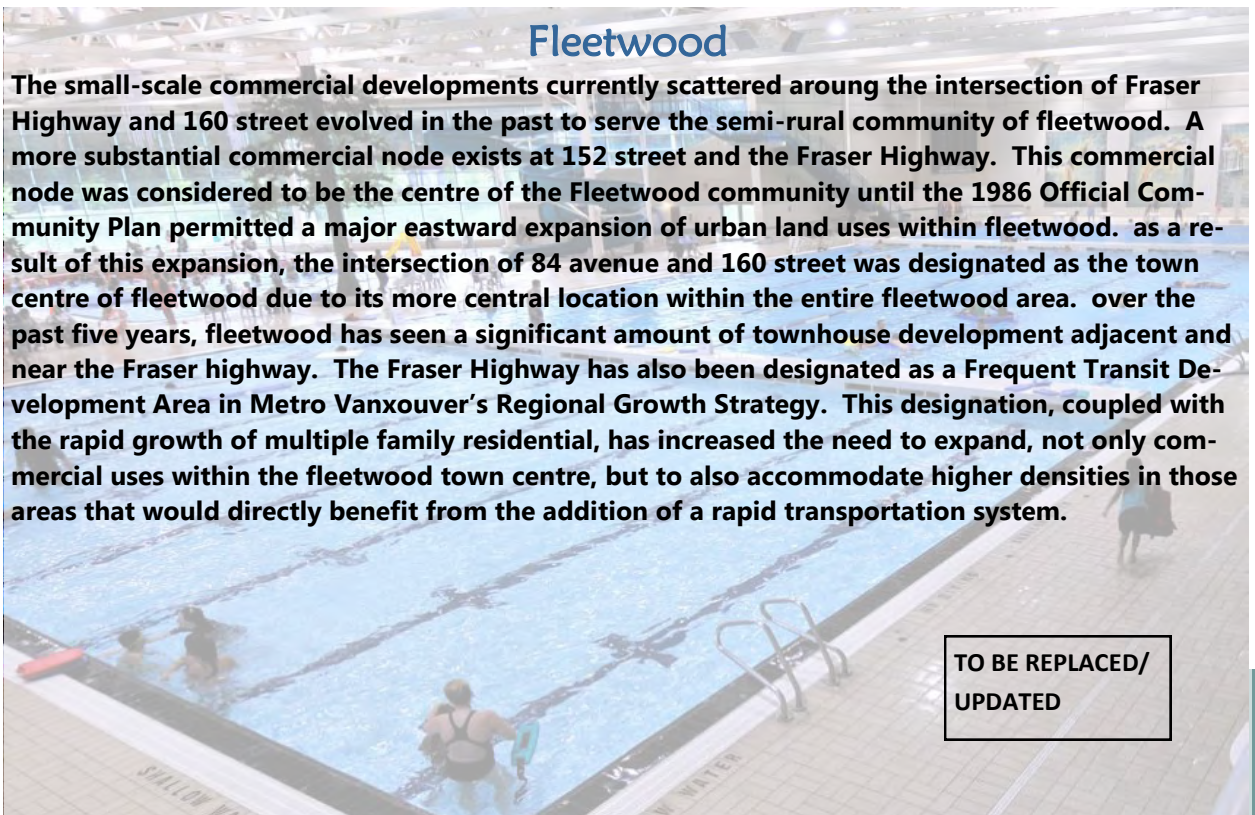
Guildford Town Centre is known for its retail focus, specifically the Guildford Town Centre mall (Guildford Shopping Centre) located between 104 and 100 avenues and 152 and 148 streets. Guildford Shopping Centre will soon be the biggest shopping centre south of the Fraser which benefits from the easy access to the trans Canada highway (highway no. 1). Guildford town centre is characterized by low-density commercial development, some stand-alone high density commercial developments and older, walk-up style apartment buildings. Higher residential development is gradually taking place.



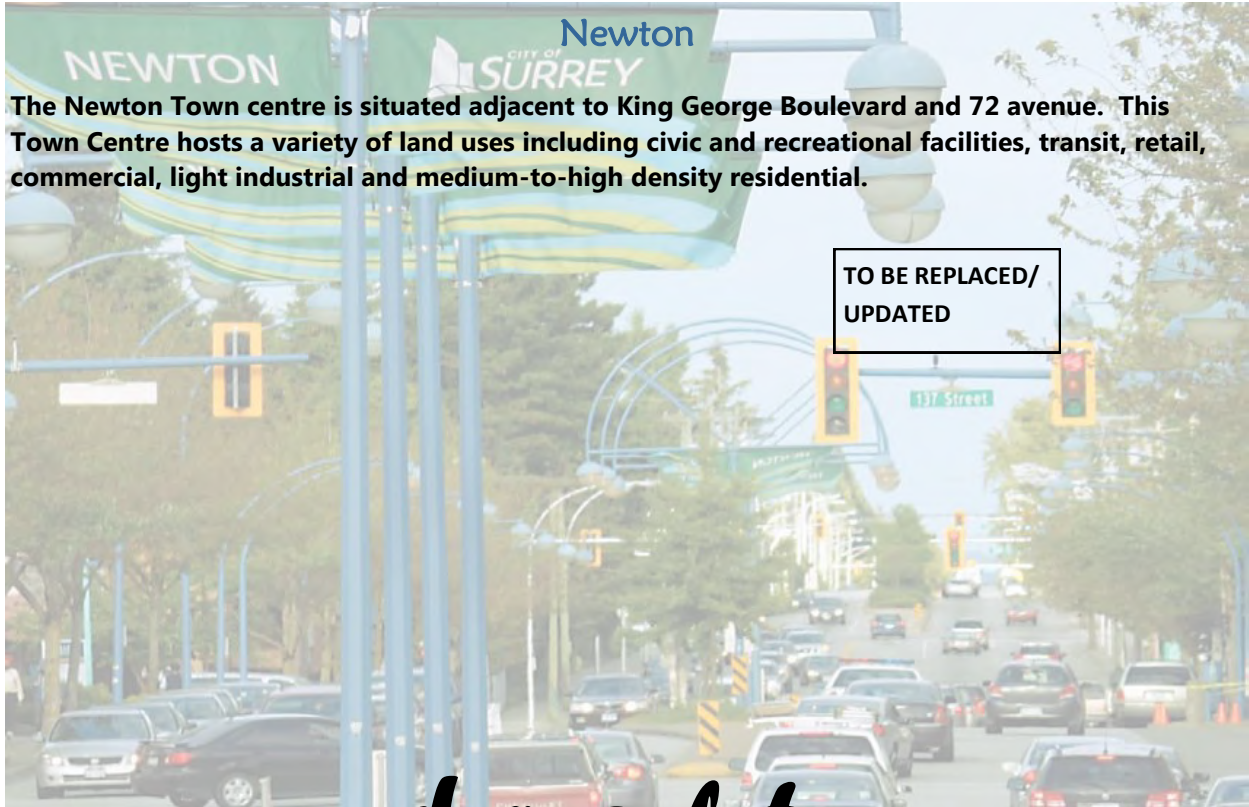
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## Fleetwood

The small-scale commercial developments currently scattered around the intersection of Fraser Highway and 160 street evolved in the past to serve the semi-rural community of Fleetwood. A more substantial commercial node exists at 152 street and the Fraser Highway. This commercial node was considered to be the centre of the Fleetwood community until the 1986 Official Community Plan permitted a major eastward expansion of urban land uses within Fleetwood. As a result of this expansion, the intersection of 84 Avenue and 160 Street was designated as the town centre of Fleetwood due to its more central location within the entire Fleetwood area. Over the past five years, Fleetwood has seen a significant amount of townhouse development adjacent and near the Fraser Highway. The Fraser Highway has also been designated as a Frequent Transit Development Area in Metro Vancouver's Regional Growth Strategy. This designation, coupled with the rapid growth of multiple family residential, has increased the need to expand, not only commercial uses within the Fleetwood town centre, but to also accommodate higher densities in those areas that would directly benefit from the addition of a rapid transportation system.

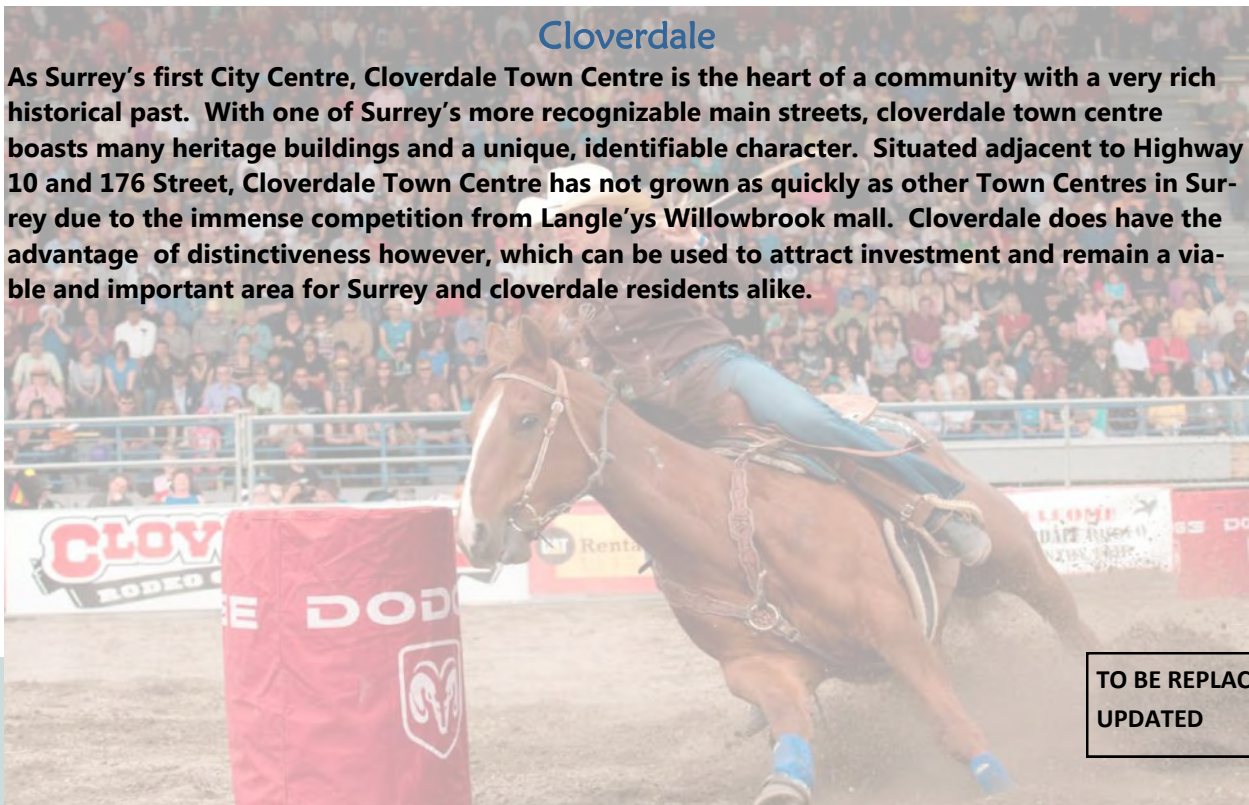


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### Cloverdale

As Surrey's first City Centre, Cloverdale Town Centre is the heart of a community with a very rich historical past. With one of Surrey's more recognizable main streets, Cloverdale town centre boasts many heritage buildings and a unique, identifiable character. Situated adjacent to Highway 10 and 176 Street, Cloverdale Town Centre has not grown as quickly as other Town Centres in Surrey due to the immense competition from Langley's Willowbrook mall. Cloverdale does have the advantage of distinctiveness however, which can be used to attract investment and remain a viable and important area for Surrey and Cloverdale residents alike.



## Semiahmoo

The Semiahmoo town Centre is a vibrant, pedestrian-friendly place with a mix of shopping, services, entertainment and amenities. Expanding all of these elements and increasing residential densities is the intended vision for Semiahmoo, sustaining the vibrant and unique character of South Surrey's Town Centre. Located primarily along 152 Street between 21a Avenue and 16 Avenue, the Semiahmoo town centre also connects well to services, amenities, commercial and retail uses and high density development in White Rock.



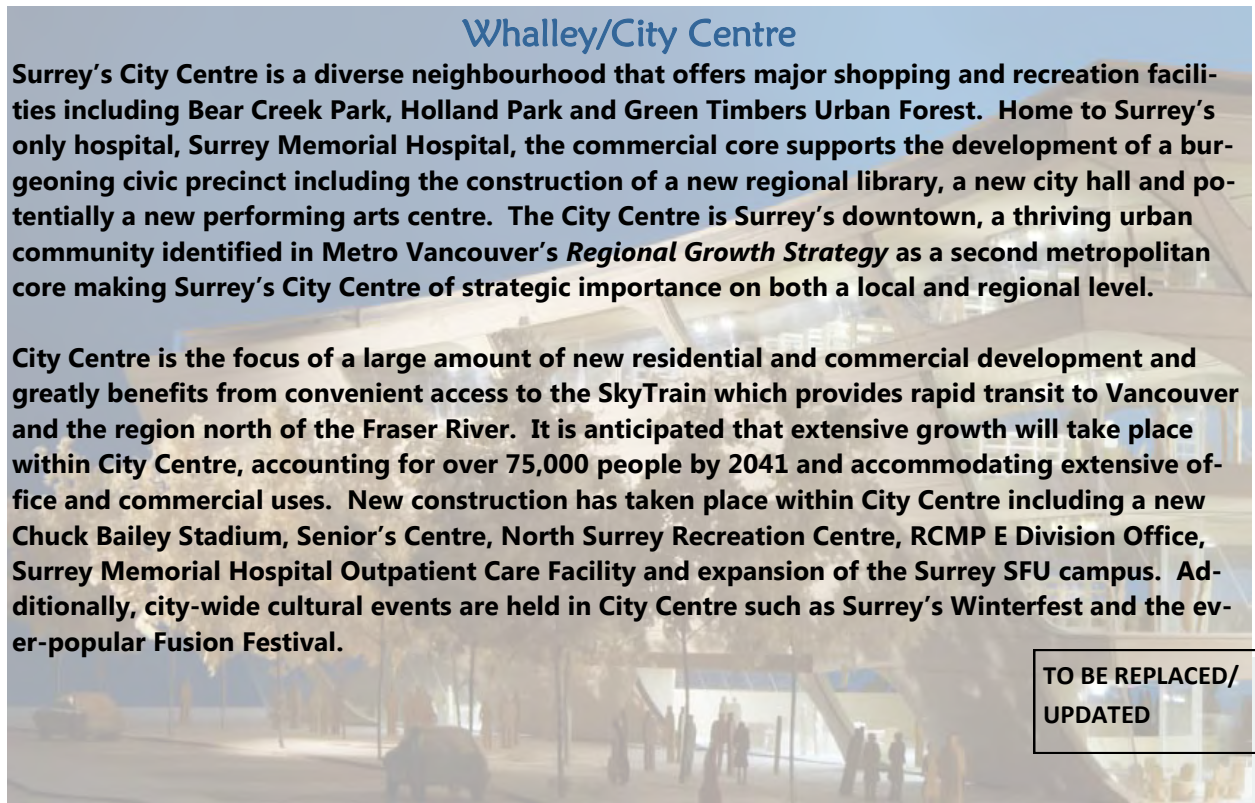
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## Whalley/City Centre

Surrey's City Centre is a diverse neighbourhood that offers major shopping and recreation facilities including Bear Creek Park, Holland Park and Green Timbers Urban Forest. Home to Surrey's only hospital, Surrey Memorial Hospital, the commercial core supports the development of a burgeoning civic precinct including the construction of a new regional library, a new city hall and potentially a new performing arts centre. The City Centre is Surrey's downtown, a thriving urban community identified in Metro Vancouver's *Regional Growth Strategy* as a second metropolitan core making Surrey's City Centre of strategic importance on both a local and regional level.

City Centre is the focus of a large amount of new residential and commercial development and greatly benefits from convenient access to the SkyTrain which provides rapid transit to Vancouver and the region north of the Fraser River. It is anticipated that extensive growth will take place within City Centre, accounting for over 75,000 people by 2041 and accommodating extensive office and commercial uses. New construction has taken place within City Centre including a new Chuck Bailey Stadium, Senior's Centre, North Surrey Recreation Centre, RCMP E Division Office, Surrey Memorial Hospital Outpatient Care Facility and expansion of the Surrey SFU campus. Additionally, city-wide cultural events are held in City Centre such as Surrey's Winterfest and the ever-popular Fusion Festival.



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## B2 POLICIES | LAND USES

- B2.4 Support economic and cultural vitality in Town Centres by encouraging higher-density residential and retail development.
- B2.5 Locate community-serving commercial uses in Town Centres to maximize accessibility and minimize impacts on residential areas.
- B2.6 Encourage co-locating or clustering complementary businesses and service uses within Town Centres to support compact employment areas so as to reduce the need for multiple trips to access these services.
- B2.7 Plan Town Centres to accommodate a wide range of households throughout their life cycle, including multi-generational households, seniors, and families with children.
- B2.8 Locate centres for community life such as recreation centres, gathering places, public institutions and cultural spaces in or adjacent to Town Centres.
- B2.9 Locate special city-wide facilities such as a museums, tourist destinations, specialized open spaces or public facilities within Town Centres, where it is appropriate to do so and where it also provides a distinct role and identity for the community.
- B2.10 Ensure that land uses and densities of emerging nodes including Grandview Heights, Clayton and South Port Kells evolve in a complementary manner to existing Town Centres.

## B2 POLICIES | TRANSPORTATION

- B2.11 Ensure that Town Centres are well-connected to adjacent neighbourhoods by creating a fine grain network of local streets and walkways. Support walking, cycling, transit use and vehicle access to a Town Centre from nearby neighbourhoods.
- B2.12 Consider opportunities to reduce parking requirements within Town Centres that are well-served by frequent transit service.
- B2.13 Discourage auto-oriented development such as drive-thrus and large-format retail, within Town Centres.
- B2.14 Encourage underground parking and provide landscaped open spaces and pedestrian environments in place of surface parking.
- B2.15 Connect Town Centres with one another and with City Centre through safe, direct and frequent transit routes, arterial roads, bike routes and major greenways.



ADD CAPTION

**B2 POLICIES | PLACE-MAKING**

B2.16 Create a distinct character for each Town Centre, consistent with its community context, by building on existing natural and cultural assets. Enhance Town Centre distinctiveness by:

- Promoting, preserving and enhancing unique characteristics such as architectural styles, built and natural heritage, cultural heritage, social gathering spaces, places of worship, landmark buildings, landscapes or signs
- Creating distinctive gateways and identification signs at main entrances
- Coordinating a characteristic design style by coordinating the use of signs, banners, public art, paving materials and patterns, street trees, street lights and site furnishings
- Emphasizing a high standard of urban, landscaping and architectural design
- Branding and beautification efforts.

**B2 POLICIES | PARKS AND GREENSPACE**

B2.17 Develop a central, universally-accessible urban park in each Town Centre. Where possible, locate the park adjacent to community facilities (libraries and recreation centres) and design and program it for community events and gatherings.

B2.18 Use linear corridors, walkways, greenways, streets and other functional open spaces to connect the public to private outdoor spaces such as plazas and squares.

B2.19 Link Town Centre parks and open spaces to the city-wide network of greenways.



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ADD CAPTION

# B3

## Transit Corridors

### Support Transit Oriented Development along major corridors linking centres and employment areas.

Transit Oriented Development (TOD) focuses on creating compact, complete urban neighbourhoods with higher density mixed uses that align with and support frequent transit service. TOD helps to reduce greenhouse gas emissions by supporting active and public transportation choices and relieves congestion on busy streets by reducing reliance on the automobile. In order to develop a transit-oriented city, it is important to locate higher density development in appropriate locations along existing and proposed Frequent Transit Corridors.

In order to meet Objective B3, the following policies apply:

### B3 POLICIES | GENERAL

- B3.1 Support higher-density residential, commercial and mixed-use development in appropriate locations along existing and planned Frequent Transit Corridors outside of Town Centres.



## Figure 18: Frequent Transit Development Types

For the purposes of this section of the OCP, the following definitions apply:

### Frequent Transit Development Areas

These areas are located outside of Town Centres (as shown on Figure 8) where higher densities may be expected to be permitted and in accordance with the Land Use and Density Section of this Official Community Plan.

### Frequent Transit Corridors

These are urban areas located along TransLink's Frequent Transit Network (as shown on Figure 19).

### Rapid Transit Station Areas

These areas are urban nodes located within 400 meters of existing or planned rapid transit stations. These station areas may be located within the City Centre, a Town Centre, a Frequent Transit Development Area or along other parts of a Frequent Transit Corridor.



ADD CAPTION and reference

graphic

**B3 POLICIES | LAND USE AND DENSITY**

- B3.2 Encourage mixed-use development within Commercial and Multiple Residential land use designations along Frequent Transit Corridors (see Figure 8), particularly within planned or existing Rapid Transit Station Areas.
- B3.3 Support redevelopment opportunities for medium-density, street-oriented, mixed-use infill within identified Frequent Transit Development Areas (see Figure 8), that is sensitive to the character of existing residential areas.
- B3.4 Encourage the retention and development of affordable housing along transit corridors, particularly along Frequent Transit Corridors (see Figure 8), and within existing or planning Rapid Transit Station Areas.
- B3.5 Define the extent of higher density within Frequent Transit Development Areas (see Figure 8), in consultation with TransLink and the local community.
- B3.6 Engage in land use planning processes in consultation with the community, for those areas along the Frequent Transit Corridors (as shown in Figure 19) in order to define appropriate land uses and densities. These processes may result in defining additional FTDA's within Surrey.

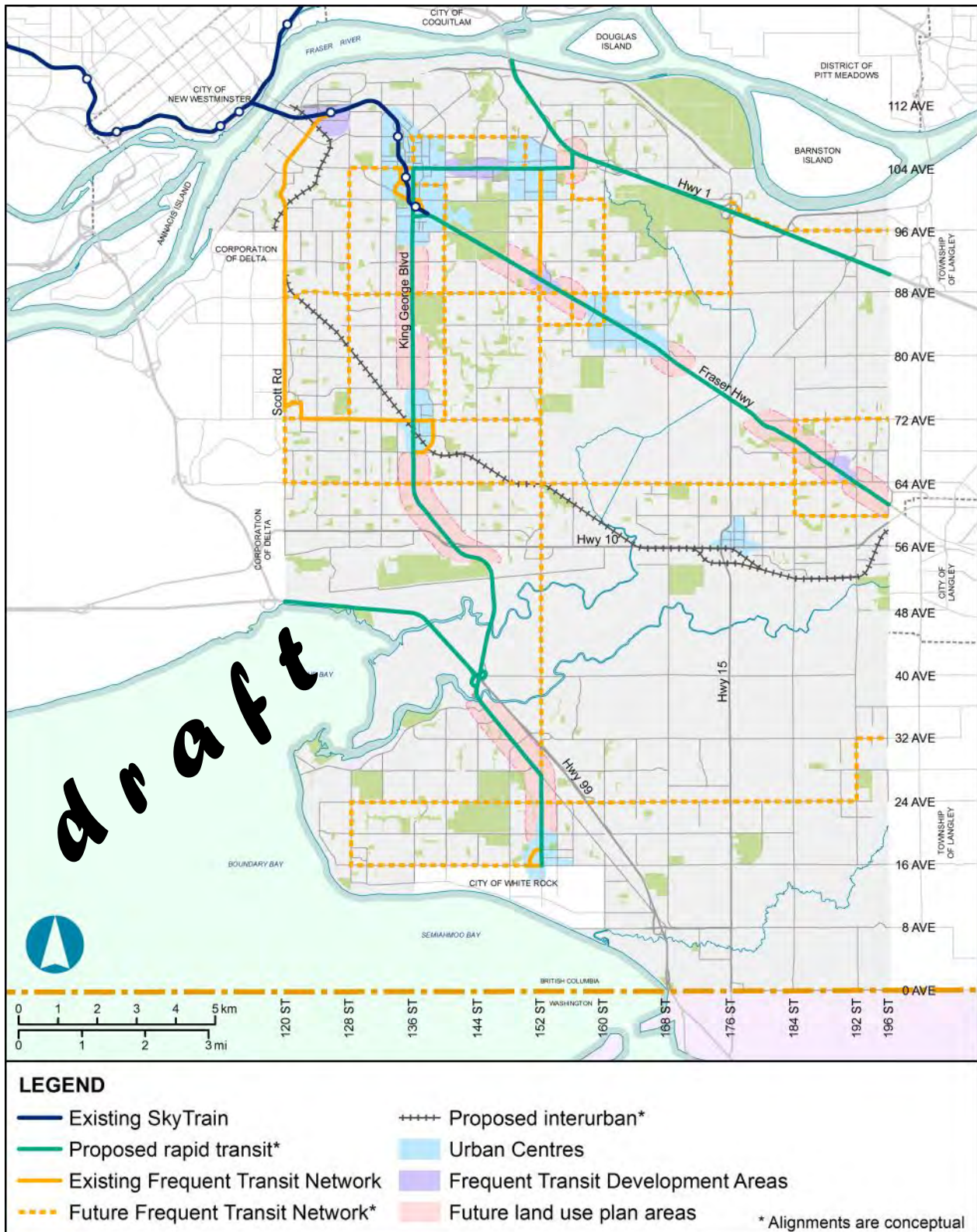
**B3 POLICIES | URBAN DESIGN**

- B3.7 Orient new buildings to directly face and front onto streets along all transit corridors, providing convenient access to residences and businesses from transit.
- B3.8 Ensure safe, convenient and universally-accessible pedestrian and cycle access from adjacent neighbourhoods to transit stations and bus stops.
- B3.9 Encourage development that supports increased transit, pedestrian and cycle use along existing or planned frequent transit corridors by:
  - Creating attractive public places at major arterial intersections and/or major development sites that are accessible to the public and serve as neighbourhood gathering places
  - Providing generous sidewalk widths that are free of obstacles and are finished with a high level of pedestrian amenities such as street lighting, street trees, landscaped boulevards, transit shelters, benches and seating areas
  - Considering transit-priority measures such as reserved lanes, signal pre-emption and bus bulges to increase passenger comfort and reduce delays
  - Placing parking underground or at the rear of buildings
  - Minimizing the number and width of driveway entrances on arterial roads or along existing or planned Frequent Transit Corridors (see Figure 8).

ADD CAPTION



Figure 19:  
Frequent Transit Corridors



# B4 Healthy Neighbourhoods

## Build complete and walkable green neighbourhoods.

Complete, walkable and green neighbourhoods provide opportunities for working, living and recreation while accommodating the needs of all age groups and abilities. These neighbourhoods are safe to move around in, provide a mix of housing types for a range of incomes and households, provide efficient transportation alternatives and offer accessible natural areas.

The City of Surrey is committed to planning and supporting neighbourhoods that provide a high quality of life, promote healthy living, provide opportunities for social connections and that sustain a healthy natural environment.

In order to meet Objective B4, the following policies apply:

### B4 POLICIES | GENERAL

- B4.1 Develop complete, accessible and walkable green neighbourhoods through the planning and development of new neighbourhoods and through sensitive redevelopment within existing neighbourhoods.
- B4.2 Plan and design urban neighbourhoods with sufficient densities to support a viable transit system that is accessible to most residents.
- B4.3 Clearly define neighbourhood centres, including appropriately-scaled commercial and community facilities. Where appropriate, several adjacent neighbourhoods may share a neighbourhood centre.
- B4.4 Foster safe and socially-cohesive neighbourhoods by supporting neighbourhood design and community-building initiatives that bring people together in public spaces.

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**B4 POLICIES | HOUSING**

- B4.5 Plan and design new neighbourhoods to accommodate a wide range of diverse households throughout their lifecycle. Encourage innovative and flexible forms of housing to support a diversity of household sizes and composition and rental opportunities.
  
- B4.6 Direct higher residential densities to locations within walking distance of neighbourhood centres, along main roads, near transit routes and adjacent to major parks or civic amenities.
  
- B4.7 Design housing units to front directly onto public streets and/or public spaces, in order to facilitate a safe, welcoming, public streetscape and public realm.
  
- B4.8 Maintain an attractive, pedestrian-friendly streetscape by requiring detached housing, with less than 12 m frontage along a public street, to be accessed from back lanes.
  
- B4.9 Plan for housing units to front onto riparian and green areas, where possible, to increase visibility into those areas and to increase the amenity features for those residences.
  
- B4.10 Incorporate live/work units into appropriate locations in higher density urban neighbourhoods. Opportunities for live/work units shall be considered in the development of secondary plans.



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## B4 POLICIES | NEIGHBOURHOOD SERVICES

- B4.11 Create mixed-use neighbourhood centres that support the needs of local residents. Include local-oriented shopping, services, schools and amenities within easy walking and cycling distance for residents in order to reduce dependency on private vehicles.
- B4.12 Include small-scale offices and community spaces in neighbourhood centres that are well serviced by transit. Support retrofitting existing commercial spaces to accommodate childcare centres.
- B4.13 Where possible, public facilities such as schools, community halls and recreation centres should be designed and managed to provide maximum community use and benefit.
- B4.14 Ensure neighbourhoods are well served by civic and community facilities such as indoor and outdoor recreation centres, childcare centres, neighbourhood parks and amenities specifically geared to youth.
- B4.15 Work in conjunction with the School District No. 36 to locate schools so that they are safely accessible by walking, cycling and public transit. Locate community parks in conjunction with school sites near the heart of each neighbourhood.
- B4.16 Work in partnership with School District No. 36 so that schools serve as after-school and weekend multi-purpose centres and gathering places for local neighbourhood activities.
- B4.17 Plan neighbourhoods in consultation with School District No. 36 to ensure that urban development and population growth is considered in the planning of new, appropriately-sized and well-located public schools.
- B4.18 Locate neighbourhood parks and play areas so that they are within 400 m of most homes.
- B4.19 Develop mini-parks and mini-plazas as outdoor gathering spaces in urban neighbourhoods. Design and locate these public places to front directly onto public streets and be clearly visible from adjacent residences.
- B4.20 Include attractive civic spaces within new and developed neighbourhood centres (e.g. plazas, common green space or a main street shopping area) in conjunction with mixed-use buildings and public amenities.
- B4.21 Support Places of Worship, on a neighbourhood-scale basis and along major roads, where on-street parking is able to appropriately accommodate overflow parking needs.
- B4.22 Retain and enhance attractive and unique neighbourhood characteristics by:
- Using landscaping or gateway features to define or enhance existing or potential neighbourhood boundaries
  - Establishing policies that support the existing characteristics of neighbourhoods
  - Ensuring an appropriate and sympathetic interface is created between new development and existing neighbourhoods
  - Developing guidelines to enhance the unique features of activity centres.

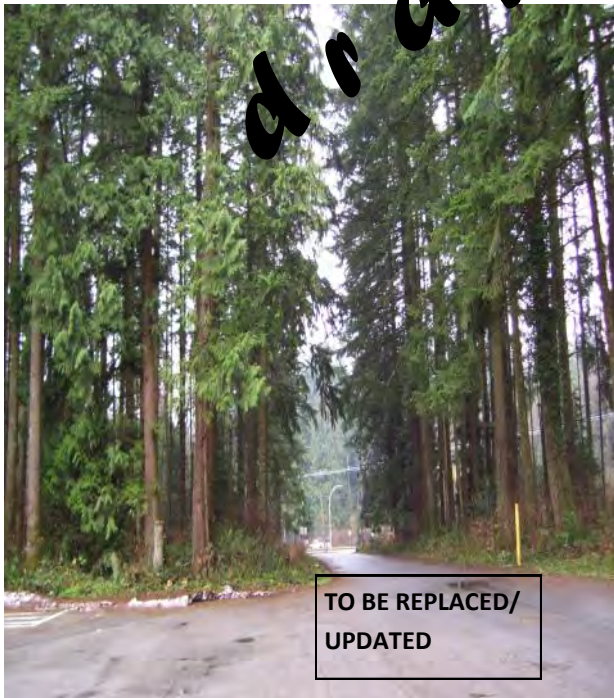
**B4 POLICIES | NATURE AND GREEN**

- B4.23 Provide residents with visual and physical access to natural areas by establishing trail systems that connect Surrey’s neighbourhoods with natural areas.
- B4.24 Minimize road crossings through natural habitat corridors and riparian areas in order to maintain natural ecosystem connections within neighbourhoods.
- B4.25 Protect and retain significant trees, forest stands and other natural features, where feasible, within new and existing neighbourhoods.
- B4.26 Incorporate natural drainage systems and green infrastructure features into neighbourhood plans.
- B4.27 Encourage developers of neighbourhoods to pursue certification through LEED-ND or similar “green development” programs.

**B4 POLICIES | STREETS AND WALKWAYS**

- B4.28 Design local streets to allow multiple modes of travel and enhanced pedestrian and cycling opportunities. Wherever feasible, sidewalks and treed boulevards shall be located on both sides of all streets.
- B4.29 Support the easy, fluid, unobstructed movement of pedestrians throughout urban areas by planning local street networks using a finer-grained, modified grid pattern (as shown on Figure 20) and by strongly discouraging walled and gated neighbourhoods.
- B4.30 Where necessary, provide pedestrian connections mid-block or through private and/or strata developments to facilitate neighbourhood access to transit stops, shops, local services and amenities. Connect on-site pathways on private property with public walkways and streets.
- B4.31 Consider implementing traffic calming methods and devices, where warranted, with an emphasis on elementary schools.
- B4.32 Design local neighbourhood streets to maximize on-street parking.
- B4.33 Limit driveway access to arterial roads and support access onto private parcels, along arterials, via back lanes.

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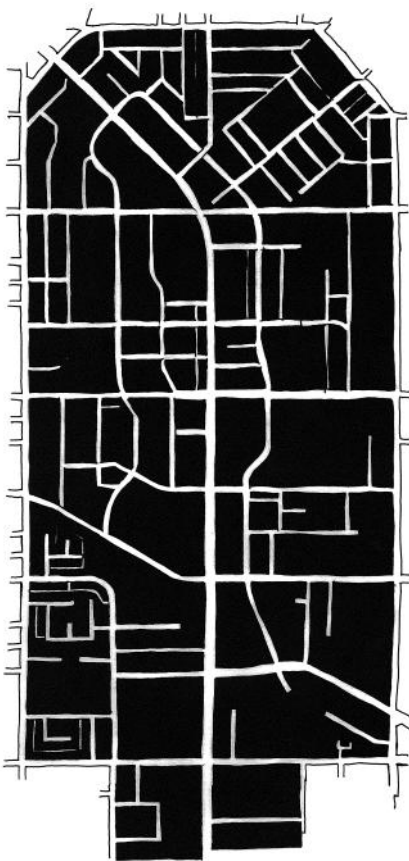
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**Figure 20: Finer Grain Road Network**

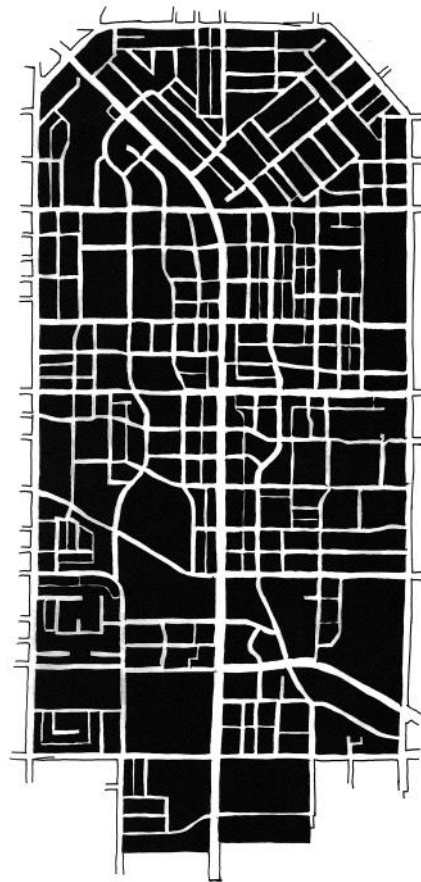
As Surrey continues to evolve and grow into a large metropolitan centre, it slowly transforms from a landscape of large tracks of agricultural and suburban land into a dense urban environment. A significant part of this transformation involves creating a finer grain road network, particularly within Surrey's City Centre or downtown core. Supporting this finer grain network is vitally important to creating a livable city where walking and cycling are viable and convenient forms of transportation. Large blocks of uninterrupted land serve as barriers to comfortable and direct pedestrian and cycle circulation and encourage inefficient vehicle movements by supporting the use of a few large arterial roads for a majority of vehicle movements. A finer grain networks allows for more even distribution of traffic throughout smaller, but more frequent, local roads and allows for pedestrians and cyclists to move about with significantly more options and conveniences.

The proposed street network for City Centre (shown below) illustrates the increase in choice available to all transportation modes which allows for a more diverse and healthy community fabric of services, commercial ventures and amenity opportunities. This type of road network will also be supported in other areas of the city, where possible.

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**Existing  
City Centre Road Network**



**Proposed  
City Centre Finer Grain Network**

# B5 Memorable Features

## Retain and enhance memorable natural and built features and places.

“Sense of Place” is a characteristic of a specific geographic area that has a recognizable, unique or particular identity. Surrey’s Sense of Place is a product of its location within the lower Fraser Valley where the natural landscape is defined by the wide, mostly flat, agricultural lowlands of the Little Campbell, Nicomekl and Serpentine River valleys, framed by upland areas with wooded escarpments. Memorable views are available from many locations within Surrey and along linear, treed, road corridors. Key views into Surrey from across the Fraser River and from the major bridges leading into the city include the Fraser River shoreline with a wooded North Slope escarpment and the City Centre skyline emerging beyond the top of the escarpment.

These features are particularly important to retain as Surrey continues to grow. The City is committed to identifying, retaining and protecting significant landscapes, historic centres, places and the built and natural features that provide Surrey its Sense of Place.

In order to meet Objective B5, the following policies apply:

### B5 POLICIES | GENERAL

- B5.1 Incorporate the protection and enhancement of the overall quality of Surrey’s “Sense of Place” and natural heritage into the preparation of land use plans, public works projects and the review of development proposals.
- B5.2 Encourage local, community-based initiatives that protect and enhance Surrey’s neighbourhoods and its natural and built features.



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**B5 POLICIES | GATEWAYS AND CORRIDORS**   **B5 POLICIES | VIEWS AND VIEWPOINTS**

B5.3 Identify distinctive and high-quality entrances and gateways into Surrey through landscape design, public art installations and consistent City signage on both public and private property.

B5.4 Retain and enhance attractive natural and cultivated landscapes and built structures along major highways and roads throughout Surrey by protecting native vegetation and significant trees, avoiding blank walls and outdoor storage in development and ensuring high quality signage.

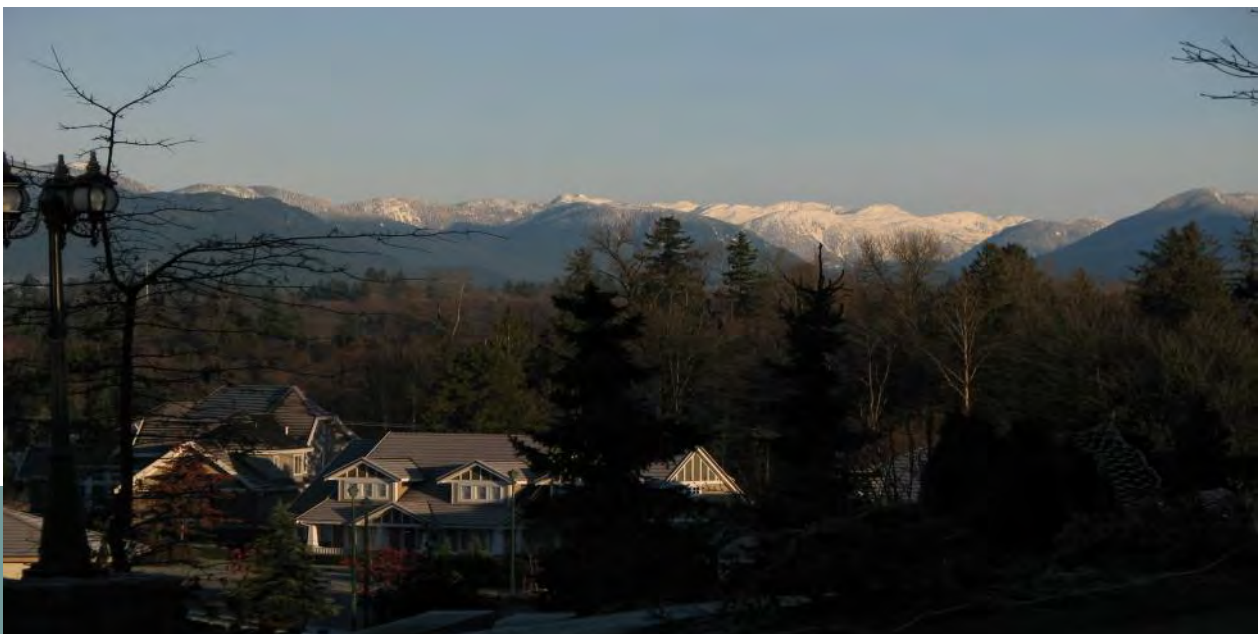
B5.5 Create a cohesive, high quality interface along all municipal boundaries in collaboration with neighbouring municipalities.

B5.6 Identify and protect significant views, where possible, from public lands and gathering places as an amenity for Surrey residents. Consider the following as significant views to promote:

- Mt Baker and the North Cascade Mountains
- The North Shore Mountains and the Golden Ears
- The Fraser River, including its islands, log booms and marine features
- Semiahmoo Bay, the Georgia Strait and the Gulf Islands
- Crescent Beach, Boundary Bay and Mud Bay
- Alex Fraser, Pattullo, Port Mann and SkyTrain Bridges
- The agricultural valleys of the Little Campbell, Nicomekl and Serpentine Rivers
- The wooded escarpments along the Fraser River (North Slopes), the Semiahmoo Peninsula (Ocean Park Bluffs) and the agricultural lowlands
- The City Centre skyline.

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CAPTION



**B5 POLICIES | RIVERS AND ESCARPMENTS**

**B5 POLICIES | RURAL LANDSCAPES**

- B5.7 Enhance the natural character of riverbanks and shorelines, in consultation and subject to, the jurisdiction of relevant government agencies.
- B5.8 Identify and enhance opportunities for public access points and trails along the ocean shores, the Fraser River and, where appropriate and in consultation with, the agricultural community along the Nicomekl, Serpentine and Little Campbell Rivers and their tributaries.
- B5.9 Work with businesses using the Fraser River to enhance the industrial character and shoreline image of the Fraser River. Use riparian enhancements and the planting of trees and shrubs as a screening mechanism, where feasible.
- B5.10 Protect and enhance the generally forested character of the escarpment slopes along the Fraser River and the agricultural valley through tree protection measures and replanting programs.

- B5.11 Retain the rural character of roadways through agricultural and suburban areas of the city by using road cross-sections specific to the area, fencing and open drainage features and by encouraging appropriate plantings such as hedgerows and wind-breaks.
- B5.12 Encourage the retention and maintenance of common landscape features and built structures that provide Surrey’s distinct character and identity. Incorporate these features into parks and public places, where feasible.
- B5.13 Where recreational activity does not interface with agricultural operations, encourage the use of country roads and dikes for recreational cycling or walking.
- B5.14 Protect and enhance the character of the agriculture/urban interface by retaining natural landscape features and planting appropriate landscape buffers between urban development and agricultural operations.

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CAPTION

## B5 POLICIES | NATURAL HERITAGE

B5.15 Protect the character of heritage and scenic roads by using special landscape guidelines and/or heritage markers. The most significant roads include:

- Crescent Road
- Harvie Road
- Old McClelland Road
- 56 Avenue (new McClelland Road) along Panorama Ridge
- Fraser Highway through Green Timbers Urban Forest
- Semiahmoo Trail
- Old Yale Road
- Hyland Road

B5.16 Protect identified heritage and significant trees including those along King George Boulevard and Semiahmoo Trail, particularly during road works projects and adjacent land development.



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# B6

## Urban Design

### Encourage beautiful and sustainable urban design.

Urban Design involves the arrangement of publically-accessible spaces and the structures within and around these spaces including streets, plazas, parks and public infrastructure, privately-owned building facades and gardens. Urban design is concerned with the creation of a physical environment that engages in a safe, inviting and pleasing manner.

Surrey is committed to improving the urban design of development and redevelopment projects throughout the city, enriching the sensory quality and sustainability of the urban environment and strengthening the Sense of Place of Surrey's diverse neighbourhoods.

In order to meet Objective B6, the following policies apply:

*draft*

#### B6 POLICIES | GENERAL

- B6.1 Ensure high-quality and sustainable urban design through the implementation of Development Permit Areas and Guidelines, as set out in the **DP1: Form and Character Implementation Section** of this Official Community Plan.
- B6.2 Integrate principles of urban design into the planning of neighbourhoods and centres and as part of development review processes, including:
- Reflecting and enhancing local neighbourhood character and identity
  - Ensuring compatibility of scale, massing and architecture with adjacent sites
  - Maximizing safety and comfort
  - Integrating, connecting and maximizing access for all users
  - Promoting vibrant, active and pedestrian-friendly public and private environments
  - Providing diversity, choice and variety within a coherent, consistent physical environment
  - Designing for flexibility of uses and resiliency in changing contexts
  - Responding appropriately to environmental features to create a "Sense of Place".
- B6.3 Reflect community attributes through civic beautification initiatives and through consistent design guidelines applied to new development.
- B6.4 Ensure new development responds to the existing architectural character and scale of its surroundings, creating compatibility between adjacent sites and within neighbourhoods.
- B6.5 Enhance community pride by using public art as an integral component of community, neighbourhood and project design, in keeping with the City's Public Art Policy.

**B6 POLICIES | PUBLIC-PRIVATE INTERFACE**

- B6.6 Design buildings to enhance the activity, safety and interest of adjacent public streets, plazas and spaces by:
- Locating buildings so that they directly face public streets
  - Encouraging the placement of street-facing retail uses and/or residential units (e.g. townhouses) on the ground floor of buildings
  - Providing doors, windows and 'active' building faces along public streets and plazas
  - Providing a seamless connection from streets and public areas to buildings by designing and constructing the ground floor of buildings to meet adjacent grades and sidewalk levels
  - Providing a clear delineation between public space and private residential areas by using street trees, landscaping and low walls or fences that do not create a visual barrier
  - Avoiding locating parking lots or driveways between buildings and public streets
  - Avoiding blank facades and providing 'eyes on the street' by placing active uses within parts of the building that front onto streets and public spaces.

**B6 POLICIES | PUBLIC REALM**

- B6.7 Infuse public and publically-accessible spaces with animation and interesting features and activities including programmed events, art installations, performances, ceremonies, festivals, street markets and unstructured social interactions.
- B6.8 Create opportunities for unstructured play for children.
- B6.9 Create opportunities for interactive and enjoyable public spaces by using furniture, banners, signs, interactive public art, heritage interpretation, paving patterns, vibrant colours and other 'placemaking' design elements.

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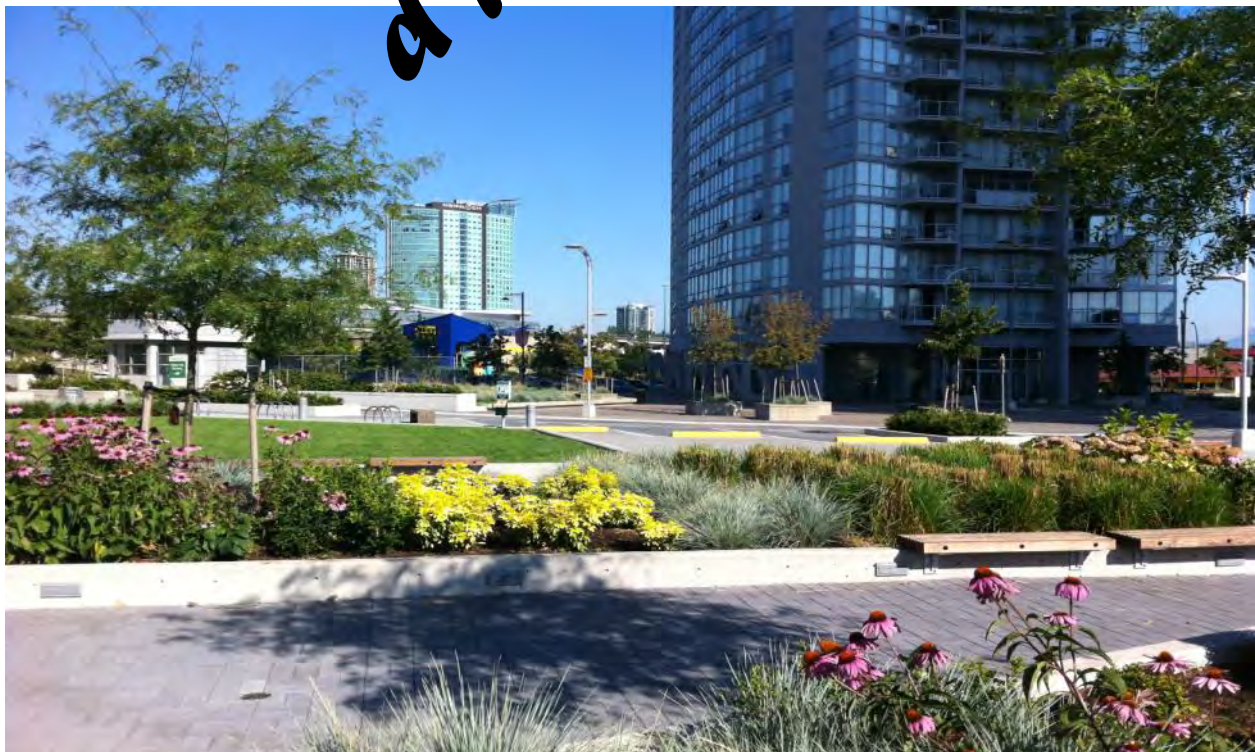
**B6 POLICIES | STREET NETWORKS AND CIRCULATION**

- B6.10 Achieve a finer-grained network of streets, lanes and walkways when developing neighbourhood plans and when redeveloping larger properties to create interesting urban spaces and high quality pedestrian experiences **(as shown on Figure 20)**.
- B6.11 In higher-density areas and centres, support development concepts and designs that specifically attempt to reduce driveway/pedestrian conflicts.
- B6.12 Provide wider sidewalks, bike lanes and treed boulevards to create an attractive and safe streetscape.
- B6.13 Where feasible, encourage on-street parking to support retail viability and to enhance and create interesting streetscapes.
- B6.14 Ensure street widths and designs facilitate safe and efficient pedestrian travel.

**B6 POLICIES | INNOVATIVE DESIGN**

- B6.15 Use Development Permits, where feasible, to ensure the incorporation of green elements into the design of public spaces, including:
  - Sufficient boulevard widths and areas able to support large-canopy street trees
  - Existing trees retained and incorporated into new and redevelopment projects
  - Attractive public and private gardens and landscaped areas that provide areas of shade and that use drought-tolerant plants.
  - Well-managed community gardens on residential, commercial and institutional sites
  - Green roofs, walls and screen plantings that are integrated into buildings and structures
  - Sustainable rainwater management features

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**B6 POLICIES | COMFORT, ACCESSIBILITY AND SAFETY**

- B6.16 Maximize public access to sunlight by managing and shaping the mass, setback, height and bulk of new development.
- B6.17 Consider human scale and comfort by providing continuous weather protection, where feasible.
- B6.18 Ensure universal accessibility within the public realm by fully integrating accessibility and adaptable design into buildings, site development and public spaces.
- B6.19 Where there is underground parking, ensure it is safe and accessible.
- B6.20 Incorporate Crime Prevention Through Environmental Design (CPTED) principles and guidelines into the design and review of development projects.
- B6.21 Promote healthy and comfortable urban areas and environments, work places and health care centres by providing adequate access to trees and natural landscapes.
- B6.22 Ensure a clear and easily understood urban environment by using appropriate wayfinding and signage.
- B6.23 Create a safe and comfortable pedestrian environment in urban areas by ensuring crosswalks, crossing signals, reduced crossing distances and boulevard separation from traffic are considered during development.

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# THEME C: INFRASTRUCTURE and FACILITIES



## THEME C | INTRODUCTION



Infrastructure provides the systems and networks that connect a city and supports the functions of contemporary urban life. In this Official Community Plan, the definition of infrastructure includes engineering and utility networks such as sanitary sewers, drainage systems, water distribution lines, energy networks and transportation systems. It also includes civic facilities such as recreation and community centres and libraries as well as a network of parks and greenways that knit Surrey and its neighbourhoods together .



As a geographically large city made up of several distinct urban areas that are separated by agricultural land, Surrey faces challenges in maintaining its extensive infrastructure networks in an efficient and cost-effective manner. This reality places increased importance on the careful planning and management of each network of public infrastructure.



The objectives within Theme C support maximizing the sustainability of Surrey's civic infrastructure by emphasizing low-impact development and construction practices, extending the safe and useful lifespan of public infrastructure assets, minimizing waste and inefficiency and designing and managing streets, parks and greenways to encourage active transportation (walking and cycling) and environmental health.

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## THEME C | OBJECTIVES

1. Develop efficient and adaptable water, drainage, liquid and solid waste and energy infrastructure systems.
2. Provide a comprehensive transportation network that offers reliable, sustainable and accessible transportation choices.
3. Maintain an integrated network of parks and greenways to promote healthy living and connect the City and its neighbourhoods.
4. Provide an integrated network of civic and recreational facilities to support community and neighbourhood life.

# THEME C: INFRASTRUCTURE AND FACILITIES

*Develop Complete and Sustainable  
Parks, Public Infrastructure and  
Transportation Systems*

## SECTIONS:

**C1 Adaptable, Greener  
Infrastructure**

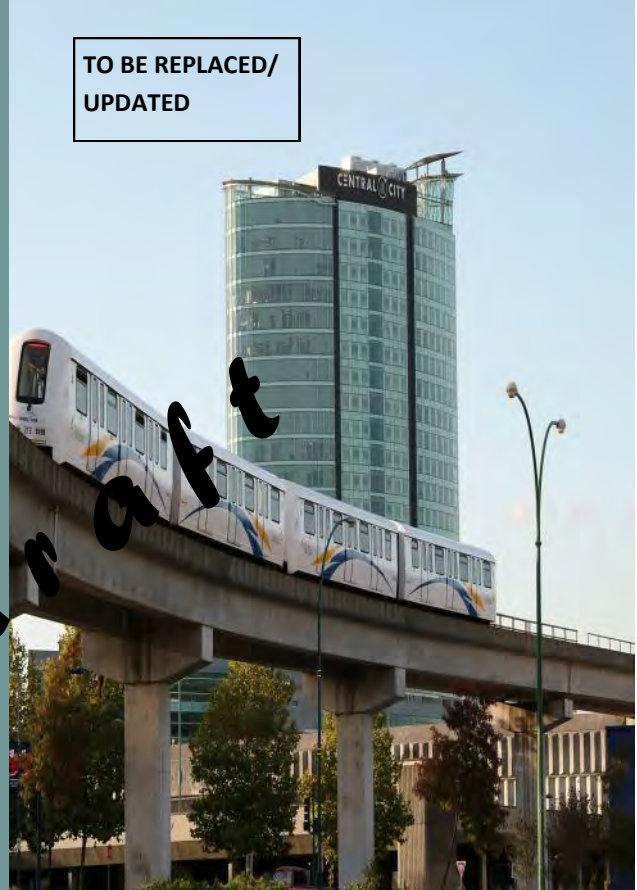
**C2 Transportation**

**C3 Parks, Greenways and  
Multi-Use Pathways**

**C4 Civic and Recreation  
Facilities**



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UPDATED



# C1 Adaptable, Greener Infrastructure

## Develop efficient and adaptable infrastructure systems.

Surrey residents enjoy a high level of municipal services (e.g. water, drainage, liquid and solid waste and energy supply) which contribute significantly to quality of life. The provision and maintenance of these service demands are detailed in Surrey's *10-year Engineering Servicing Plan*.

Surrey emphasizes a sustainable approach to managing its infrastructure systems including:

- Maximizing the efficiency and performance of existing infrastructure before building new systems
- Planning for efficiencies that reduce new development infrastructure needs
- Reducing infrastructure energy consumption
- Including 'green' and natural stormwater infrastructure components while also minimizing local ecosystem impacts
- Supporting District Energy systems to help reduce long term energy costs
- Planning for infrastructure to support future development.

In order to meet Objective C1, the City will:

July 12, 2013

## C1 POLICIES | GENERAL

- C1.1 Maintain a 10-year Engineering Servicing Plan to identify the infrastructure works and services necessary to meet the needs of the City's existing population and to support future development within approved areas.
- C1.2 Encourage the development of more compact and efficient land uses and servicing systems, emphasizing infill and intensification in order to use existing infrastructure systems efficiently and to minimize the costs of new utility infrastructure.
- C1.3 Coordinate infrastructure upgrades and extensions with land use and density requirements to ensure cost effective urban development.

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C1 POLICIES | WATER

- C1.4 Provide, operate and maintain the City’s stormwater system in support of the goals and objectives of Metro Vancouver’s *Drinking Water Management Plan* (see **Figure 21**).
- C1.5 Encourage development practices, landscaping and building systems that reduce water consumption, particularly in high-demand periods.
- C1.6 Require developers to pay for water extensions or system upgrades needed to support their new development.
- C1.7 Support land owners and senior levels of government to protect groundwater resources and aquifers from contamination.

C1 POLICIES | STORMWATER

- C1.8 Complete Integrated Stormwater Management Plans for each watershed catchment in the City as a crucial step to the management of the natural environment in conjunction with land use and infrastructure planning.
- C1.9 Provide, operate and maintain the City’s stormwater drainage system (see **Figure 22**) in support of the goals and objectives of Metro Vancouver’s *Integrated Liquid Waste Resource Management Plan*.
- C1.10 Protect natural watercourses from encroaching development and enhance and improve where necessary.
- C1.11 Plan and implement appropriate on- and off-site stormwater management practices and facilities that support development and meet the water quality and biodiversity needs of the watershed.
- C1.12 Support alternative stormwater management techniques such as drainage infiltration, recharge corridors, absorbent landscaping, pervious pavements and natural area preservation that more closely reflect natural drainage systems and pre-development hydrological conditions.
- C1.13 Continue dialogue with senior levels of government regarding floodplain management, dyking standards and sea level rise strategies for vulnerable areas.
- C1.14 Continue to implement and manage the *Strategic Plan for Lowlands Flood Control* for the Serpentine River and Nicomekl River floodplains in an effort to support agricultural production in these areas.

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Figure 21:  
Water Distribution Infrastructure

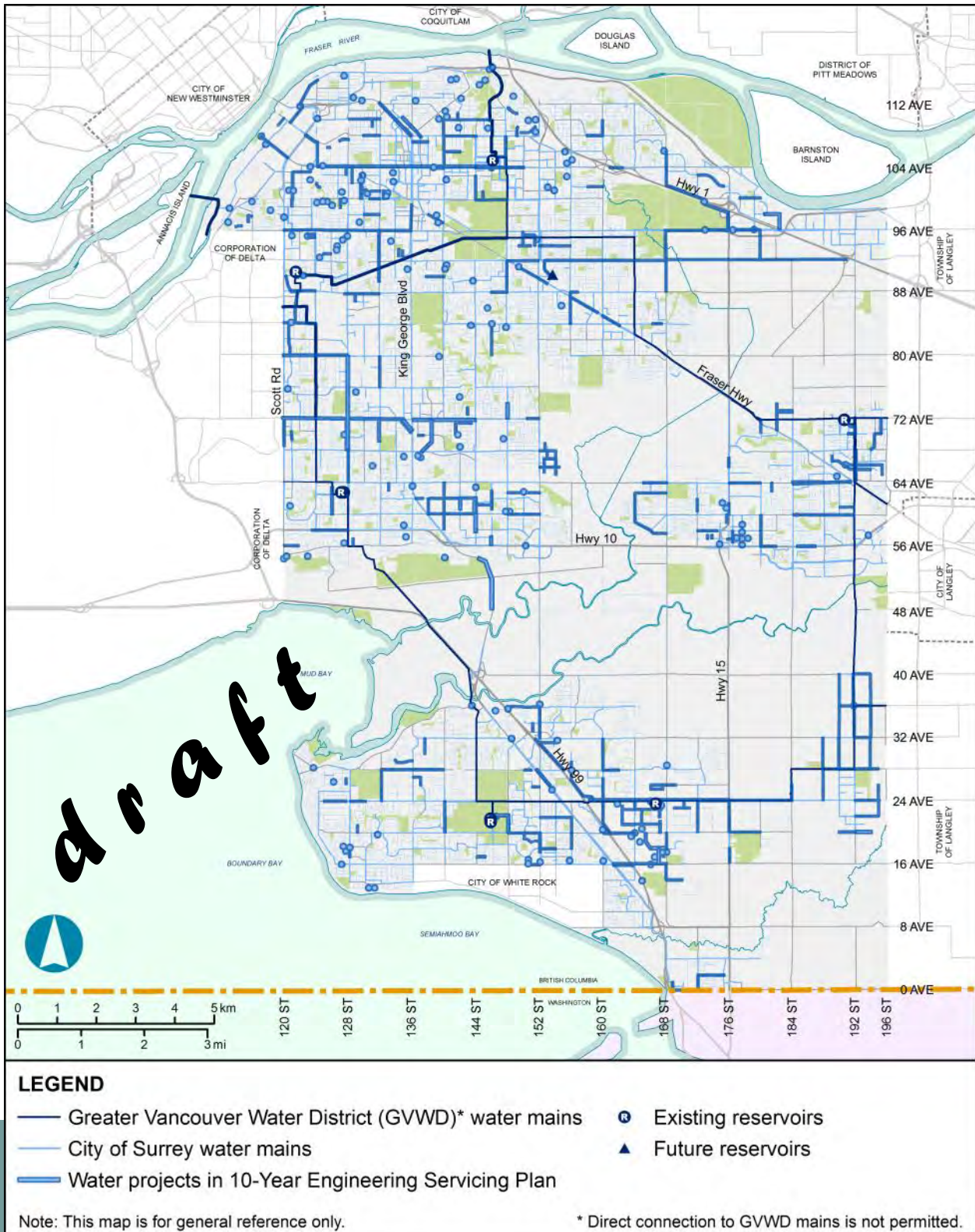
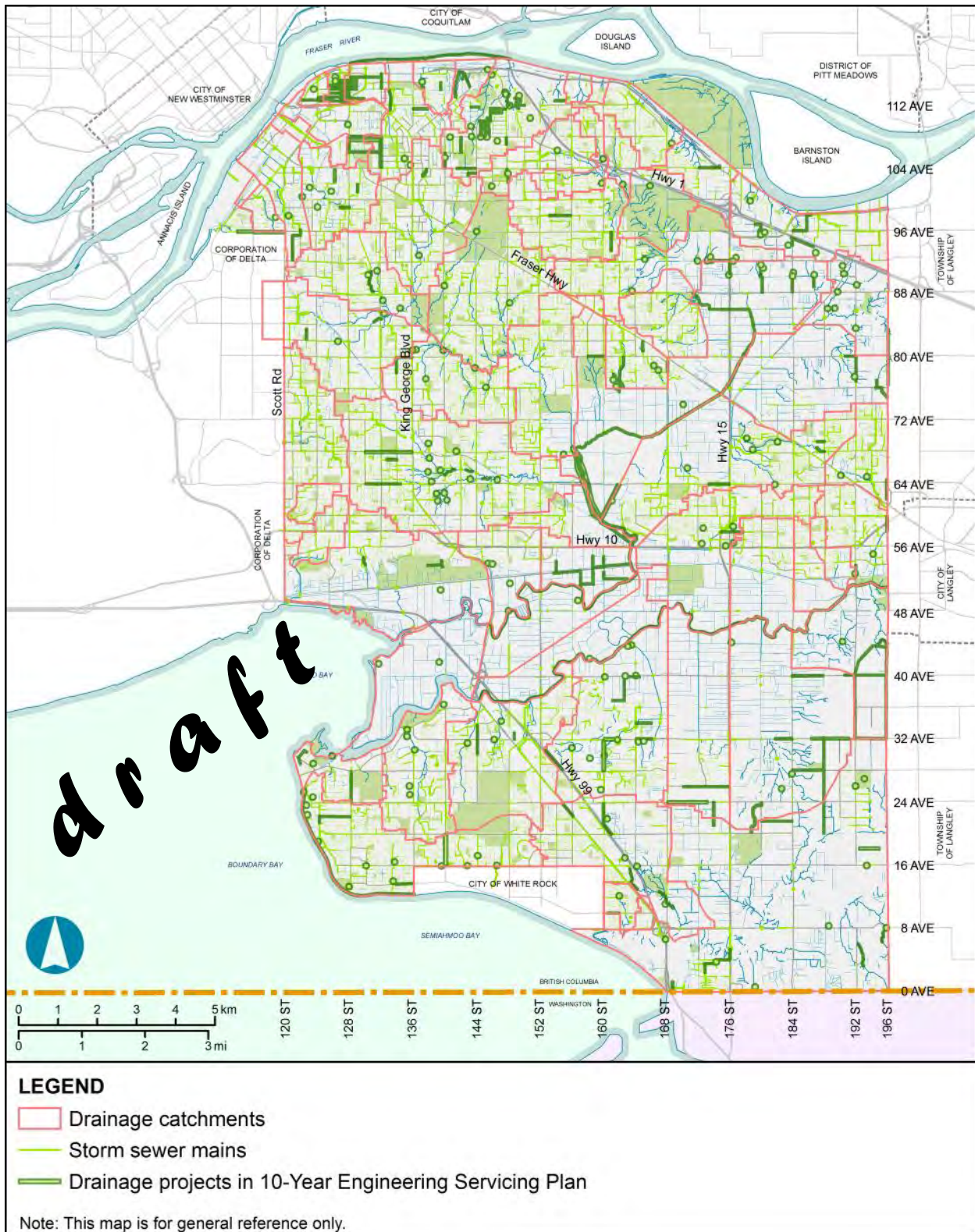


Figure 22:  
**Storm Sewer Collection Infrastructure**



**C1 POLICIES | SANITARY SEWER**

- C1.15 Provide, operate and maintain the City’s sanitary sewer system in support of the goals and objectives of Metro Vancouver’s *Integrated Liquid Waste and Resource Management Plan* (see Figure 23).
- C1.16 Require new development within Neighbourhood Concept Plan areas to demonstrate cost-effectiveness prior to approving any upgrades or extensions to the sanitary sewer system.
- C1.17 Ensure that development provides the sanitary sewer extensions or system upgrades necessary to support new development.
- C1.18 Work with Metro Vancouver and neighbouring communities to control and ultimately eliminate Sanitary Sewer Overflows (SSOs) from the regional sanitary sewer system.

**C1 POLICIES | SOLID WASTE**

- C1.19 Provide solid waste services in Surrey according to Metro Vancouver’s *Integrated Solid Waste and Resource Management Plan*.
- C1.20 Participate with partners, including Metro Vancouver, non-profit organizations and the private sector to promote cost-effective and sustainable waste reduction and diversion initiatives and practices.
- C1.21 Reduce solid waste produced by Surrey residents, commercial and industrial operations and construction activities through recycling, home composting, curbside pick-up restrictions and public promotion and education.
- C1.22 Reduce the energy needed for waste disposal by encouraging private development to accommodate composting and recycling facilities in multi-family and commercial developments.
- C1.23 Support the co-location of industrial uses so that the waste from one can be used as a resource by another.
- C1.24 Encourage venues and special events to adopt Zero Waste goals as part of a larger “green events” policy. Use incentives and technical assistance to help implement their goals.
- C1.25 Work with senior levels of government to move toward prohibiting non-essential, non-recyclable materials, products and packaging in manufacturing and product distribution.

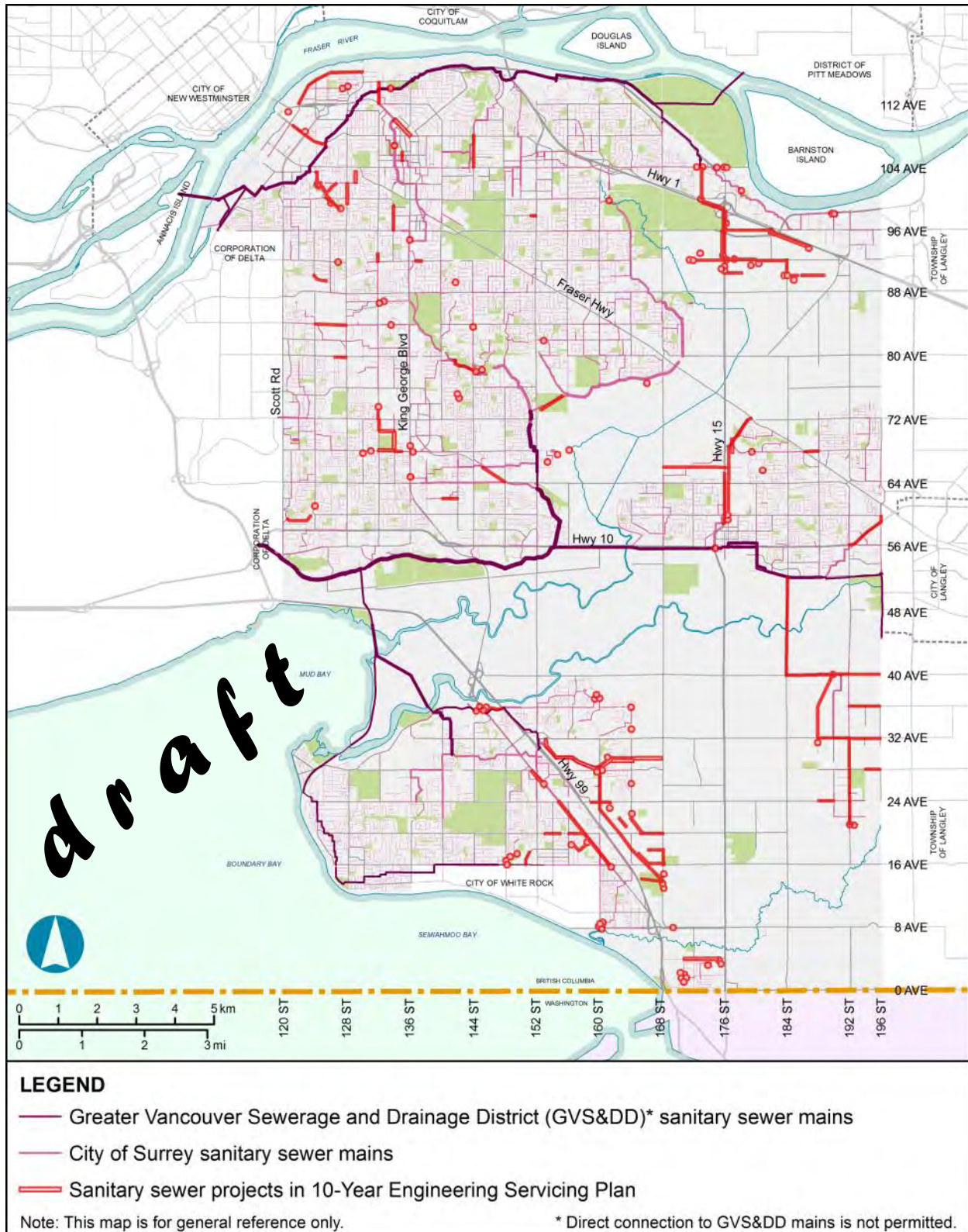
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CAPTION

Figure 23:  
**Sanitary Sewer Collection Infrastructure**



**C1 POLICIES| ENERGY**

- C1.26 Consider energy efficiency in community planning and building design. Support land uses, development plans, transportation and utility infrastructure, building forms and energy alternatives that increase energy systems that increase energy efficiency and conservation in a sustainable manner.
- C1.27 Work closely with BC Hydro and other utility companies to coordinate planning and development of electricity and utility infrastructure to ensure project efficiencies, to minimize costs and to reduce public nuisance.
- C1.28 Advance the implementation of district energy systems to provide thermal energy to new and existing buildings to improve community energy resilience, facilitate the use of renewable energy sources and reduce GHG emissions.
- C1.29 Focus Surrey's initial development of district energy systems in City Centre. Consider the feasibility of using district energy systems along high-density corridors and in Town Centres.
- C1.30 Encourage innovative ways to produce, supply, store and conserve energy at the community, neighbourhood and building levels. Explore and identify opportunities to use appropriate energy sources to satisfy energy demands.
- C1.31 Promote the use of renewable energy sources through energy demonstration projects.
- C1.32 Retrofit city infrastructure systems overtime, to increase energy efficiency by incorporating low-impact renewable energy sources into building and construction practices.



CAPTION

**C1 POLICIES | OTHER UTILITIES**

- C1.33 Ensure the appropriate interface between land uses and utility corridors, including electrical transmission corridors and oil and gas Rights-of-Way.
- C1.34 Ensure the coordination of land use planning with the provision of essential utility infrastructure including telecommunications and energy networks.
- C1.35 Develop and implement policy on the appropriate location, design criteria and neighbourhood integration of wireless communications infrastructure in consultation with the communications industry.

**C1 POLICIES | IMPLEMENTATION**

- C1.36 Ensure Development Cost Charges (DCCs) are sufficient to fund all growth-related works outline in the 10-Year *Engineering Servicing Plan*. Require developers to finance the utility system improvements that are necessary to accommodate their new development.
- C1.37 Use alternative financing tools such as DCC Front-Ending Agreements and Development Works Agreements to assist the development community in providing DCC-eligible infrastructure necessary to service urban development.
- C1.38 Recognize that neighbourhoods will continue to have different standards and levels of service for street lights, sidewalks, drainage and parks and that retrofitting will be considered on a limited basis for high priority areas or in areas experiencing significant redevelopment through infill or intensification. New development will be required to meet current standards or standards specified within Neighbourhood Concept Plan areas.
- C1.39 Provide opportunities, by using Local Area Servicing, for existing properties to improve their local infrastructure.
- C1.40 Ensure long-term infrastructure sustainability by establishing financial plans and reserves to ensure adequate long-term funding for the maintenance and replacement of the City's infrastructure systems.

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ADD PHOTO—CAPTION

# C2 Transportation

## Provide reliable, sustainable and accessible transportation choices.

Transportation plays a role in almost all aspects of people's lives. A sustainable transportation system is essential to the needs of all people to access employment, education, shopping, recreation and social and cultural destinations in a safe, affordable, environmentally-friendly and efficient way.

The City's vision for transportation is articulated in the *Transportation Strategic Plan (TSP)*, which sets the foundation for delivering a quality, sustainable and integrated transportation system. The TSP recognizes that increasing mode choice and reducing reliance on the car are key components of a sustainable, balanced system and recognizes that transportation is integrally connected to land use.

In order to meet Objective C2, the City will:

### C2 POLICIES | GENERAL

C2.1 Implement the actions contained in the *Transportation Strategic Plan*, in order to achieve its objectives of:

- Efficiently managing, maintaining and improving the transportation system for all modes
- Promoting alternative and sustainable travel choice and providing better accessibility to jobs, education, health and recreation for all
- Improving community safety, health and quality of life
- Reducing congestion and supporting the sustainable economic development and vitality of Surrey
- Reducing the impacts of transportation on the built and natural environment
- Promoting the integration between transportation and land uses to reduce the need for travel and to support trips by sustainable modes.

C2.2 Plan and develop Surrey's transportation system with a regional perspective, considering Metro Vancouver's *Regional Growth Strategy (RGS)*. Coordinate with the strategic and operational plans of TransLink and the Ministry of Transportation and Infrastructure.



CAPTION

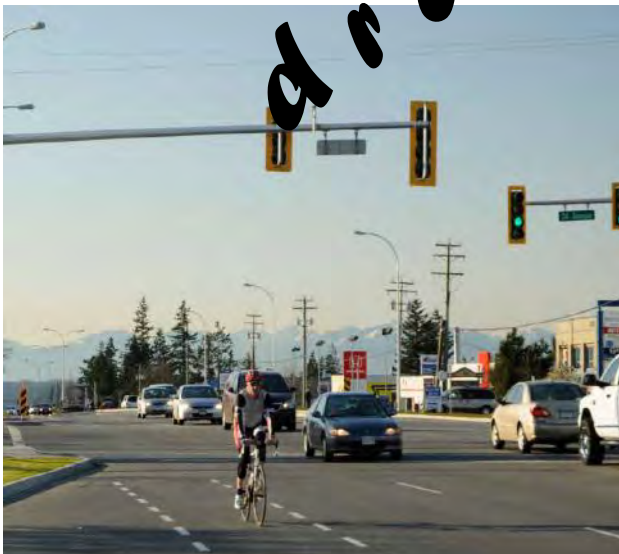


C2 POLICIES | GENERAL (cont.)

- C2.3 Achieve a balanced transportation network. Consider the needs of road users in the following order:
  1. Walking
  2. Transit
  3. Cycling
  4. Commercial traffic and trucks
  5. High occupancy vehicles
  6. Single occupancy vehicles
- C2.4 Provide direct and convenient bike, transit and vehicle access to and within employment areas.
- C2.5 Encourage development patterns, densities and designs that support accessible and effective transit services and that promote walking and cycling.
- C2.6 Ensure that Surrey’s transportation network is planned and designed to support existing and future land uses and densities. Provide viable transportation alternatives to improve infrastructure efficiencies.

C2 POLICIES | ROADS

- C2.7 Maintain road classifications including arterial, collector and local roads to provide a sufficient street network to facilitate mobility within and across Surrey (see Figure 24).
- C2.8 Maintain appropriate street standards and road cross-sections to provide consistency in design.
- C2.9 Retain existing and identify future Rights-of-Way, and/or other parcels of land, that may be needed for future transportation corridors.
- C2.10 Ensure adequate Rights-of-Way are established to accommodate existing and future transportation needs for pedestrians, cyclists, transit services, vehicle travel, goods movement, boulevards (including street trees) and drainage and utility service corridors, as **illustrated in the Major Road Allowance Map of Surrey’s Subdivision and Development By-law, as amended.**
- C2.11 Manage the safe and efficient performance of existing transportation infrastructure systems before widening roads. Focus on prioritizing the completion of missing strategic links.
- C2.12 Coordinate the planning of the City’s arterial street system with major regional roads and provincial highways to facilitate regional links while also reducing traffic impacts on Town Centres and neighbourhoods.
- C2.13 Accommodate consistent flows of traffic along high-volume streets by restricting the number of driveways that directly access arterial roads.



CAPTION

Figure 24:  
Major Road Classifications



C2 POLICIES | ROADS (cont.)

C2.14 Reduce the impacts of transportation infrastructure on the natural environment including watercourses, vegetation, trees, agriculture and conservation lands by:

- Reducing the amount of stormwater runoff that enters watercourses from roads
- Capturing pollutants and sediments before they enter the natural environment
- Pursuing the greening and planting of trees along street and pathways
- Providing wildlife passages at key locations as identified in the Biodiversity Conservation Strategy
- Modifying road layouts and cross sections, where feasible, to protect significant trees and natural areas

C2.15 Implement traffic calming techniques as signage, alternative paving, narrowed roads, traffic circles, curb bulges, speed humps and speed tables, where warranted, to further enhance neighbourhood safety.

C2 POLICIES | WALKING

C2.16 Develop a safer, more convenient and fully accessible pedestrian network by implementing Surrey's *Walking Plan*, including:

- Providing sidewalks and walkways for access within and between neighbourhoods
- Shortening crossing distances across roadways, where feasible
- Linking major destination points, such as Town Centres, workplaces, transit stops, transit exchanges, schools, parks, community facilities and neighbourhood commercial areas
- Considering and addressing issues of urban design, universal access, sustainability, public health and public safety in development proposals
- Ensuring City inter-departmental collaboration to promote and support active transportation.

C2.17 Create short-block, well-connected street networks in new neighbourhoods and redevelopment areas using a grid or modified grid pattern that is convenient and interesting for pedestrians.

C2.18 Where creating smaller blocks is not feasible, use public walkways and Rights-of-Way to effectively link residential areas to neighbourhood amenities such as transit stops, shops, parks, schools and greenways.



CAPTION

## C2 POLICIES | WALKING

- C2.19 Ensure that development site plans provide multiple and direct pedestrian connections linking to adjacent public streets, particularly connecting to transit stops.
- C2.20 Include sidewalks on all new streets and improve existing streets by adding sidewalks, on a priority basis, as budgets permit and opportunities arise, with priority given to locations with high pedestrian activity.
- C2.21 Promote a positive pedestrian experience by designing, constructing and maintaining sidewalks and walkways with sufficient width, curb separation, appropriate surfacing, adjacent street trees and adequate lighting. Consider adding street furniture and weather protection amenities, where appropriate, to enhance pedestrian comfort.
- C2.22 Identify, promote and implement safer walking and biking routes to neighbourhood schools through the use of traffic signals, safe street crossings and traffic calming features.



CAPTION

## C2 POLICIES | TRANSIT AND PASSENGER RAIL

C2.23 Collaborate with TransLink and senior levels of government to plan and implement the expansion and extension of rapid transit service and infrastructure in Surrey.

C2.24 Continue to work closely with TransLink to improve transit service in Surrey, including:

- Implementing the *South of Fraser Area Transit Plan* (as amended), including the extension of frequent transit services along the identified "Frequent Transit Network" corridors (see Figure 25)
- Improving existing bus service in Surrey by increasing the frequency and hours of service on existing routes
- Implementing transit priority enhancements such as reserved transit lanes, "queue-jumping" lanes, transit priority signals, and express transit services
- Improving the safety, convenience, attractiveness and accessibility of transit stops and exchange areas, including the integration of public art installations
- Periodically reviewing transit routes, schedules, vehicle types, connections and hours of operation, to ensure that the best possible level of service is provided.

C2.25 Protect the former BC Hydro 'inter-urban' rail corridor Right-of-Way for future potential as a passenger rail corridor extending from Surrey into the Fraser Valley.

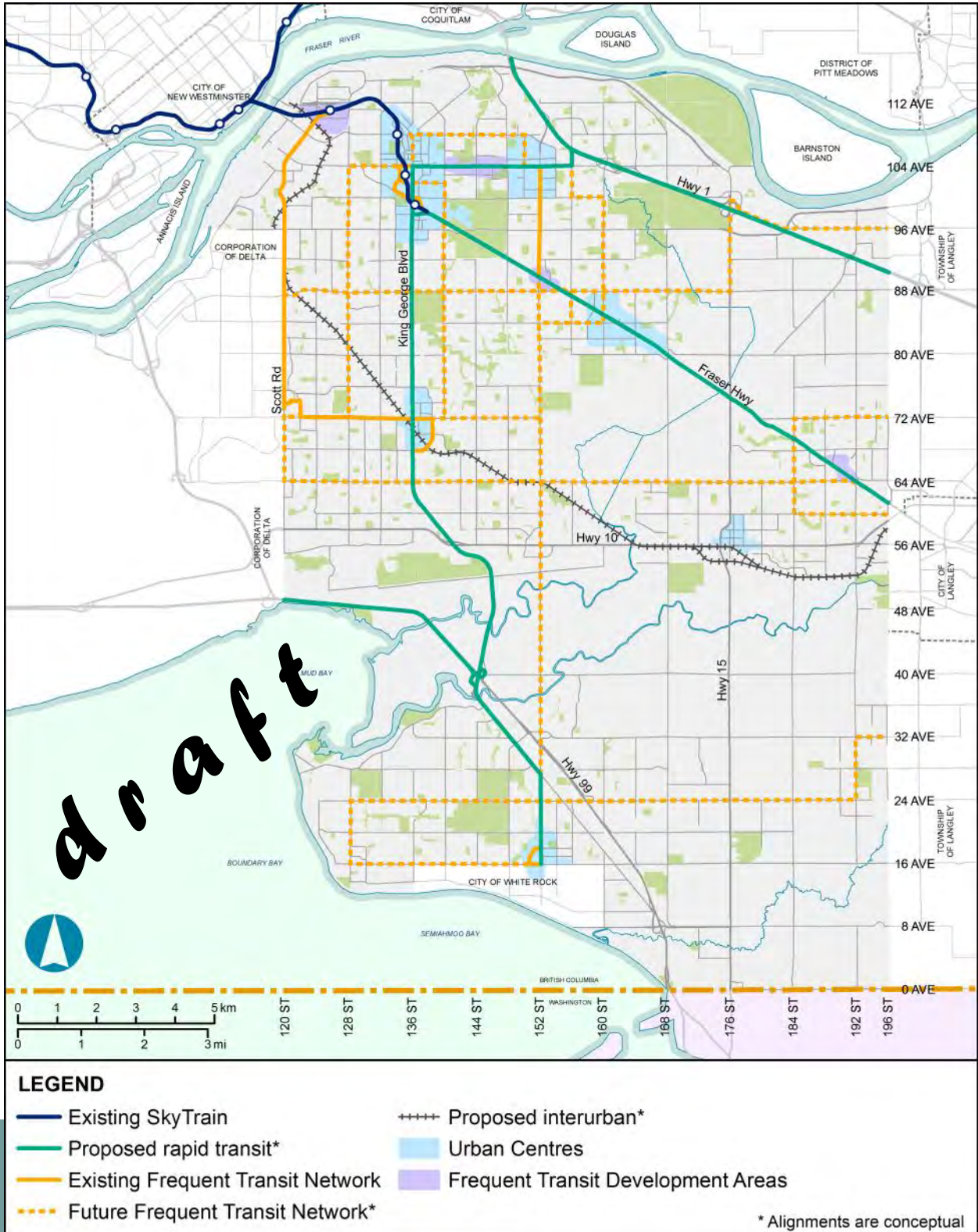
C2.26 Coordinate with senior levels of government to create a Surrey-based stop for the Canada/US inter-urban commercial rail line.

C2.27 Advocate for the long-term relocation of the rail corridor along the Semiahmoo Bay and Boundary Bay waterfront to a more direct inland corridor.



CAPTION

Figure 25:  
Frequent Transit Networks



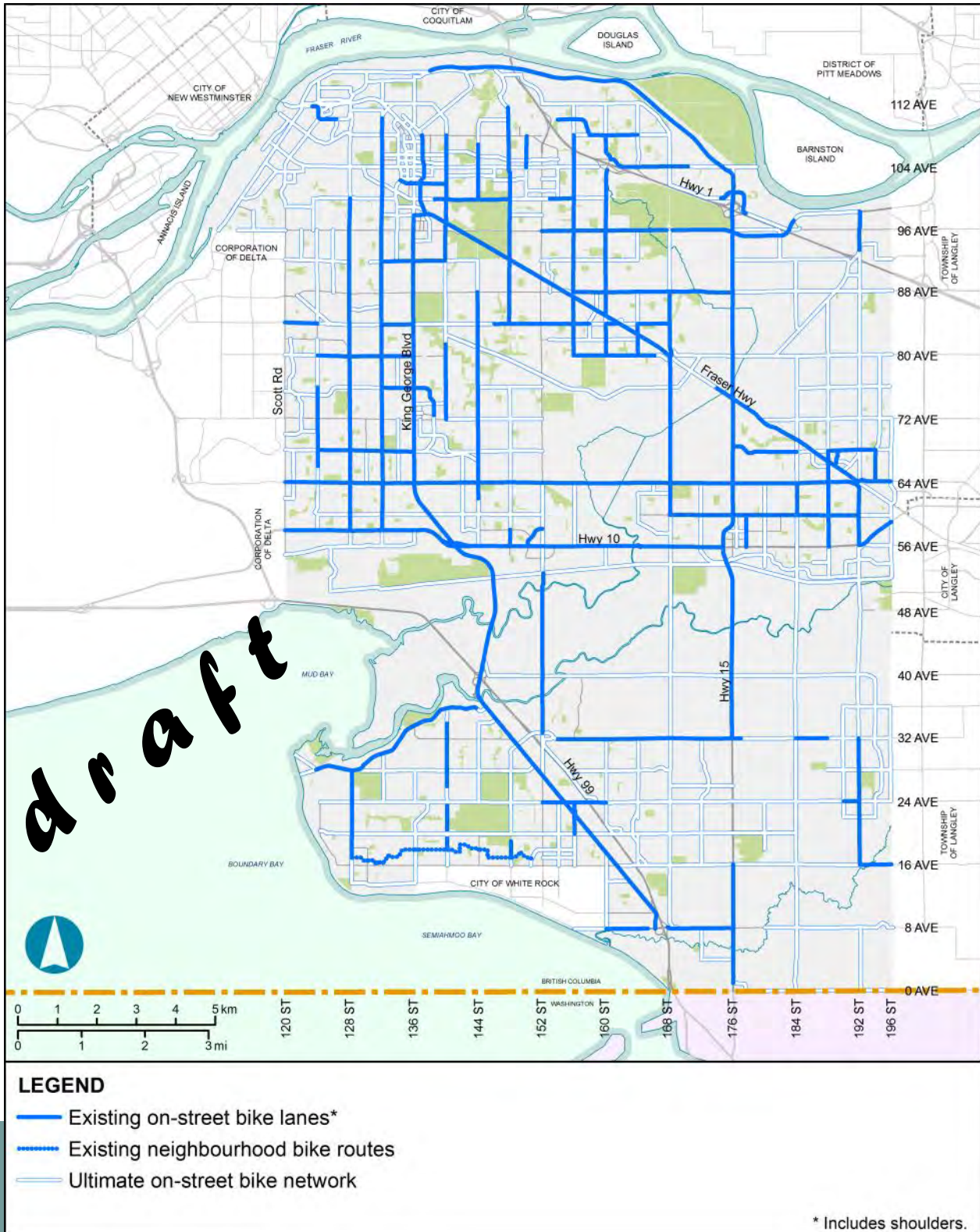
## C2 POLICIES | CYCLING

- C2.28 Plan, implement and maintain a complete, city-wide system of bike lanes, designated bike routes and multi-use pathways in accordance with the *Surrey Cycling Plan* and the *Surrey Greenways Plan*.
- C2.29 Provide continuous and direct cycle access to major destinations to encourage cycling as a viable alternative to driving, and to provide a healthy, alternative mode of transportation for Surrey residents. **(see Figure 26).**
- C2.30 Integrate and connect on-street bike routes (e.g. bike tracks, bike lanes, shared streets) with off-street recreational cycling such as multi-use pathways, greenways and park trails.
- C2.31 Incorporate cycling routes, convenient bicycle parking, storage and end-of-trip facilities into public and private developments.
- C2.32 Locate bicycle-supportive activities, facilities and features at or near transit stations, bus exchanges or at appropriate locations along transit corridors.



CAPTION

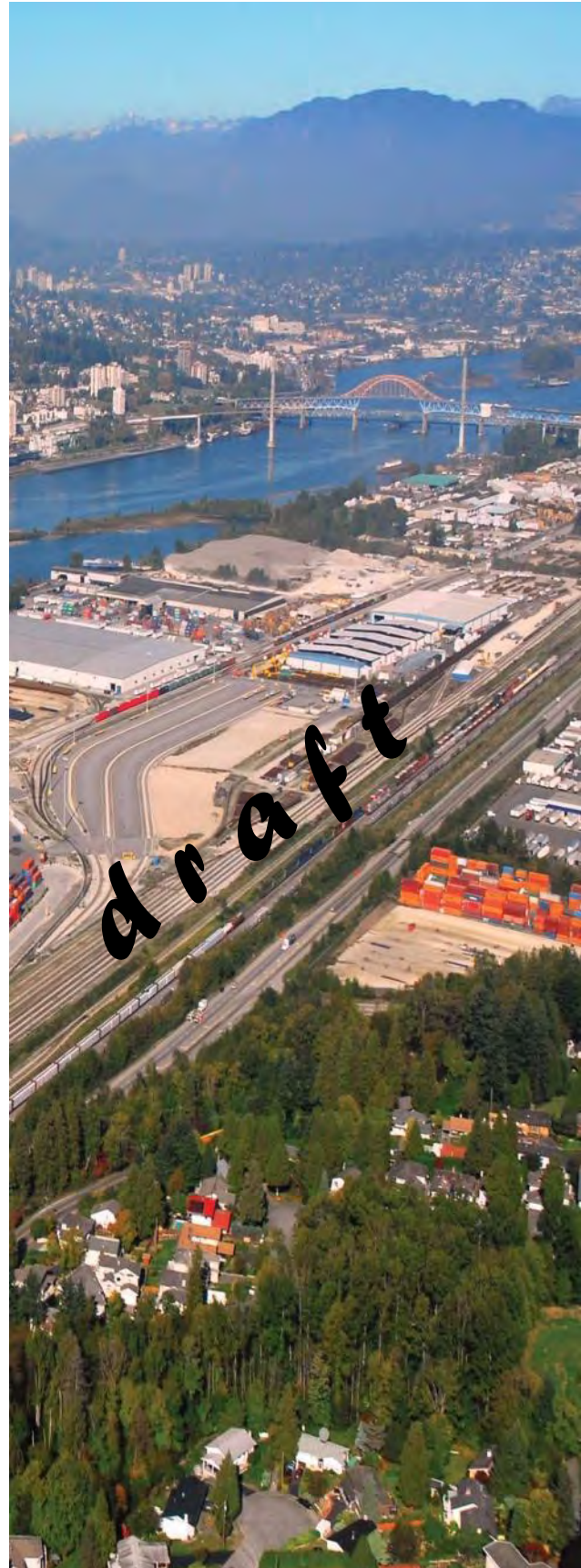
Figure 26:  
Cycle Routes





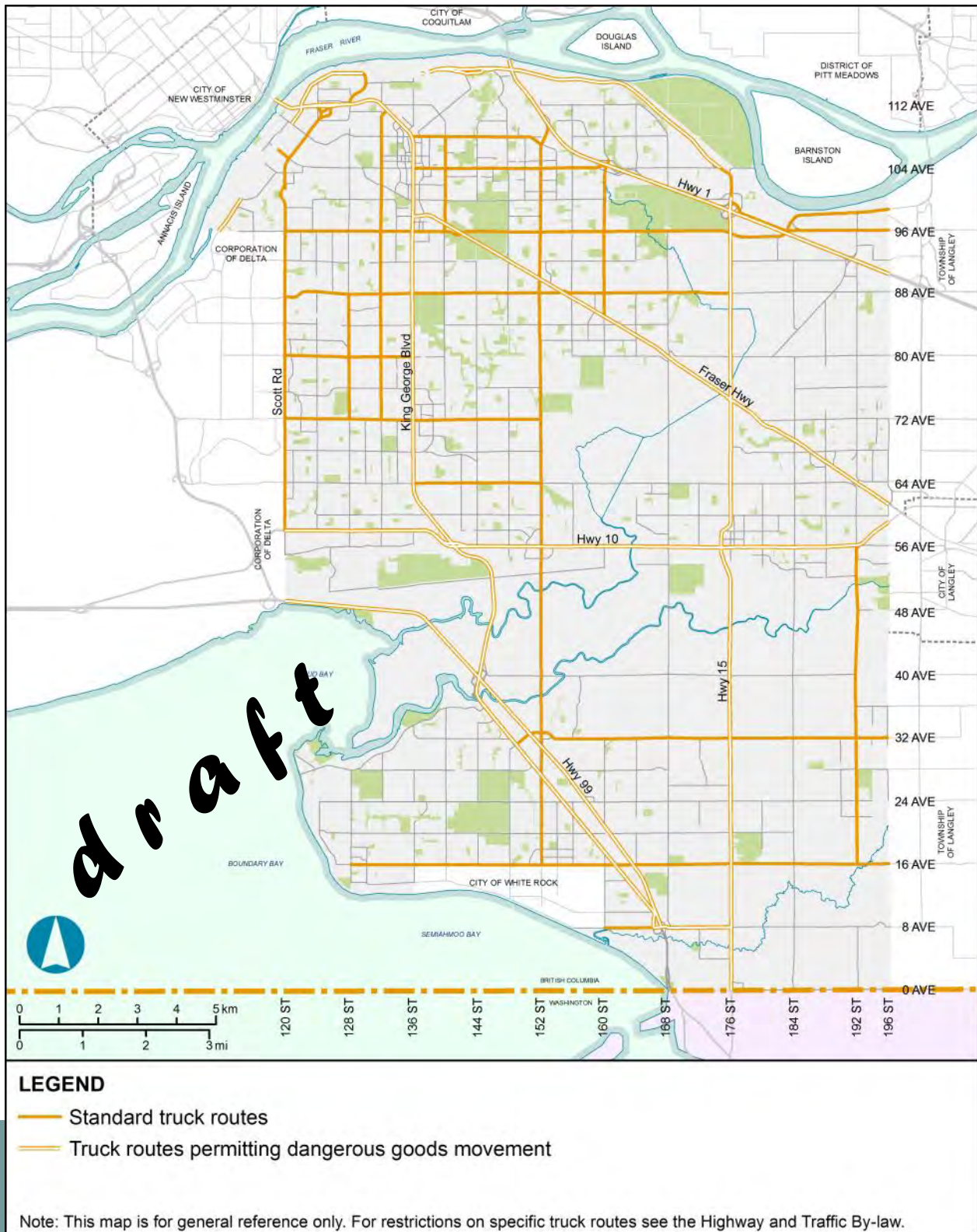
**C2POLICIES | GOODS MOVEMENT**

- C2.33 Collaborate with senior levels of government and TransLink to improve efficiencies along strategic goods movement corridors, including those accessing Port facilities, International Border crossings and major river crossing in order to support economic development.
  
- C2.34 Complete the grid road pattern consisting of arterial and major collector roads that link all areas of Surrey (see Figure 24). Support the movement of goods throughout the city by relying on established Designated Truck Routes (see Figure 27).
  
- C2.35 Reduce potential conflicts by considering the location of goods movement and designated truck routes, including designated dangerous goods corridors, in the planning and approval of new residential development.
  
- C2.36 Reduce the impact of truck traffic noise on neighbourhoods by maintaining and enforcing existing and designated truck routes (see Figure 27) and by using setback reductions, landscaping installations and building orientation and acoustical upgrades.
  
- C2.37 Ensure the loading and on-site access of goods delivery vehicles is considered in conjunction with overall urban development site design.
  
- C2.38 Encourage Federal and Provincial initiatives to achieve grade separation at railway crossings to improve safety and reduce delays and train whistle noise impacts.



CAPTION

Figure 27:  
Truck and Dangerous Goods Routes



**C2 POLICIES | TRANSPORTATION DEMAND MANAGEMENT**

**C2 POLICIES | PARKING**

C2.39 Promote initiatives to reduce congestion, air pollution and greenhouse gas emissions by supporting the reduction of the number and length of trips made by single-occupancy vehicles.

C2.40 Promote alternatives to car travel by improving access to safe and efficient walking and cycling opportunities, including convenient access to transit stops.

C2.41 Promote Transportation Demand Management (TDM) measures and initiatives that result in changes to transportation modes, trip reductions, Single Occupancy Vehicle reductions and a shift in travel behavior such as:

- Car pooling
- Car sharing
- Parking management
- Alternative transportation information
- Employer-subsidized transit passes
- High-occupancy vehicle lanes.

C2.42 Collaborate with TransLink and other Metro Vancouver local government to develop integrated parking and Transportation Demand Management systems.

C2.43 Consider modifying infrastructure requirements to respond specifically to special considerations such as crossing riparian areas or significant tree retention.

C2.44 support the strategic location of off-street parking facilities to promote pedestrian use and Park-n-Ride opportunities, particularly within Town Centres, the City Centre and strategic transit hubs.

C2.45 Review off-street parking regulations to ensure adequate parking is provided to support land uses in a sustainable manner.

C2.46 Consider policies that permit cash-in-lieu payments for off-street parking provisions in order to support capital projects, in appropriate locations, that provide new transit infrastructure and centralized parking facilities.

*draft*

CAPTION



## C2 POLICIES | IMPLEMENTATION

C2.47 Require the preparation of a Transportation Impact Study for new significant developments that examines issues including, but not limited to, the following:

- Impacts of development-generated traffic, for all modes, on the capacity of adjacent or nearby transportation corridors
- Need for modifications to transportation infrastructure to support and/or accommodate new development
- Potential for incorporating Transportation Demand Management measures into new developments.

C2.48 Investigate means to reduce reliance on property taxes to fund transportation improvements by establishing secure, sustainable and predictable funding streams and by securing additional funding through federal, provincial and private agency grant programs.



CAPTION

# C3

## Parks, Greenways and Multi-Use Pathways

### Maintain a network of parks and greenways to promote healthy living and connect the City and its neighbourhoods.

Surrey's identity is intrinsically connected to its parks and green spaces. This legacy is imprinted on the physical form of the city and in the minds of residents. To build on this identity and meet evolving objectives for active transportation, the vision for Surrey involves connecting green spaces and community destinations with off-road pedestrian and bicycle pathways known as greenways.

Surrey maintains over 2,500 ha (6,000 ac) of public parkland and has several significant regional parks maintained by Metro Vancouver. These parks provide excellent opportunities for residents and visitors to enjoy healthy lifestyles as well as organized and informal activities.

The City of Surrey is committed to developing a comprehensive network of greenways and multi-use pathways to connect its parks with its green spaces and to augment Surrey's on-street bike routes, sidewalks and park trails.

In order to meet Objective C3, the City will:

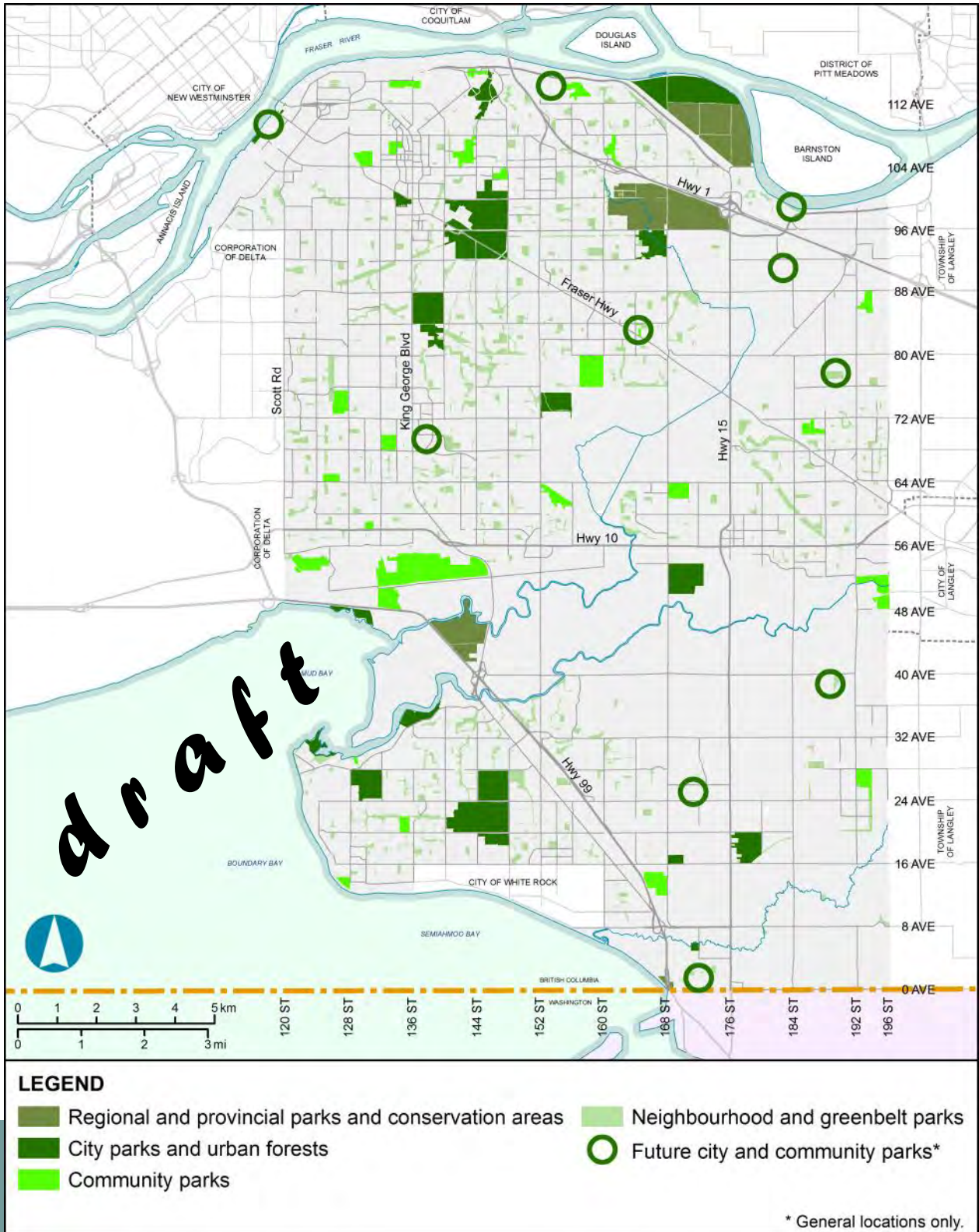
#### C3 POLICIES | GENERAL

- C3.1 Support the equitable distribution and access to high quality public parks and greenways throughout Surrey (see Figures 28 and 29).
- C3.2 Establish a hierarchy of parks that permit a variety of uses and activities according to the scale of park and the area it serves.
- C3.3 Implement the *Parks, Recreation and Culture Strategic Plan* by supporting a parkland acreage standard of 4.2 ha of park per 1,000 residents, allocated across Surrey, in the following categories:
- City Parks (1.2 ha per 1,000 residents)
  - Community Parks (1.0 ha in 1,000 residents)
  - Neighbourhood Parks (1.2 ha per 1,000 residents)
  - Nature Preserve and Linkages (0.8 ha per 1,000 residents)
- C3.4 Maintain a long-range park capital improvement program that balances acquisitions, development and operations, provides a process and criteria for capital improvement project selection and emphasizes creative and flexible financing strategies.



CAPTION

Figure 28:  
Parks



**C3 POLICIES | PARKS ACQUISITION AND PLANNING**

- C3.5 Maintain a parks acquisition strategy that defines acquisition tools and targets potential sites for the following priority parks:
  - areas with a limited supply of City park lands and other public-accessible open space
  - linear corridors and other lands for the protection, preservation and restoration of habitat and ecosystem features
  - linear waterfront access rights to shorelines and beaches
  - larger land holdings to provide usable space for community benefit.
- C3.6 Acquire land in advance of future development, where possible, and where it is determined that parks, other open spaces and linkages may be required to serve the community’s needs for recreation, conservation or environmental protection.
- C3.7 Plan appropriate sizes, locations and types of parks and greenways in conjunction with land uses, densities and transportation networks in all secondary plan processes (e.g. Neighbourhood Concept Plans, Local Area Plans, Infill Areas and Town Centre Plans) to support the parkland needs of future residents.
- C3.8 Monitor land use proposals in Town Centres and Secondary Plan areas to ensure that:
  - land is provided for park purposes sufficient to meet anticipated demand
  - opportunities for improvement of existing park land are identified
  - usable, on-site public and semi-private open space is provided, on development sites
- C3.9 Create large destination parks, such as Green Timbers Urban Forest Park, and waterfront parks along the Fraser River, that function as city-wide and regional attractions.
- C3.10 Utilize the City’s available information on biodiversity conservation to target the acquisition of parkland for conservation and to enhance Surrey’s Green Infrastructure Network.
- C3.11 Develop large, centrally-located parks, in City Centre and each Town Centre, as community gathering places.
- C3.12 Develop and maintain sports field complexes throughout the city to ensure adequate and equitable access for sports groups. Ensure the provision of sports facilities are appropriate to the local community context.
- C3.13 Provide recreational access to the Fraser River and Boundary Bay waterfronts through parkland acquisition and trail development.



### C3 POLICIES | PARKS ACQUISITION AND PLANNING (cont.)

- C3.14 Provide mini-parks and plazas within walking distance of residential areas in dense urban communities (e.g. City Centre and Town Centres) where population growth makes it difficult to meet per capita park provision standards.
- C3.15 Work toward providing a park within walking distance (400-600 m) from all multiple family residences.
- C3.16 Promote the importance of older, larger community Heritage Parks, ( e.g. Elgin, Port Kells and Redwood Heritage Parks) as a continual physical reminder of the historic rural character of Surrey.
- C3.17 Consider creating wide linear parks and greenways as agricultural buffers in new neighbourhoods where they are adjacent to farmland.
- C3.18 Incorporate the planning of active neighbourhood parks with elementary school sites and the planning of community parks with secondary school sites. Parkland and adjacent school sites should share open space and facilities to promote safety, accessibility and space and land use efficiencies.
- C3.19 Integrate park and school sites so that sites are safe, accessible, efficiently used and maintained as a focus for neighbourhoods. Encourage entering into joint agreements with the School District to guide coordinated park programming and maintenance.
- C3.20 Collaborate with Metro Vancouver and neighbouring municipalities to ensure the delivery of complimentary and coordinated parks, greenways facilities and management systems.

### C3 POLICIES | PARKS DEVELOPMENT

- C3.21 Design and develop new parks in consultation with neighbourhood residents so that facilities and uses are appropriate to neighbourhood context and with ecological objectives.
- C3.22 Implement the recommendations of Surrey's *Dog Off-Leash Area Strategy* to balance the recreational needs of dogs with other park users.
- C3.23 Integrate stormwater management facilities into parkland in a functional and attractive manner while simultaneously retaining and/or enhancing environmental functions for habitat preservation.
- C3.24 Where parks are located adjacent to agricultural areas, ensure the protection of agriculture and the efficient and viable operations of farms by implementing appropriate measures, such as fencing, barrier plantings and setback, that reduce potential conflicts.



CAPTION



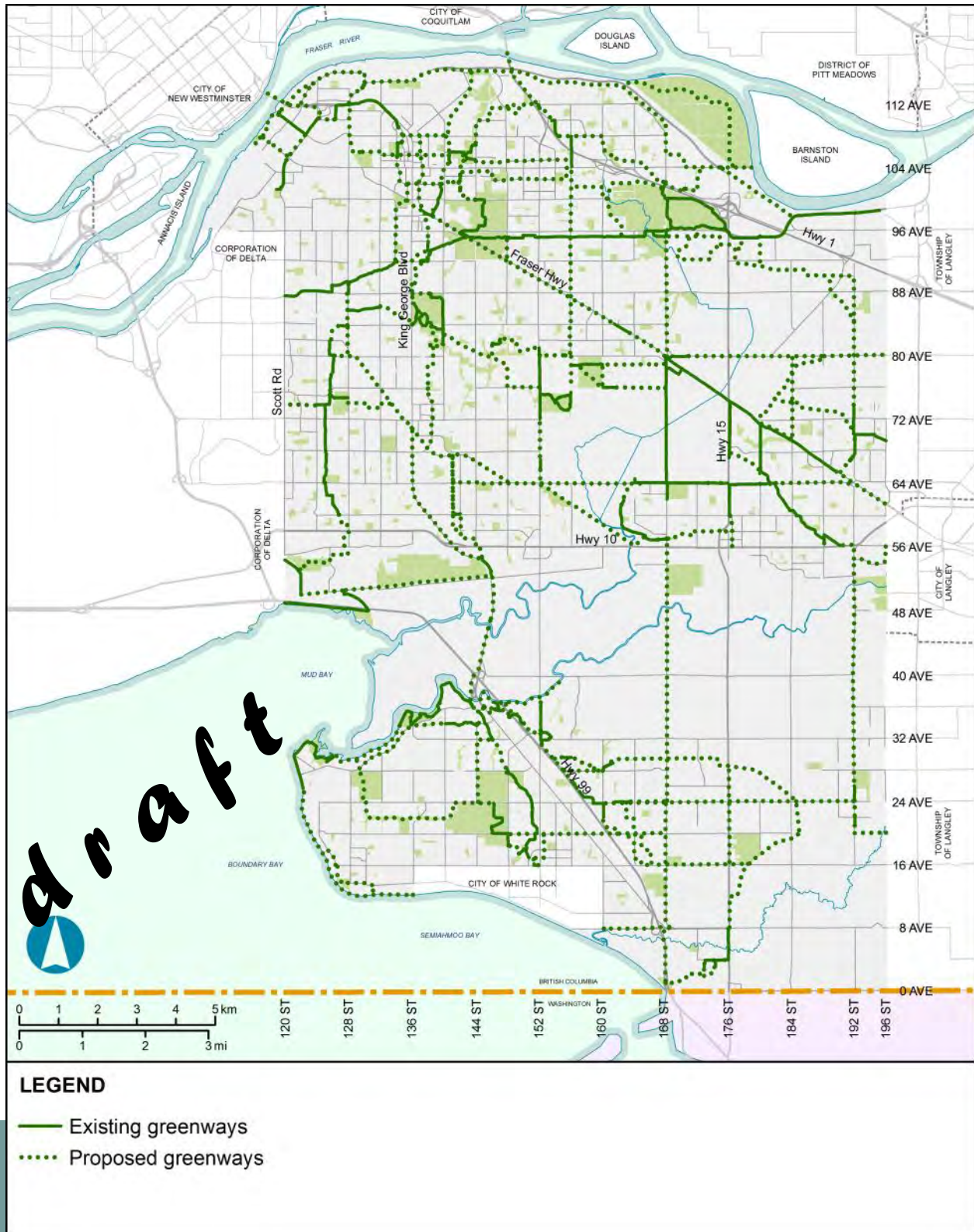
**C3 POLICIES | GREENWAYS**

- C3.25 Plan and implement a hierarchy of regional, city-wide and neighbourhood-level greenways, in keeping with Surrey’s *Greenways Plan* (see Figure 29).
- C3.26 Develop an integrated network of recreational greenways and multi-use paths that connect Town Centres, major parks, schools, transit facilities, community destinations and neighbourhoods. Link to regional destinations and greenways, in accordance with *Surrey’s Parks, Recreation and Culture Strategic Plan, Cycling Plan, Walking Plan* and the *Greenways Plan*.
- C3.27 Work with other government organizations to promote access and to complete a regional network of continuous pathways along the Fraser River.
- C3.28 Identify and promote the expanded use of utility corridors including hydro and gas Rights-of-Way as greenways.
- C3.29 Design greenways with a more urban character with City Centre and Town Centres, compared with greenways located within lower density residential and rural areas.
- C3.30 Enhance the user’s experience of greenways and multi-use pathways by integrating amenities such as benches, viewpoints, public art installations, heritage markers, shelters, information kiosks and plantings at appropriate and strategic locations.
- C3.31 Develop and maintain appropriate design standards for greenway widths, grades, surfacing, signage, fencings, landscaping and lighting.



CAPTION

Figure 29:  
Greenways Network



**Figure 30: Greenways**

Surrey’s greenways network is made up of loops and connectors. A greenway loop is proposed around each of Surrey’s six distinct communities whereas a greenway connector is proposed between each community. The greenway network creates an interconnection between major parks, natural areas and recreation facilities. Greenways are a significant component of the Active Transportation Network and offer community benefits for Surrey’s residents in areas of personal well being, social and cultural aspects, economic activity and environmental stewardship. These benefits are explored in more detail below:

**Personal Well Being**

Greenways help encourage physical fitness and healthy lifestyles for all age groups, income levels and cultural backgrounds. They create new active living opportunities, provide safe transportation alternatives and allow users to engage with and perceive the physical, social and natural details of their community contributing to spiritual and mental wellness.

**Social and Cultural Aspects**

Greenways provide a myriad of social and cultural benefits including providing venues for social interaction and the ability to foster community involvement by providing partnership opportunities. Greenways also help to protect and connect users with cultural and historic assets, provide areas for natural learning and encourage youth to find entertainment in healthy environments.

**Economic Benefits**

Greenways are the most desired and least expensive recreation facility the City provides. A stimulant to tourism and money spent within Surrey for recreation-based activities, greenways add to the local economy and simultaneously improve the image and attractiveness of the city as a place to establish a business and as a place to live.

**Environmental Stewardship**

Greenways can provide an important connection to sustainability and environmental protection by allowing for the preservation of green space, improving air quality and creating corridors that improve habitat connections and maneuverability.

The City’s greenways were created from over 50 years of constructing trails where opportunities presented themselves. This ad hoc approach has left gaps in the system that the City is working on filling (see **Figure 29**). Connecting gaps will continue to take place over time and in conjunction with adjacent development opportunities. Once complete, Surrey’s Greenway Network will span the entire city, to and from, all four corners.

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CAPTION

**C3 POLICIES | GREENWAYS (cont.)**

- C3.32 Provide a safe user environment by incorporating Crime Prevention Through Environmental Design (CPTED) principles into the planning, construction, assessment and maintenance of greenways, including the consideration of surrounding land uses, lighting and signage.
- C3.33 Pursue universal accessibility throughout the greenway network by considering the needs of all users regarding pathways grades, surface materials, traffic signals and signage.
- C3.34 Review open space corridors or linkages proposed to pass through the Agricultural Land Reserve (ALR) with the Surrey Agricultural and Food Security Advisory Committee (AFSAC) and the Agricultural Land Commission (ALC).
- C3.35 Ensure environmental protection where greenways are located along or through sensitive ecosystems or where they cross watercourses and/or Riparian Areas. Where greenways are located along a sensitive ecosystem or Riparian Area, the greenway Right-of-Way shall be located outside the protection area.
- C3.36 Where feasible, provide multi-use pathways along major arterial roads. Provide safe and convenient pedestrian and cycle routes between neighbourhoods and transit facilities and between community-scale commercial and recreational facilities, including city-wide greenway networks.
- C3.37 Implement interim measures such as using existing sidewalks, road shoulders, park trails and local roads as temporary greenways connections until full implementation of the network is completed.

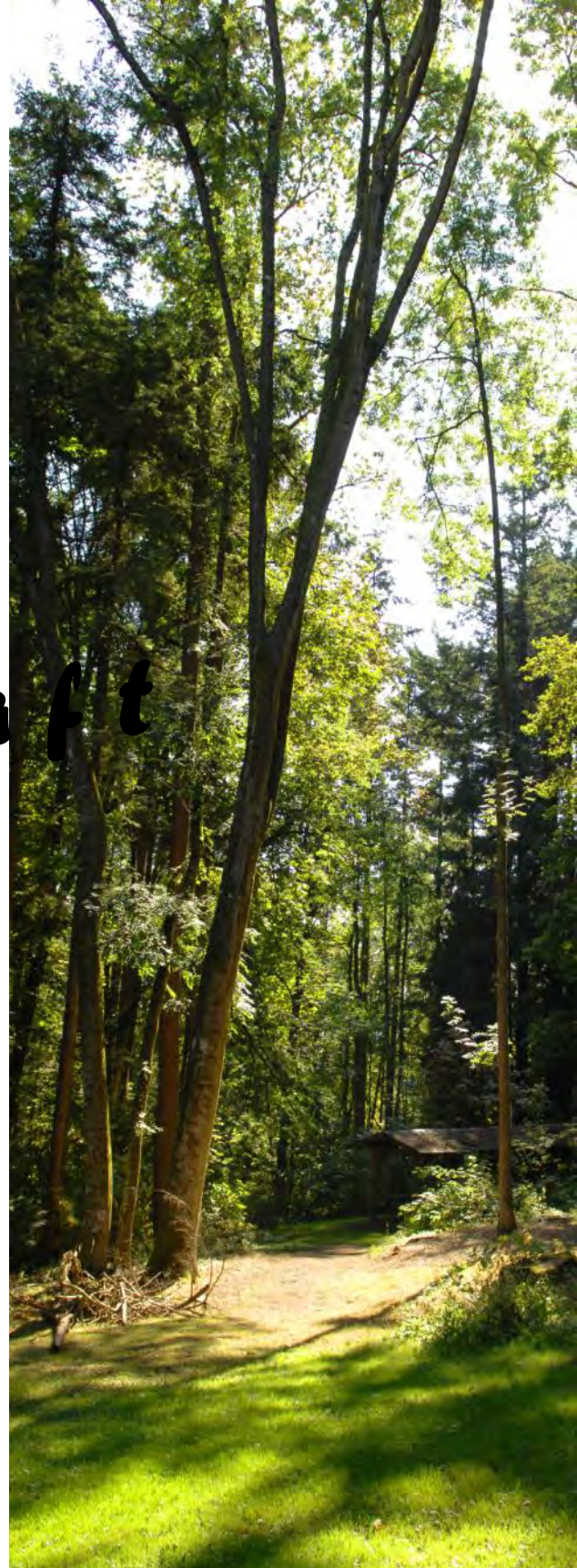
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### C3 POLICIES | IMPLEMENTATION

- C3.38 Use all available tools to acquire or gain access to land for park and recreational use, including donations, bequests, long-term leases, joint use agreements, Development Cost Charges (DCC) , Cash-in-Lieu payments at subdivision, density bonusing and amenity contributions.
- C3.39 Pursue the dedication of riparian areas to the City of Surrey through the subdivision and development process in order to ensure the consistent management of natural environmental values in Riparian corridors.
- C3.40 Establish and maintain funding mechanisms such as parkland DCCs, community amenity fees and parkland impact fees to support the acquisition and development of parkland that serves the needs of residents in new developments.
- C3.41 Utilize property or funds collected through required 5 percent parkland dedication upon subdivision to secure land suitable for public recreation such as active and passive parkland, playgrounds and pathways. Do not utilize such land dedications or Cash-in-Lieu payments to secure lands not suitable for public recreation.
- C3.42 Secure and implement the greenways network through both public and private investment, including City capital works programs (e.g. parks, streets, drainage and utilities) and through the land development process.
- C3.43 Where possible, pursue public ownership of greenway alignments. Where this is not feasible, secure public access on greenways through easements or Statutory Rights-of-Way across private property.



CAPTION

# C4 Civic and Recreation Facilities

## **Provide an integrated network of civic and recreational facilities to support community and neighbourhood life.**

Surrey has developed a growing inventory of civic facilities that span a range of purposes and the support and enrich the social and cultural life of the community. These include the Surrey Museum, the Surrey Art Gallery, a number of heritage sites, recreation centres that provide for community meetings, child care, educational programs and cultural expression, community-based arts and culture spaces, libraries that serve as community learning hubs and fire halls that allow rapid response to emergencies in all areas of the city.

The Surrey City Centre Civic Precinct includes City Hall, the Civic Plaza and the Central City Library provides a new focal space for community life. Each Town Centre also includes community and recreation centres that are appropriate to the unique needs of each community.

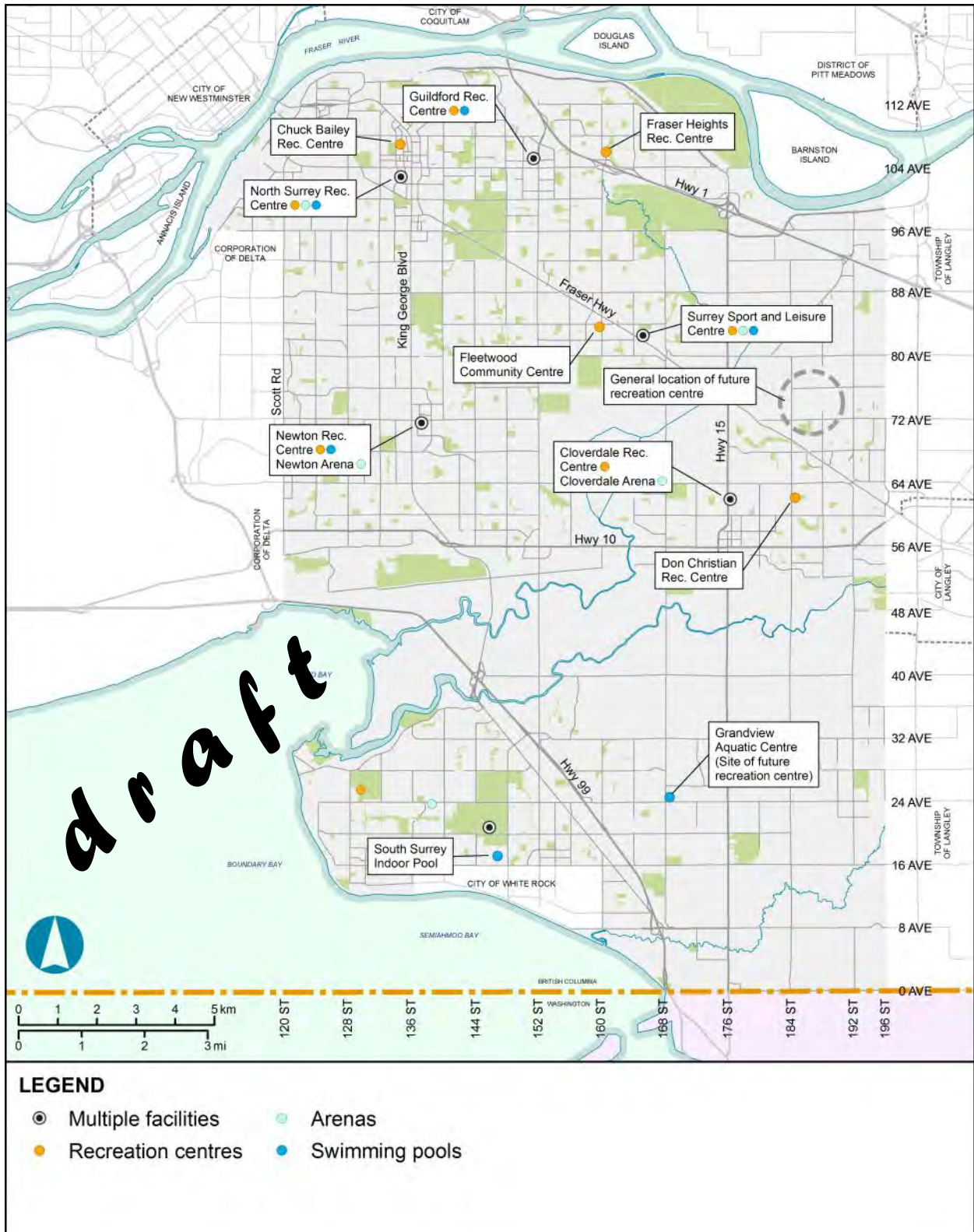
In order to meet Objective C4, the City will:

### C4 POLICIES | GENERAL

- C4.1 Develop and maintain a comprehensive plan for civic facilities to meet the growing needs of the City, including recreation centres, community centres, libraries, cultural facilities, police and fire facilities, municipal works yards and government buildings (see **Figure 31**).
- C4.2 Maintain and expand existing community recreation and civic facilities as community hubs within each Town Centre and in emerging centres such as Clayton, Grandview, South Port Kells and Fraser Heights.
- C4.3 Emphasize sustainable design including energy efficiency and renewable energy systems in all City facilities in order to reduce lifestyle facility costs and reduce greenhouse gas emissions.
- C4.4 Emphasize a high standard of architecture, landscape and urban design in the development and renovation of community facilities, including the integration of public art installations.

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Figure 31:  
Recreation Facilities



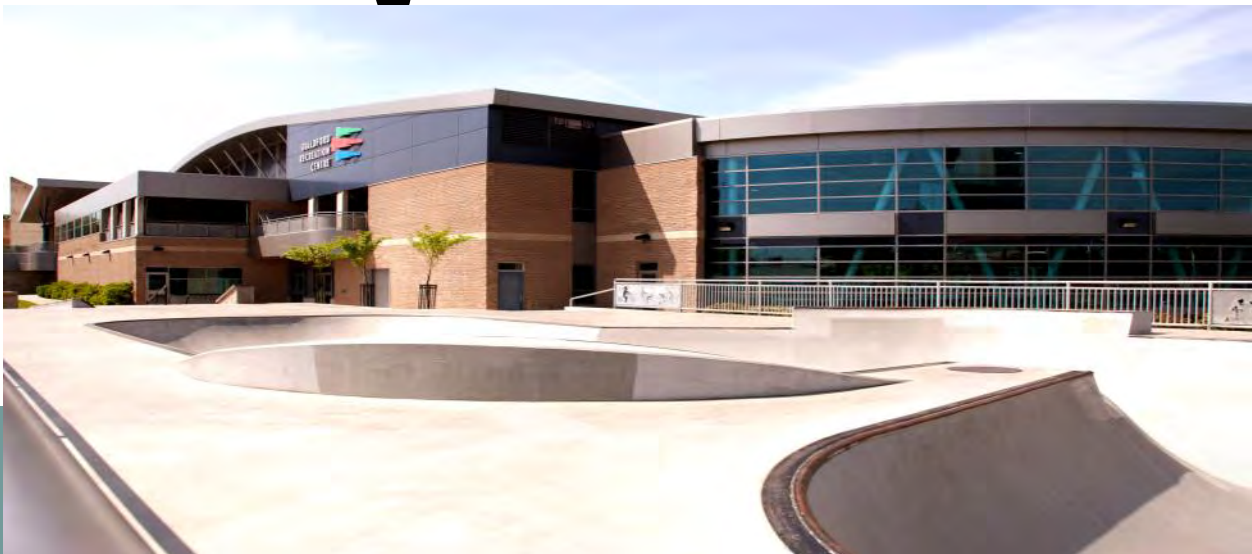
#### C4 POLICIES | RECREATION CENTRES AND FACILITIES

- C4.5 Provide indoor recreation centres in each community with an emphasis on central locations in existing Town Centres and emerging neighbourhood centres.
- C4.6 Plan public community recreation centres that are sensitively integrated into their community and neighbourhood context.
- C4.7 Co-locate indoor and outdoor facilities, where feasible, so that recreation facilities and sites are safe, efficiently used and maintained and provide a focus and meeting place for all demographic groups.
- C4.8 Locate new recreation centers so they are easily and safely accessible from surrounding neighbourhoods by walking, cycling and transit.
- C4.9 Develop facility plans and design programs for community recreation centres in consultation with user groups and local communities.

#### C4 POLICIES | OTHER CIVIC FACILITIES

- C4.10 Plan for new Fire Halls and expand existing Fire Halls in response to urban growth and development in order to provide adequate emergency response times as set out in the *Surrey Fire and Rescue Service Master Plan*.
- C3.11 Coordinate with the Surrey RCMP to locate community policing facilities in each Town Centre and in emerging population centres, as appropriate, to ensure operational efficiency and community access to police services.
- C4.12 Coordinate with Surrey Libraries to locate new library branches and to expand existing libraries in areas of growth in the city, with a focus on Town Centres and in emerging population centres such as Clayton and Grandview, in order to ensure wide public access to Surrey's library branches.
- C4.13 Continue to expand cultural facilities, including performing and visual arts facilities, including the Surrey Art Gallery and heritage facilities such as the Surrey Museum. Pursue the development of cultural facilities in City Centre and in South Surry to complement existing arts and heritage facilities in Newton and Cloverdale.

draft



CAPTION



**C4 POLICIES | PARTNERSHIPS**

- C4.14 Pursue partnerships and collaborations to coordinate the development of new civic facilities with other public facilities ,such as libraries and schools, to create community hubs and to achieve efficiencies in facilities and programming, where appropriate.
- C4.15 Consider opportunities to integrate space for community groups, non-profit organizations, childcare operations and other community programs into civic facilities in consultations with community groups and stakeholders.
- C4.16 Consider public-private recreation partnerships, where appropriate, where non-profit operators such as the YM-YWCA operate publically– accessible private recreation facilities on public lands or within existing shared facilities.

**C4 POLICIES | IMPLEMENTATION**

- C4.17 Develop and maintain a capital funding plan for future development and expansion of civic facilities.
- C4.18 Vigorously pursue senior government grants and matching funding programs to support the development of community facilities throughout Surrey.
- C4.19 Consider incentives such as bonus density provisions for private-sector development, to deliver space for community facilities such as cultural space, childcare space and community meeting space in appropriate locations, with an emphasis on Town Centers.

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CAPTION



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# THEME D: ECOSYSTEMS



## THEME D | INTRODUCTION



While Surrey has been settled by people of European descent for almost 150 years and virtually all of its original forests and wetlands have been modified by human activity, the City still contains diverse and healthy natural ecosystems that support a rich biodiversity. These ecosystems include extensive tidal flats around Boundary Bay, salmon-bearing streams and their riparian corridors, mature second-growth forests, wetlands, old fields and meadows and successional woodlands. Many of the most significant ecosystems are protected in Regional or City parks or in wildlife management areas; however, other important natural areas exist on private property that have urban development or agricultural potential.

The City of Surrey is committed to identifying and protecting its significant ecosystems and the elements supporting its biodiversity, and managing these public lands to maintain a healthy natural environment. The City also influences the management of private lands that contribute to ecological health through regulation and by encouraging best practices.

## THEME D | OBJECTIVES *draft*

1. Identify, protect, enhance and manage Surrey's biodiversity and network of significant natural ecosystems.
2. Reduce exposure to natural hazards through the appropriate location and design of development.
3. Encourage and implement greener development and building practices to improve water, air, soil and habitat quality.
4. Design a community that is energy-efficient, reduces carbon emissions and adapts to a changing climate.

# THEME D: ECOSYSTEMS

*Protect and Enhance Healthy  
Ecosystems and Practice Sustainable  
Development*

## SECTIONS:

**D1 Green Infrastructure and  
Ecosystem Management**

**D2 Hazard Lands**

**D3 Greener Site Development**

**D4 Energy, Emissions and  
Climate Resiliency**



*draft*

# D1 Green Infrastructure and Ecosystem Management

## Identify, protect and manage Surrey's significant natural ecosystems.

The foundation of ecosystem management is the identification and protection of sensitive and significant ecosystems. The protection of Surrey's natural ecology, one of the City's most valuable assets, will ensure Surrey remains a highly livable, attractive and memorable place to live, work or play.

The *Ecosystem Management Strategy* (EMS) identifies a Green Infrastructure Network (GIN) made up of natural elements that exist at a site, neighbourhood, community, or regional scale. The GIN is a natural interconnected network that conserves natural ecosystem values and functions and that sustains clean air and water. The GIN provides a wide array of benefits to people and wildlife and help the City of Surrey establish priorities for environmental management.

In order to meet Objective D1, the City will:

### D1 POLICIES | GENERAL

- D1.1 Utilize the *Ecosystem Management Strategy* and the *Biodiversity Conservation Strategy* to guide the management and protection of Surrey's diverse ecosystems.

draft



CAPTION

**D1 POLICIES | GREEN INFRASTRUCTURE NETWORK**

D1.2 Establish plans, strategies and policies to protect, enhance and manage the *Ecosystem Management Strategy* (EMS) Green Infrastructure Network (GIN) as **shown in Figure 32** by:

- Strategically acquiring land for ecosystem conservation purposes
- Identifying natural areas for protection in the preparation of Secondary Plans
- Implementing Development Permit Guidelines for the protection of the natural environment as detailed in **DP3 of the Implementation Section of this OCP (to be added at a later date)**.

D1.3 Identify and continue to work toward identifying and protecting sensitive fisheries zones including aquatic habitats, wetlands and riparian areas as defined in conjunction with other agencies and as **shown in Figure 33**.

D1.4 Preserve riparian areas and watercourses in their natural state and link them with up-land natural areas to develop a connected network of natural areas throughout Surrey.



CAPTION

D1.5 Facilitate wildlife movement and habitat protection by conserving, enhancing and promoting wildlife corridors through parks and by connecting hubs, open spaces and riparian areas.

D1.6 Work toward protecting existing natural urban forests and natural vegetative coverage to maximize Surrey's tree canopy and reach the target goal 40 percent canopy coverage for the entire city.

D1.7 Develop and implement strategies for protecting and enhancing biodiversity throughout Surrey, such as:

- Employing conservation tools such, for example, covenants, eco-gifting programs, land trusts and incentives, to encourage environmental protection on private lands
- Retaining and protecting significant trees and undisturbed natural vegetation areas through the development process and the implementation of Surrey's Tree Protection By-law and other regulatory by-laws to achieve the City's conservation objectives
- Encouraging the clustering of development to achieve conservation objectives.

D1.8 Encourage and promote the planting of native vegetation and trees on public and private property to increase overall tree canopy coverage and to enhance wildlife populations and habitat quality.

D1.9 Encourage ecological restoration of riparian and/or significant natural areas to improve stream health, to support biodiversity and to improve ecological health of the Green Infrastructure Network.

Figure 32:  
**EMS Green Infrastructure Network (GIN)**

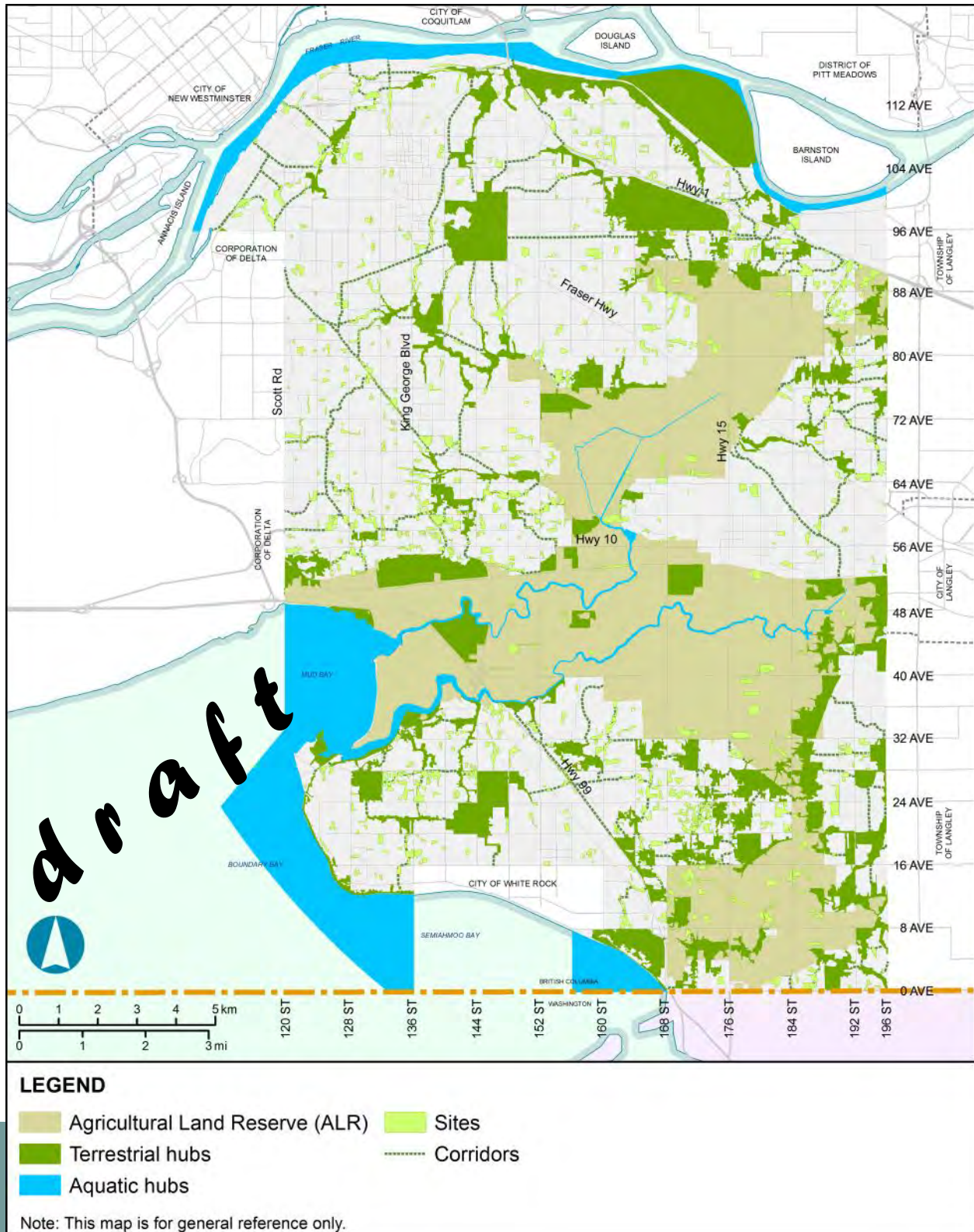
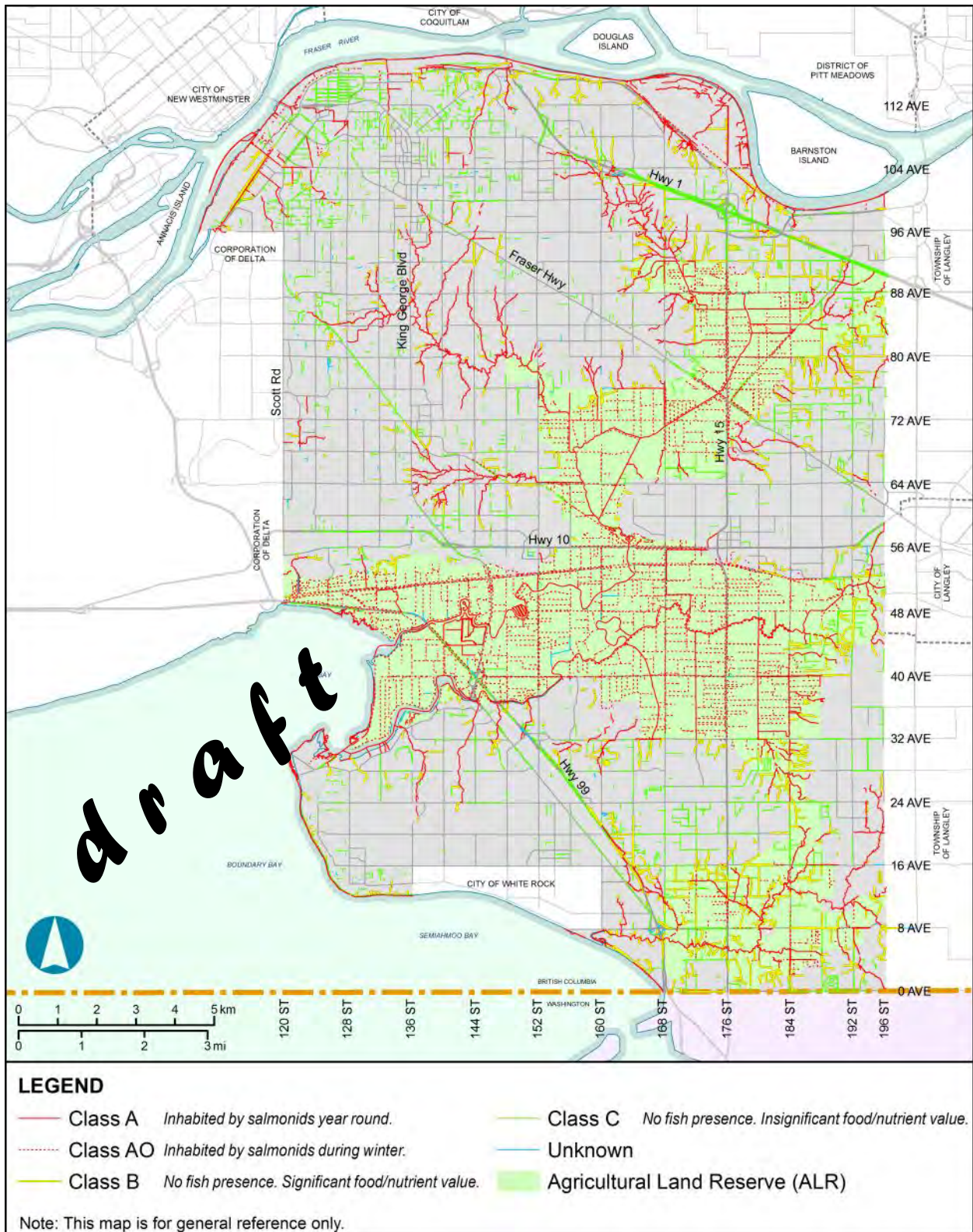




Figure 33:  
Fish Watercourse Classifications



## D1 POLICIES | PARTNERSHIPS AND EDUCATION

- D1.10 Support and partner with senior governments, Metro Vancouver and other local governments and agencies to protect sensitive ecosystems in Surrey.
- D1.11 Work cooperatively with the farming community to identify opportunities to protect and enhance wildlife habitat in agricultural lands, while recognizing the primary role of food production.
- D1.12 Work with the development community, and community groups including watershed stewardship groups, environmental groups and the City's Environmental Advisory Committee (EAC), to identify opportunities to enhance biodiversity at all levels.
- D1.13 Continue to develop programs and information supplements that raise public awareness and understanding about ecosystem planning and management.
- D1.14 Develop educational and instructional programs that help property owners understand to retain natural vegetative cover and use native and drought resistant plants.
- D1.15 Use Surrey's Environmental Sustainability Advisory Committee (ESAC) to provide input and advice on environmental issues in relation to City policies and initiatives.

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CAPTION

**D1 POLICIES | IMPLEMENTATION**

- D1.16 Incorporate the protection and restoration of ecosystems and biodiversity into all Secondary Plans and Local Area Plans.
- D1.17 Consider biodiversity objectives in the design and review of all capital projects and the review of all development applications.
- D1.18 Incorporate wildlife habitat considerations into capital project planning and construction including using narrower roads, wildlife bridges or large culvert underpasses, where feasible.
- D1.19 Investigate the use of financial tools as a way to protect significant natural hubs and sites within Surrey’s Green Infrastructure Network.
- D1.20 Explore mechanisms to facilitate a fair and equitable distribution of the costs of managing ecosystems and biodiversity in Surrey.

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CAPTION



# D2 Hazard Lands

## Reduce exposure to natural hazards through the appropriate location and design of development.

Natural hazards include such forces as flooding, landslides, land erosion, seismic activity and wildfires that threaten public safety and property. These hazards pose a greater concern in certain areas than others due to slope stability, soil conditions, floodplain elevations and proximity to sources of risk. Locating and designing development to reduce the risk of exposure to natural hazards is a key component of sustainability, ensuring public safety and reducing property loss.

In order to meet Objective D2, the City will:

### D2 POLICIES | GENERAL

- D2.1 Avoid development in areas subject to natural hazards including flood-prone hazard lands and steep or unstable slopes (see **Figure 34** and **Figure 35**) to reduce exposure to risk due to natural hazards.
- D2.2 Where development or building in areas subject to natural hazards is unavoidable, permit such development only where effective protective measures are taken as certified by a Qualified Professional.
- D2.3 Work with the development and construction industry, educational institutions, professional organizations, utility companies and other levels of government to make information on sustainable development costs, benefits and implementation practices readily available, easy to understand and applicable to the development environment in Surrey.

*draft*



CAPTION

**D2 POLICIES | STEEP SLOPE HAZARDS**

- D2.4 Require geotechnical assessments for development and capital projects on slopes steeper than 15 percent. The location and boundaries of known Steep Slope Hazard Lands are shown conceptually (see Figure 34). These approximate locations may be revised with additional study or as development proceeds.
- D2.5 Designate Development Permit areas and implement Development Permit guidelines for development within Steep Slope Hazard Lands, including mitigating measures or restrictions.

D2.6 Protect identified steep slopes as green space unless shown by a geotechnical or engineering study that the steep slope can accommodate a proposed development. Development will only be supported if it can be shown by a Qualified Professional that no detrimental impact is being placed on adjacent lands or on the proposed development itself. Where it is demonstrated by a Qualified Professional that development may occur on steep slopes, the developer shall provide the City with a Save Harmless Covenant. Development must proceed in strict compliance with the recommendations of the geotechnical report.

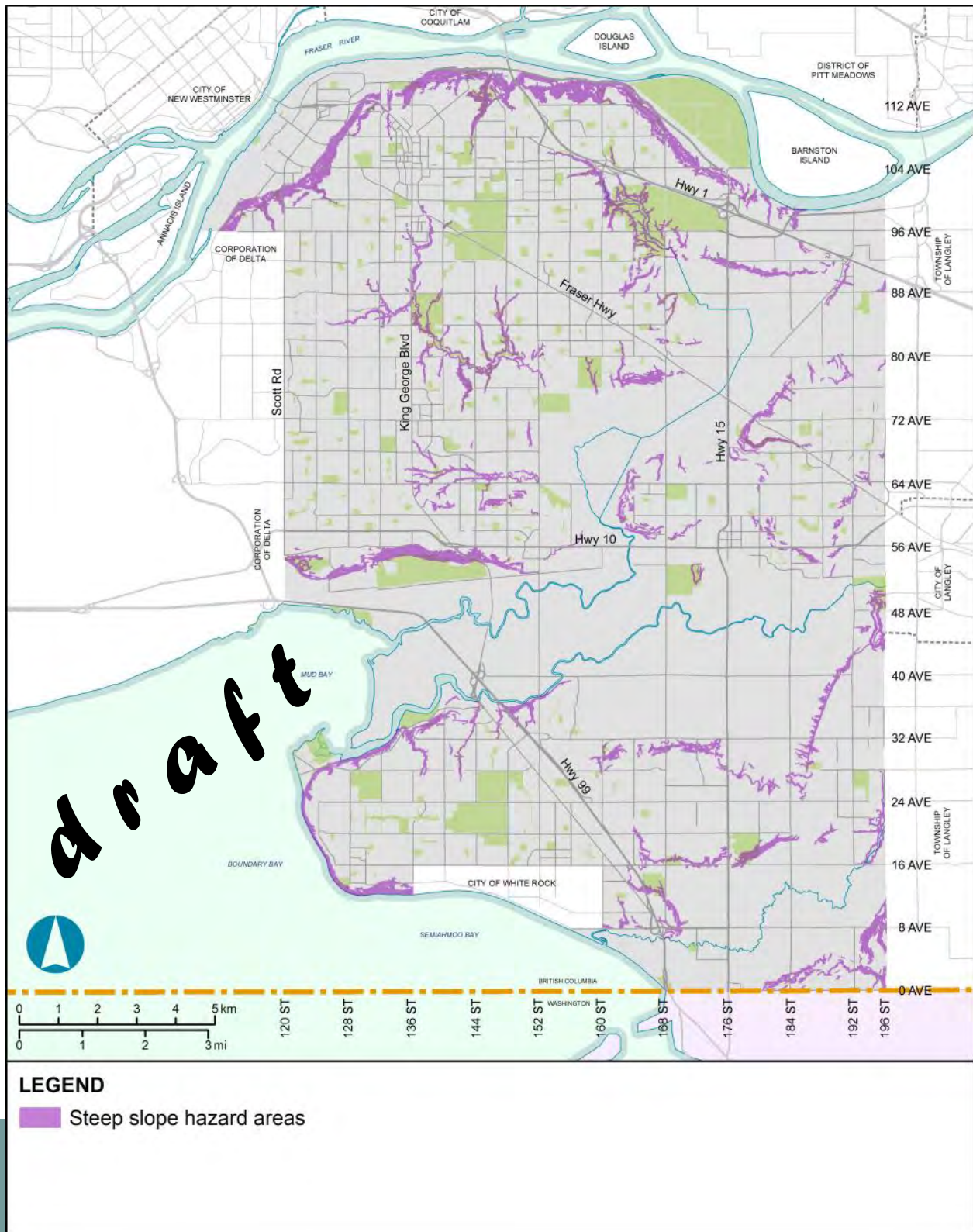
D2.7 Require geotechnical investigations where potentially unstable soils are encountered during development. Reports by a Qualified Professional are to determine the extent of the expanse of soils and make recommendations to eliminate or mitigate any potential hazards.

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CAPTION

Figure 34:  
Steep Slope Hazard Areas



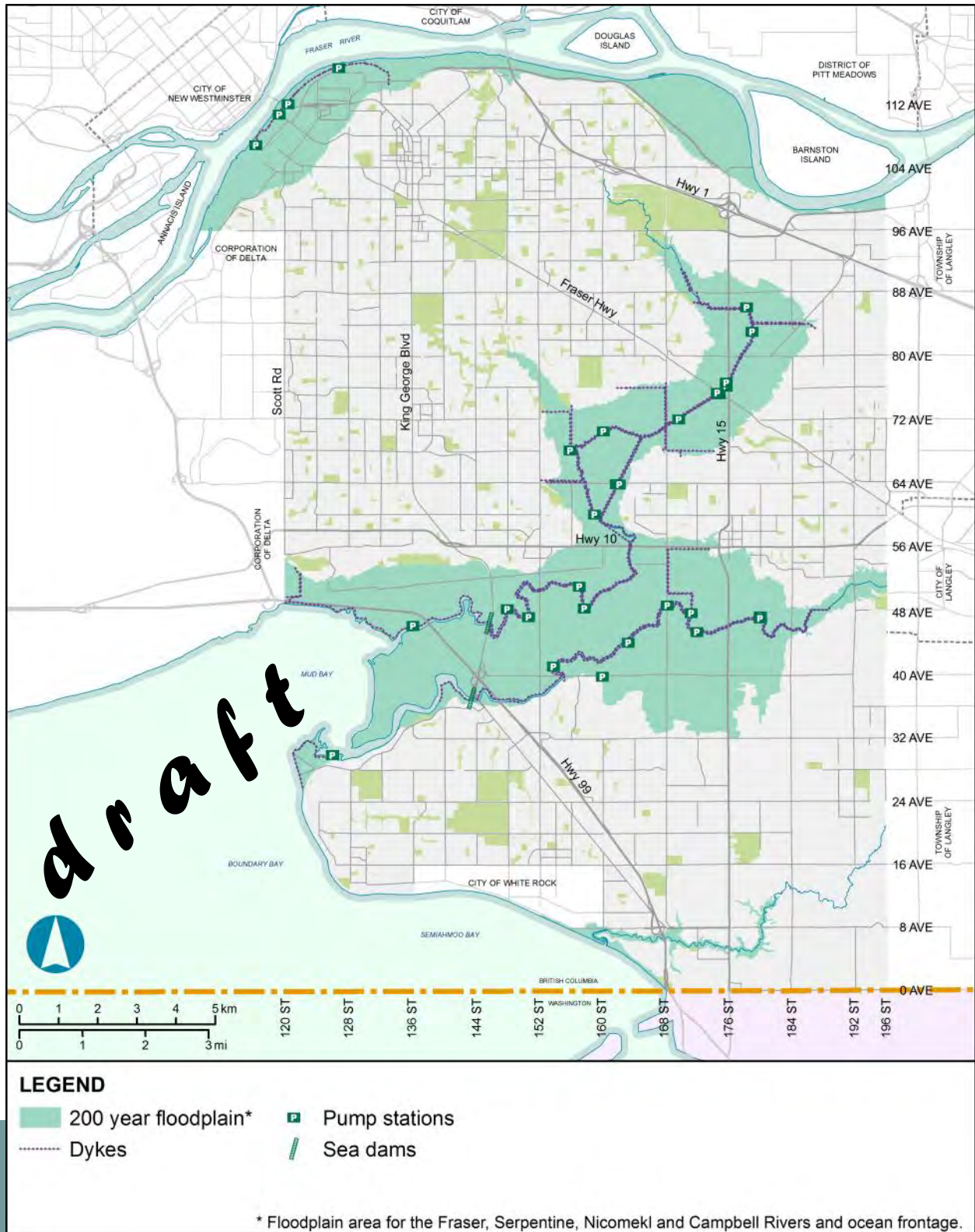
## D2 POLICIES | FLOOD HAZARDS

- D2.8 Restrict new urban development in areas subject to flooding, including the 200 year floodplain of the Pacific Ocean and the Fraser, Serpentine, Nicomekl and Little Campbell Rivers, as revised from time to time **(see Figure 35)**.
- D2.9 Permit development in areas subject to flood hazards only when it is demonstrated by a Qualified Professional that the proposal meets current flood protection requirements, at the time of development, with respect to proposed uses, building materials and required building elevations. A Save Harmless Covenant indemnifying the City is required for all development within flood prone areas.
- D2.10 Consider and prepare for the projected effects of climate change on flood hazard areas due to sea level rise and flood risk. Take into account the effects of long-term climate change such as increased flooding events, increased runoff due to development and a reduced percentage of overall mature tree cover.
- D2.11 Continue working toward meeting Agricultural and Rural Subsidiary Agreement (ARDSA) standards for flood protection in agricultural low land areas within the city.



CAPTION

Figure 35:  
Flood Prone Hazard Areas





# D3 Greener Site Development

## Encourage and implement greener development and building practices.

“Greener development” is a term that describes when buildings, other structures and site works, such as plazas, walkways, parking areas, drainage systems and landscaping, are constructed to incorporate and enhance natural ecosystems and processes to a greater extent than conventional development. Examples of greener buildings include those that are heated or cooled using renewable energy sources that are constructed using recycled materials or that have living green roofs or walls which reduce storm runoff and provide habitat for insects and wildlife. Examples of greener site development include rain gardens that slow runoff and return rainwater to the soil, permeable pavements and parking areas, site lighting that uses renewable energy sources or plantings of native trees and shrub communities that reduce the need for irrigation and pest control.

The City of Surrey is committed to implanting greener development practices, both in its own civic facilities and sites and in private-sector development.

In order to meet Objective D3, the City will:

### D3 POLICIES | GENERAL

- D3.1 Support land development and construction that minimizes impacts on the natural environment and that enhances environmental sustainability.

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CAPTION

**D3 POLICIES | SITE DEVELOPMENT**

- D3.2 Maximize the retention of existing native vegetative cover on development sites to help provide environmental benefits by controlling development-caused erosion and runoff.
- D3.3 Encourage the planting of native plants adapted to local soil and water conditions to enhance local wildlife habitat, micro-climates and air quality.
- D3.4 Support the installation of plant communities that provide food, nutrients and habitat that supports wildlife.
- D3.5 Support sustainable development practices that reduce site erosion, maintains water quality and base flows and natural flow patterns for any receiving watercourses to limit creek erosion, avoid flooding and protect aquatic habitats.
- D3.6 Support site development that employs Best Management Practices that maximizes on-site infiltration of runoff and minimizes the extent of impermeable surfaces.
- D3.7 Require adequate control of sedimentation and erosion in runoff water during construction. Ensure all facilities designed for erosion and sediment control meet the joint Provincial and Federal *Land Development Guidelines for the Protection of Aquatic Habitat* and/or Best Management Practices of the City of Surrey's Engineering Department.
- D3.8 Provide adequate growing material and soil depth on development sites and public boulevards to properly accommodate tree roots and adequate growth capacity to sustain site landscaping.
- D3.9 Require the implementation of strategies for reducing construction waste and maximizing the reuse and recycling of construction material.



draft

CAPTION

**D3 POLICIES | BUILDINGS**

- D3.10 Incorporate facilities for composting and recycling into development to reduce waste.
- D3.11 Encourage innovative housing and building design to achieve energy conservation, water conservation, waste reduction and GHG reduction.
- D3.12 Integrate sustainable building features such as green roofs, green walls, rain gardens, infiltration, clean energy systems, energy efficient buildings and wastewater recycling as well as community gardens into the design of buildings and sites.
- D3.13 Encourage the reduction, reuse and recycling of domestic water through appropriate site landscaping and building design technology.

**D3 POLICIES | IMPLEMENTATION**

- D3.14 Use the full range of tools available under the *Local Government Act* to protect Surrey’s ecosystems including Development Permit Areas and associated Development Permit Guidelines for the protection and management of the natural environment.
- D3.15 Evaluate and monitor development performance through the use of sustainable development checklist to encourage greener development and building practices and to measure progress towards benchmarks for sustainability **(see Implementation Section IV: Sustainability Indicators of this OCP)**.
- D3.16 Consider development incentives that support more energy efficient green development and building practices.
- D3.17 Develop and promote educational materials and programs for developers, homeowners and professionals to encourage greener development and building practices.

*draft*



CAPTION

# D4 Energy, Emissions and Climate Resiliency

## **Build an energy-efficient community that reduces carbon emissions and adapts to a changing climate.**

*draft*

Climate change is a significant global challenge with regional and local impacts, magnitude and timing that are not yet fully understood. Over the coming decades, it is expected that a changing climate will be characterized locally by drier summers with increasing drought and heat stress and wetter winters with increasing flooding from the seasonal inundation of low-lying areas and from more intense storm events. It is also expected that higher global temperatures will result in: sea level rise that will place pressure on Surrey's diking and flood control infrastructure; the possibility of higher reshet levels on the Fraser River; and the loss of productive agricultural lands and natural habitats.

A Separate but related issue to a changing climate is the likelihood of higher energy prices in the future as conventional energy sources are depleted and more demand pressure is placed on alternative energy, including hydro-electricity.

The City of Surrey is committed to reducing the use of fossil-based fuels in its corporate operations and in the community as a whole in order to reduce greenhouse gas emissions and to protect residents and business from energy price increases. The City also recognizes the need to adapt to the inevitable effects of climate change in a flexible and precautionary manner in order to protect public safety, infrastructure and property interests.

In order to meet Objective D4, the City will:

**D4 POLICIES | GENERAL**

- D4.1 Implement the recommendations of Surrey's *Community Energy and Emissions Plan* and *Corporate Emissions Action Plan*.
- D4.2 Move toward reducing Surrey's per capita GHG emissions from non-agricultural and non-industrial activities to below 2007 levels, by 33% before 2020 and by 80% before 2050.
- D4.3 Support land uses, development options, transportation alternatives, built forms and infrastructure that reduce energy use and costs, integrate renewable energy sources and increase energy conservation through efficiency improvements.
- D4.4 Support the development of community-wide energy reduction targets by promoting the implementation of programs and policies that reduce energy use associated with transportation, utilities and buildings.
- D4.5 Promote the development and implementation of alternative financing strategies and mechanisms to address financial barriers associated with additional costs for efficiency and/or use of renewable energy.

**D4 POLICIES | BUILDINGS**

- D4.6 Minimize GHG emission from buildings by using incentives and by encouraging building design and construction to exceed the *BC Building Code* energy efficiency standards.
- D4.7 Support building designs that allow for mixed use combining work and living spaces to reduce the need to travel for employment purposes.
- D4.8 Consider programs that advance the construction of energy efficient development and encourage the use of, or provide incentives for, energy efficient retrofits in existing commercial, institutional and residential buildings.
- D4.9 Support building and landscaping designs that increase energy efficiency by encouraging developers to take building orientation and the local climate into consideration (e.g. passive solar building design) as part of the overall development design. **(See DP1 of the Implementation Section of this OCP.)**
- D4.10 Explore implementing requirements for new developments to accommodate infrastructure for solar hot water and electric vehicle charging stations.

*draft*

CAPTION

SUSTAINABILITY  
**DASHBOARD** BETA

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### Figure 36: CLIMATE CHANGE AND GREENHOUSE GASES (GHG)

Addressing the effects of Climate Change has been referred to as the greatest challenge of our time. There is strong evidence to suggest that Climate Change is the result of greenhouse gas (GHG) emissions from human activities, primarily the burning of fossil fuels and methane released from agricultural practices, which have the effect of retaining the sun’s energy and warming the planet above natural temperatures. The identified impacts of this warming include the loss of polar ice caps, sea level rises that threaten to flood low-lying areas, a significant increase in the number of severe weather events and the devastation of British Columbia’s forests (e.g. pine beetle infestation). If uncontrolled, it is predicted that warming could lead to the mass extinctions of one third of the planet’s species.

Transportation accounts for approximately 62% of GHGs emissions in Surrey while buildings account for approximately 35%. Land use policies can influence transportation impacts through density and form of development while design and construction practices can make a significant impact on the energy required for buildings (e.g. heating, cooling and lighting).

To meet the extraordinary challenge of effectively dealing with Climate Change, the Provincial government has legislated significant reductions in GHG emissions within British Columbia. Furthermore, the BC government requires local governments to establish their own GHG reduction targets and to implement policies and actions to meet these targets.

Addressing Climate Change involves the two inter-related components of mitigation and adaptation, defined as:

**Mitigation** - policy, regulatory or project-based measures that contribute to the stabilization or reduction of greenhouse gas concentrations in the atmosphere. Renewable energy programs, energy efficiency frameworks and substitution of fossil fuels are examples of climate change mitigation measures. Also known as “avoiding the unmanageable”.

**Adaptation** - actions that respond to actual or projected climate impacts and which reduce the effects of climate change on natural or human systems (e.g. increasing drainage capacity to accommodate changing precipitation patterns). Also known as “managing the unavoidable”.

The principal long range tool for addressing climate change within the municipal sphere of influence is the creation of complete, compact communities that support the objectives of energy efficient buildings, sustainable energy systems and alternative transportation modes. Higher development densities, with a mix of land uses, are essential to achieving these objectives.



**D4 POLICIES | LAND USE**

- D4.11 Ensure all new Neighbourhood Concept Plans (NCP) use information from appropriate agencies, including BC Hydro and Fortis BC, to determine neighbourhood-level projections and assessments of future energy use. Identify opportunities for energy efficiency improvements, energy conservation and use of renewable energy technologies.
- D4.12 Use development and design review applications, as well as Development Permit Guidelines, to implement energy policies supportive of community-based energy systems.

**D4 POLICIES | TRANSPORTATION**

- D4.13 Reduce GHG emissions within Surrey by focusing on the following:
  - land use patterns that reduce vehicle use
  - advocating for improved vehicle efficiencies including enhanced tailpipe and vehicle emission standards
  - supporting the expanded use of alternative fuel vehicles
  - developing programs that work to eliminate unnecessary idling.

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What is your  
**ENERGYShift?**

climate  
transit  
cycling  
healthy  
local  
economy  
energy  
efficiency  
renewable  
leadership  
electric  
cars  
walking  
green  
buildings  
waste  
zero  
solar



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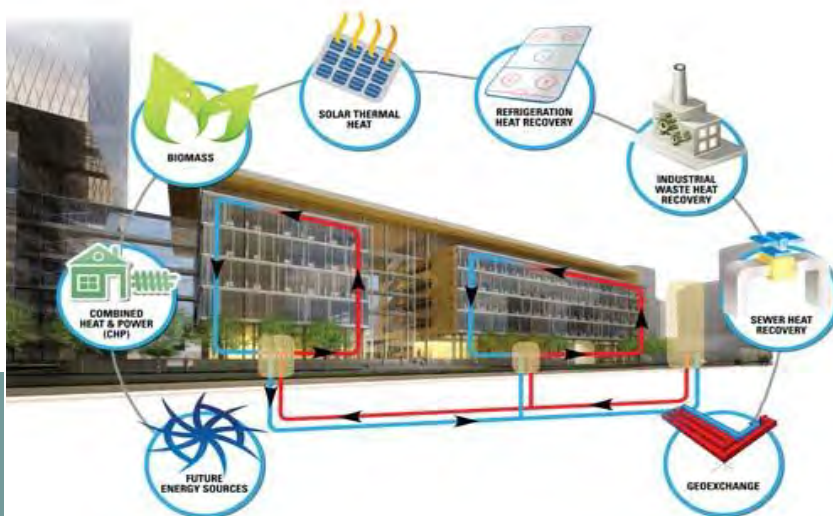
**D4 POLICIES | ENERGY SUPPLY**

- D4.14 Promote the use of low-carbon, renewable energy sources to reduce reliance on fossil fuels and enhance local energy security through community energy solutions.
- D4.15 Explore innovative ways to produce, supply and store energy at the building, neighbourhood and community levels.
- D4.16 Support the use of District Energy as a method of promoting energy security while providing the flexibility to integrate a range of renewable energy sources over time.
- D4.17 Focus the initial development of Surrey's District Energy system within City Centre, developing future systems in Town Centres and along high-density corridors.
- D4.18 Continue to consult with community stakeholders including development community, land owners, residents, commercial tenants and public institutions in the development of any District Energy system in Surrey.
- D4.19 Within designated energy service areas, develop financial and policy tools to enhance the financial viability of District Energy implementation.

**D4 POLICIES | CLIMATE ADAPTATION**

- D4.20 Implement Surrey's (draft) *Climate Adaptation Strategy* to aid the City in anticipating and minimizing the impacts of short- and long-term climate change on infrastructure, development, human health, water supply, energy security, drainage and flooding, agriculture and natural systems.
- D4.21 Develop guidelines that specify how building design and material specifications can be used to adapt to the impacts of climate change.
- D4.22 Incorporate climate change adaption into the City's risk management framework to ensure integration and implementation of Surrey's (draft) *Climate Adaptation Strategy* across City departments.

*draft*



CAPTION





# THEME E: ECONOMY



## THEME E | INTRODUCTION



The City of Surrey is committed to developing a complete community that balances a high-quality living environment with a diverse, vibrant and sustainable local economy. A strong local economy generates a wide range of stable jobs for Surrey residents, supports a robust and stable tax base to fund essential community services and provides wide access to consumer goods, services and business investment opportunities.

Surrey enjoys a number of advantages that will enhance its economic position within the region, including excellent transportation links within and beyond the Region, the emergence of City Centre as the primary metropolitan core for the South of Fraser area, a large skilled labour force, fertile and abundant agricultural lands, two growing post-secondary institutions and significant reserves of underdeveloped industrial land.

The objectives in Theme E aim to enhance sustainable economic growth in Surrey and take advantage of emerging business opportunities in order to support a broad-based, vibrant, high-quality economy.

*draft*

## THEME E | OBJECTIVES

1. Ensure a sufficient supply and efficient use of employment lands.
2. Encourage high-quality business innovation and diversified employment and investment opportunities.
3. Support and enhance local agriculture and its supporting infrastructure.
4. Identify and protect strategic aggregate resources in appropriate locations.

# THEME E: ECONOMY

*Support a Diversified, Vibrant, High-Quality Economy*

## SECTIONS:

**E1 Employment Lands**

**E2 Employment, Investment and Innovation**

**E3 Agriculture**

**E4 Aggregates**

*draft*



# E1 Employment Lands

## Ensure sufficient supply and efficient use of employment lands.

Surrey has extensive reserves of industrial-designated land. Protecting this land and the employment uses it supports is one of the most important actions the City can take to ensure a healthy economy into the future.

Due to a limited industrial land base within the region, Surrey faces an ever increasing demand for its employment lands. As Surrey continues to accommodate a significant portion of the employment uses in the Lower Mainland, it is imperative that the City uses its employment reserves strategically and efficiently. In addition to newly development employment areas, redevelopment and intensification of existing industrial sites will become necessary in order to meet the growing demand for new employment lands in the future.

In order to meet Objective E1, the City will:

### E1 POLICIES | GENERAL

- E1.1 Ensure a sufficient supply of employment lands, including designated industrial lands in Surrey, to meet the current and future needs of the local and regional economy.
- E1.2 Monitor the utilization and availability of industrial lands in conjunction with Metro Vancouver.
- E1.3 Identify lands that may be suitable for future employment uses and that are located in areas that provide suitable access to major transportation corridors. Consider employment land needs in the preparation of all secondary plans.
- E1.4 Locate, site and design employment areas to be accessible, compatible, and well integrated into surrounding communities and neighbourhoods. Design employment districts to provide services to workers employed in those areas.



CHANGE CAPTION

**E1 POLICIES | INTENSIFICATION**

- E1.5 Encourage the full utilization and efficient use of industrial and other employment lands in order to maximize jobs and economic activity per hectare.
- E1.6 Support the infill and redevelopment of under utilized properties within Commercial, Mixed-Employment and Industrial land designations and remove regulatory or other barriers to achieving the full development capacity in these locations.
- E1.7 Develop flexible zoning regulations and by-laws to support more intensive uses of existing employment lands.

**E1 POLICIES | COMMUNITY INTEGRATION**

- E1.8 Ensure a positive interface between employment lands and accompanying industrial activities and surrounding uses.
- E1.9 Consider the importance of agricultural land and environmentally significant features adjacent to industrial areas in the planning of employment areas to ensure an appropriate interface, sufficient environmental protection and suitable tree protection.
- E1.10 Ensure sufficient, convenient and appropriate access to employment lands including supply and goods movement routes and access to employment opportunities for Surrey's workforce.

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CHANGE CAPTION



**E1 POLICIES | INDUSTRIAL USES**

- E1.11 Protect industrially-designated land for industrial purposes, particularly industrial land accessible by water and railways.
- E1.12 Support proposals that use industrially-designated land for commercial purposes only where:
  - Commercial and retail uses are accessory uses supporting the principal industrial use
  - Retail uses are limited to serving the needs of industrial employees
  - Commercial and retail uses do not pose short or long term conflicts or threaten the conversion of industrial lands to commercial uses.
- E1.13 Prohibit the conversion of industrial, business park or mixed-employment lands to residential or other non-employment uses.
- E1.14 Locate office, business park and retail employment uses in a manner that respects the hierarchy of urban centres and direct major commercial and institutional employment generator to City Centre and Town Centres.

**E1 POLICIES | PORT LANDS**

- E1.15 Support the economic role of Surrey's port lands as significant contributions to the economy of Surrey and the Lower Mainland as a whole.
- E1.16 Work with Port Metro Vancouver in the implementation of its Strategic Plan Port 2050 as it relates to the continued functioning and expansion of the Fraser Surrey Docks in way that protect the environment and are sensitive to adjacent neighbourhoods.
- E1.17 Work with Port Metro Vancouver in determining appropriate access (either via water, rail or truck) to the Fraser Surrey Docks in order to support economic growth and development.
- E1.18 Advocate for the replacement of the George Massey Tunnel as a means to allow for an increase in shipping access to Surrey's port lands.



CHANGE CAPTION

## Figure 37: Employment Land Types

Land use designations are used to establish a reference for where types of uses are acceptable and expected to take place. Land use designations are set regionally through the Metro Vancouver *Regional Growth Strategy (RGS)* and locally within this *Official Community Plan* in the Land Uses and Density Section.

The Regional Growth Strategy adopted by Metro Vancouver in 2011 established two types of employment-based land uses: industrial and mixed employment. These uses are summarized here to establish a clear distinction between each. According to the RGS:

### Industrial Uses

Are primarily intended for heavy and light industrial activities, and appropriate accessory uses. Commercial uses are limited in this category to those that support industrial activities only.

Residential uses are not intended to take place within the industrial land use designation.

### Mixed Employment Uses

Mixed Employment areas are intended for industrial, commercial and other employment-related uses in order to meet regional economic needs. Uses within this designation are intended to support industrial activities as well as complement Urban Centres and Frequent Transit Development Areas. Those mixed-employment areas located close to or adjacent to Urban Centres or Frequent Transit Development Areas are expected to be able to accommodate more office uses and other, more intensive forms of commercial.

Mixed Employment areas located away from Urban Centres or Frequent Transit Development Areas would still accommodate industrial and commercial uses but office and retail uses would be at a much smaller, lower density scale.

Residential uses are not intended to take place within Mixed Employment designated areas.



CHANGE CAPTION

**E1 POLICIES | OFFICE AND COMMERCIAL USES**

E1.19 Direct office uses, institutions and major retail centres to locations accessible by public transit such as City Centre, Town Centres and Frequent Transit Corridors.

**E1 POLICIES | MIXED EMPLOYMENT USES**

E1.20 Direct higher value industrial and higher order office uses to locate in Mixed Employment areas, including South Westminster, Newton, East Panorama Ridge and Highway 99, to take advantage of good access, visibility and proximity to residential areas **(as shown in Figure 38)**.

E1.21 Encourage the continues expansion of high-tech, research and development, light manufacturing and head offices to locate within Mixed Employment areas that area accessible to major transportation corridors and/or frequent transit service.

E1.22 Support the vitality of Mixed Employment areas and uses without compromising the role and composition of existing Town Centres.

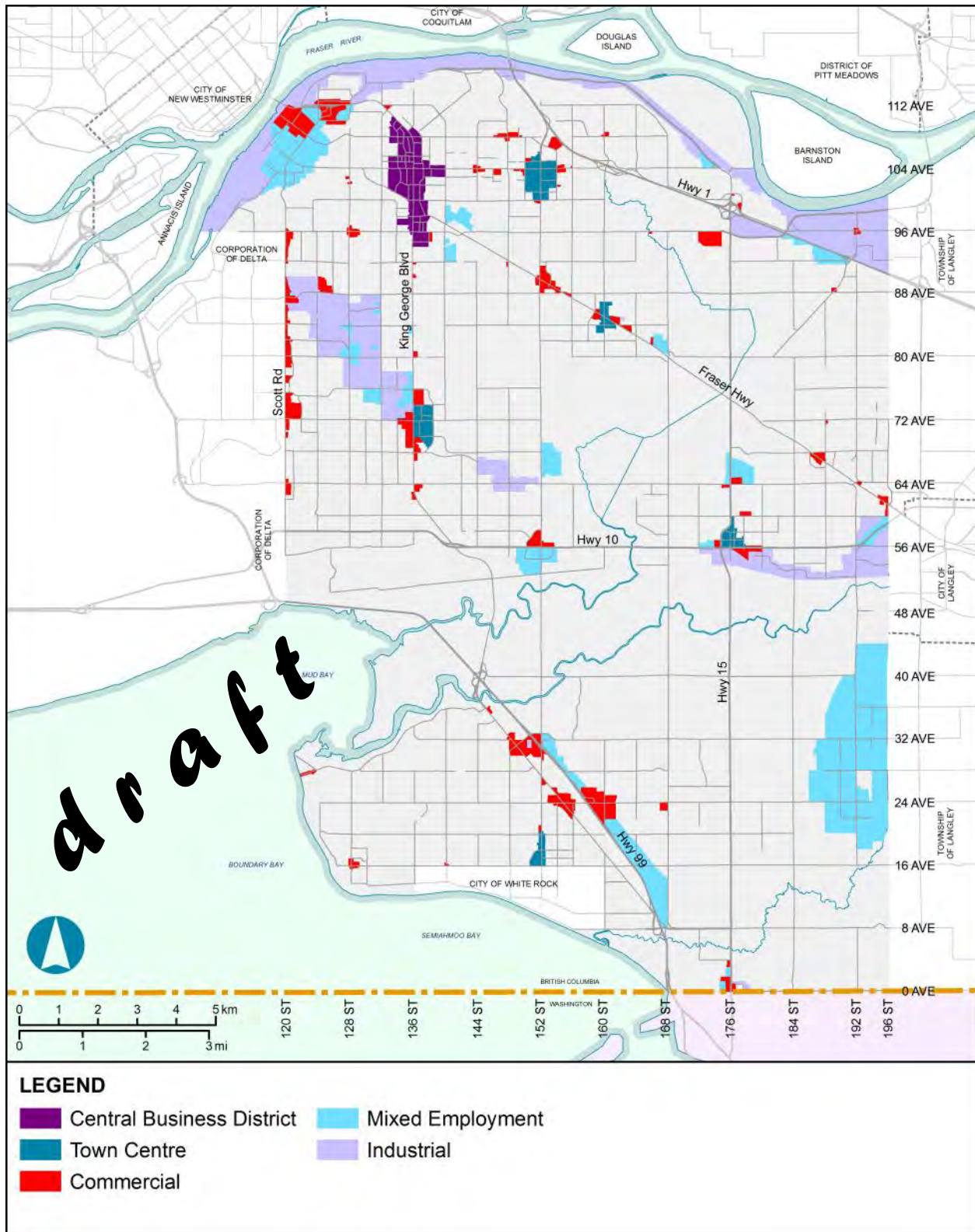
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CHANGE CAPTION



Figure 38:  
Major Employment Areas



## E1 POLICIES | REGIONAL INFRASTRUCTURE AND TRANSPORTATION

- E1.23 Advocate and partner with Federal and Provincial governments to ensure regional transportation routes are maintained. This is especially important where there are key economic gateways and linkages to the rest of the region and beyond.
- E1.24 Support initiatives to increase travel capacity across the Fraser River, including capacity for pedestrians, cyclists, buses and high-occupancy vehicles, to support regional economic development links that directly benefit Surrey's economy.
- E1.25 Seek opportunities to work with senior levels of government and private partners to deliver major infrastructure improvements, such as transportation, communication and utility infrastructure, that is pivotal to Surrey's economic growth.
- E1.26 Facilitate goods movement routes and rail and truck access between major employment areas in Surrey and between key transportation corridors and gateways, including the Surrey Fraser Docks, the Vancouver International Airport and the US/Canada border crossings, by planning for appropriate land uses and densities along major corridors.
- E1.27 Collaborate with senior levels of government, Metro Vancouver and TransLink to ensure the appropriate and timely delivery of major transportation infrastructure to support economic growth and development in Surrey, including the:
- Expansion of light rail rapid transit in Surrey
  - Replacement of the Patullo Bridge
  - Replacement of the George Massey Tunnel
  - Completion of the South Fraser Perimeter Road
  - Upgrading of Highway 99
  - Completing all grade separation crossings across Surrey's rail corridors
  - Upgrading or adding port-related infrastructure
  - Upgrading US/Canada border infrastructure
  - Upgrading Metro Vancouver's trunk water and sewer infrastructure
  - Adding new interchanges along Highway #1 and #99 to provide access to Surrey.
- E1.28 Collaborate with senior levels of government and with TransLink to reduce congestion along strategic goods movement corridors in order to support economic development.
- E1.29 Complete and implement a comprehensive and sustainable strategy for truck parking, identifying permitted locations and required site enhancements.



CHANGE CAPTION

## E1 POLICIES | SUSTAINABLE DEVELOPMENT

- E1.30 Support and encourage the high quality, environmentally responsible, sustainable development of employment lands, including such considerations as alternative rain-water management, green buildings and renewable and district energy supply systems.
- E1.31 Review parking standards to identify ways in which parking can be provided more efficiently and sustainable within industrial and mixed-employment development areas.
- E1.32 Support Eco-Districts and other green-friendly, neighbourhood-level approaches to development in industrial and major employment areas. Consider supporting the use of waste recycling, waste heat and water reuse, shared parking facilities and other sustainable development practices.

*draft*

CHANGE CAPTION



# E2 Employment, Investment and Innovation

**Ensure high-quality, diversified employment and investment opportunities and Innovative practices.**

A high quality, sustainable economy delivers broad access to rewarding jobs in sectors of the economy that continue to grow and thrive into the future. Economic development policies that encourage investment and support innovation are key to attracting and retaining the businesses that drive a sustainable, thriving local economy.

The City of Surrey's economic development strategy positions the City as an attractive location for investment, emphasizes post-secondary education and skills training and focuses on growing sectors such as clean energy, intensive value-added agriculture and advanced manufacturing technologies.

In order to meet Objective E2, the City will:

## E2 POLICIES | GENERAL

- E2.1 Develop, implement and maintain a coordinated economic development strategy in the context of Federal, Provincial and regional economic development programs, plans and objectives.

*draft*



CHANGE CAPTION

**E2 POLICIES | ECONOMIC DEVELOPMENT**

- E2.2 Promote economic development to achieve and maintain a balanced ratio of one job for every member of Surrey’s labour force.
- E2.3 Take advantage of and market Surrey’s economic strengths and competitive advantages, including:
  - Convenient access to major transportation routes and gateways including the US/Canada border, highways and railways into the United States and the BC Interior, the Surrey Fraser Docks and the Vancouver International Airport
  - Proximity to post-secondary and trades and technology educational institutions
  - Relatively affordable and available land for business expansion
  - Relatively affordable housing for employees
  - A young and educated labour force.
- E2.4 Encourage private sector investment in strategic areas of the city through the use of such tools as development incentives and economic investment zones.
- E2.5 Take advantage of strategic investment opportunities by using City-owned lands to leverage private-sector investment.

**E2 POLICIES | PARTNERSHIPS**

- E2.6 Maintain cooperative partnerships with community organizations and business groups active within Surrey, including the Surrey Board of Trade, Business Improvement Associations, the Urban Development Institute and other industry associations, in order to foster investment and business development.
- E2.7 Maintain strategic partnerships with energy stakeholders (e.g. BC Hydro, SFU and Power Tech labs, Fortis BC) to facilitate the growth of clean energy businesses in Surrey.
- E2.8 Encourage partnerships between the Surrey City Development Corporation and the private sector, where appropriate.

*draft*

CHANGE CAPTION



## E2 POLICIES | EDUCATION AND SKILLS TRAINING

- E2.9 Continue partnering with and supporting the efforts of local post-secondary education institutions to expand and ensure that an adequate number of seats and relevant programs are available to meet the needs of students and the local economy.
- E2.10 Support the expansion of career and skills training programs and facilities to develop the economy and provide skilled workers, especially in high technology and other growing areas of the economy.

## E2 POLICIES | INFRASTRUCTURE

- E2.11 Ensure that appropriate infrastructure, including transit, transportation, communications, water and sewer and electrical and wireless networks, are planned and constructed in appropriate locations to best support the growth of Surrey's economy.
- E2.12 Advocate to senior governments for increased investment in major regional transportation infrastructure including rapid transit to support economic growth and economic expansion within Surrey.
- E2.13 Ensure that services and amenities for employees, such as child care, recreation and personal services, are located near employment centres to enhance worker's quality of life and productivity.
- E2.14 Consider opportunities to expand live-work zoning and home-based business policies as a way of retaining and attracting business-related employment.

*draft*



CHANGE CAPTION

**E2 POLICIES | ECONOMIC GROWTH SECTORS**

- E2.15 Achieve economic growth and job creation by supporting and developing the renewable energy and clean technology sectors within Surrey.
- E2.16 Consider establishing business incubator areas to support commercialization in potential high-growth sectors such as health sciences, clean energy technology and value-added manufacturing.
- E2.17 Encourage the growth of high value-added industries such as engineering and design services, advanced manufacturing, food processing, specialized construction materials and manufacturing and product innovations.
- E2.18 Encourage the growth of the tourism and hospitality sector by building on Surrey's natural and cultural features to foster a positive image of the city as a place to visit and by expanding and improving Surrey's hotel, hospitality and convention facilities.
- E2.19 Encourage the growth of the "green building" technology sector in Surrey by encouraging energy-efficient construction and the use of green building certification programs for private and public development.

*draft*

CHANGE CAPTION



# E3 Agriculture

## Support and enhance local agriculture and its supporting infrastructure.

Agriculture plays an important role within Surrey. The mild climate, productive soils, extensive farmland, supportive infrastructure and the ability to produce a wide range of crops all contribute to the success of Surrey's farms.

Surrey works to protect its agricultural land and promote sustainable food systems. For agriculture to survive and thrive in a metropolitan setting, a comprehensive framework addressing agricultural-development issues, resolving rural-urban conflicts and ensuring long term agriculture viability is needed.

The Agriculture and Food Security Advisory Committee (AFSAC), comprised of representatives from the local agricultural sector, City Council, the Ministry of Agriculture, Surrey's Environmental Advisory Committee and planning and engineering staff, advises Council on agricultural policy and identifies solutions to specific issues ensuring a thriving, sustainable agri-food sector in Surrey.

In order to meet Objective E3, the City will:

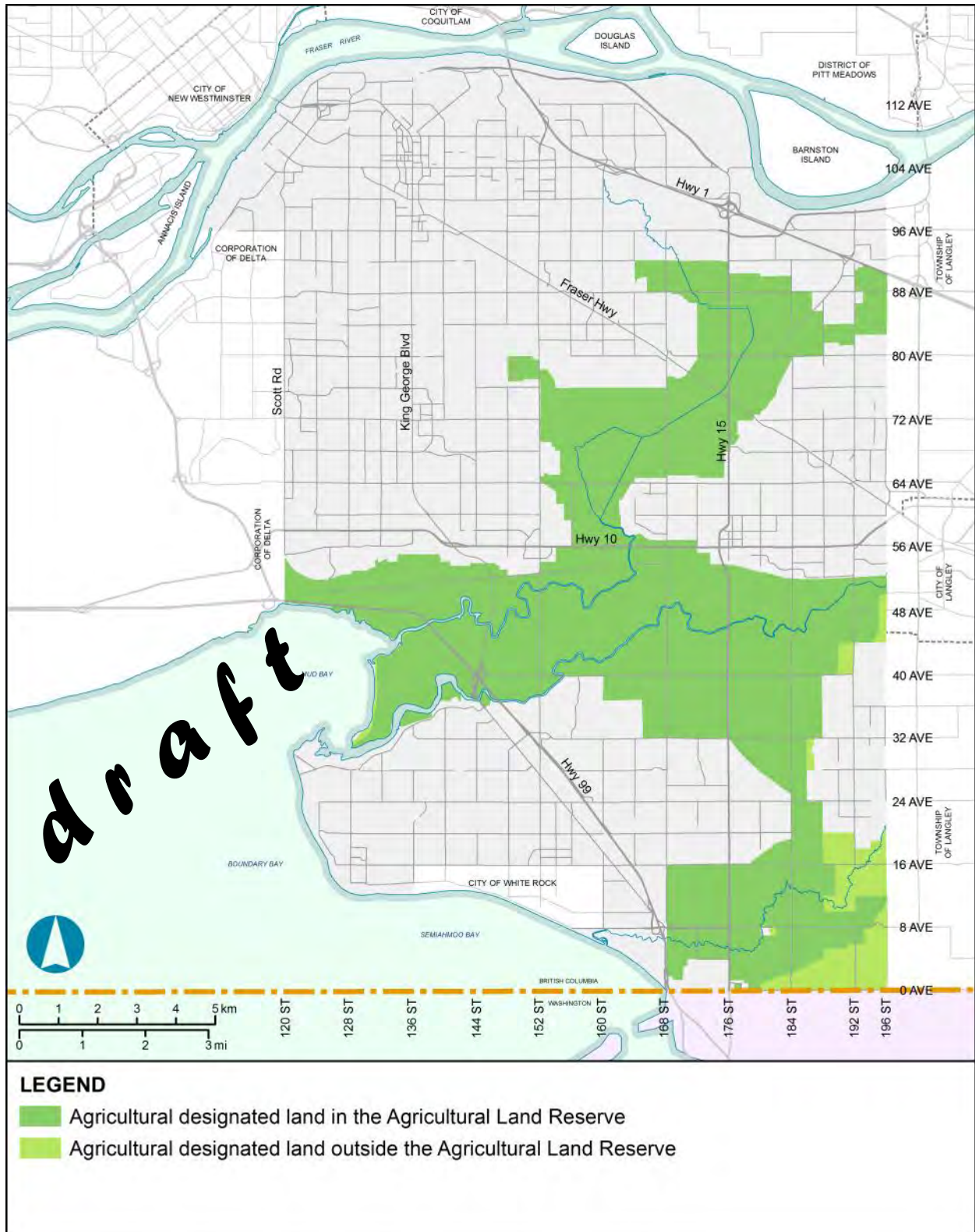
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### E3 POLICIES | GENERAL

- E3.1 Maintain the integrity of the Agricultural Land Reserve (ALR) and its existing boundaries (see Figure 39).
- E3.2 Ensure all land uses within the Agricultural Land Reserve conform to the policies and regulations of the *Agricultural Land Commission Act* and the *Farm Practices Protection Act*.
- E3.3 Protect and support the continued designation and use of agricultural land for agricultural purposes regardless of soil types and capabilities. Encourage locating non-soil based agricultural structures on less productive soils, where feasible, in order to fully utilize prime soil resources.
- E3.4 Encourage the continued use of farmland located outside of the ALR for agriculture purposes, subject to the development of an approved secondary plan.
- E3.5 Avoid the fragmentation of ALR lands. Limit the subdivision of land within the ALR to greater than 4 ha (10 ac). Limit the subdivision of designated agriculture land outside the ALR to greater than 2 ha (5 ac). Encourage the amalgamation of lots in agricultural areas.
- E3.6 Require 2 ha of land, within Surrey, of equivalent or better soil capacity, to be included into the ALR for each 1 ha of land excluded from the ALR with the submission of an Agricultural Impact Assessment detailing how this conversion provides a net benefit to agriculture in Surrey.
- E3.7 Ensure that potential fragmentation of agricultural lands by linear development such as new road construction, hydro corridors or pipeline or road upgrades, does not negatively impact the viability of farm operations or access to farm parcels.



Figure 39:  
Agricultural Lands



### E3 POLICIES | INNOVATION

- E3.8 Maximize the productive utilization of agricultural land through such means as:
- Leasing City-owned ALR land to farmers
  - Amending by-laws, policies and other regulations, as appropriate, to support agricultural production and innovation
- E3.9 Support Surrey-based research and development into innovative production technologies and practices, such as 'vertical farming', roof-top farming and advanced irrigation and fertilization systems.
- E3.10 Encourage diversification of agricultural operations and the production of new crops and commodities, particularly high-value crops and those serving new markets with growth potential.
- E3.11 Partner with the Province, producer groups and local businesses to develop new local and global markets and marketing strategies for local commodities.
- E3.12 Encourage innovation in the management and recycling of agriculture and food waste, including waste-to-energy projects in the agri-food sector such as anaerobic digestions and other means of converting waste into a resource.

*draft*

### E3 POLICIES | PLANNING

- E3.13 Work with local secondary and post-secondary institutions to support training and education programs in agriculture and food systems.
- E3.14 Work with post-secondary institutions to facilitate agricultural research partnerships and technology transfer to local farmers.
- E3.15 Support programs that help new farmers overcome financial and other barriers to accessing land (includes but is not limited to incubator farms).
- E3.16 Support public awareness programs and events to highlight the importance of agriculture to Surrey's economy. Showcase local producers and increase public awareness of farming practices.



ADD CAPTION

**E3 POLICIES | EDUCATION AND RESEARCH**

- E3.17 Work with local secondary and post-secondary institutions to support training and education programs in agriculture and food systems.
- E3.18 Support public awareness programs and events to highlight the importance of agriculture to Surrey’s economy. Showcase local producers and increase public awareness of farming practices.

*draft*

**E3 POLICIES | INFRASTRUCTURE**

- E3.19 Ensure a safe and convenient transportation network supporting agriculture, including access between farms and markets, farm vehicle travel routes and direct access between fields and farm operations.
- E3.20 Support land owners and senior levels of government to improve access to an adequate and safe water supply for agricultural operations such as livestock watering, crop irrigation, produce washing and food processing uses.
- E3.21 Support farming activities by managing stormwater runoff from upland development on agricultural properties in accordance with the Agriculture and Rural Development Subsidiary Agreement (ARDSA) criteria as established by the *Strategic Plan for Lowlands Flood Control*.
- E3.22 Support the development of agricultural support services necessary for the viability of agricultural operations in appropriate locations.
- E3.23 Partner with senior levels of government, commodity groups and industry associations to maintain and grow the food packaging and processing industries in Surrey.

ADD CAPTION



**E3 POLICIES | URBAN-AG INTERFACE**

- E3.24 Protect farming and agri-food operations from adjacent urban impacts such as traffic, flooding, nuisance complaints, trespassing and noxious substances.
- E3.25 Protect and enhance the interface between urban areas and the Agricultural Land Reserve (ALR) through effective fencing, landscaping buffers and building separations between urban and agricultural lands, in accordance with **DP4 of the Implementation Section of this OCP.**
- E3.26 Carefully plan public areas and recreational trails in areas adjacent to farmland. Provide sufficient separation and physical barriers such as fencing, plantings and topographic features, to reduce conflicts between recreational uses and farming.

- E3.27 Use Agricultural Disclosure Agreements, at various stages of development, adjacent to agricultural areas to increase awareness of owners about the presence and implications of living near agricultural activity.
- E3.28 Raise public awareness of agriculture in Surrey through initiatives such as farm tours, media materials, community events promoting and celebrating local agriculture, and encouraging partnerships with producer associations and grocery stores to promote local farm products.
- E3.29 Support the growth and development of farm markets and stands selling local products directly to consumers.
- E3.30 Explore agri-tourism opportunities for producers to diversify their farm operations, create a brand, and sell more products and services directly to consumers.

*draft*



CAPTION

**E3 POLICIES | ENVIRONMENT**

- E3.31 Encourage sound environmental agricultural and farm practices. Encourage participation in the Provincial Environmental Farm Plan program in order to promote clean and healthy air, water and soils.
- E3.32 Encourage the management and recycling of manure and agricultural wastes in a sustainable manner.
- E3.33 Encourage Best Management Practices for riparian areas and streams in agricultural areas in order to support fish populations in accordance with the requirements of the Department of Fisheries and Oceans (DFO) and the federal *Water Act*, as amended.
- E3.34 Explore opportunities related to recovering heat, generating clean energy and other resources and reducing GHG emissions by recycling food wastes and other organic materials through pilot projects and partnerships.

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CAPTION



# E4 Aggregates

## Identify and Protect Aggregate Resources in Appropriate Locations

The *Local Government Act* requires municipalities to designate areas of existing and future sand and gravel extraction. Areas that contain appropriate aggregate deposits that are available for extraction are limited in Surrey with only the Southwest corner of the city providing opportunities for sand and gravel extraction. The City works to ensure that the environment is protected and impacts on the community are minimized during extraction and that the land is restored to productive uses when extraction is complete.

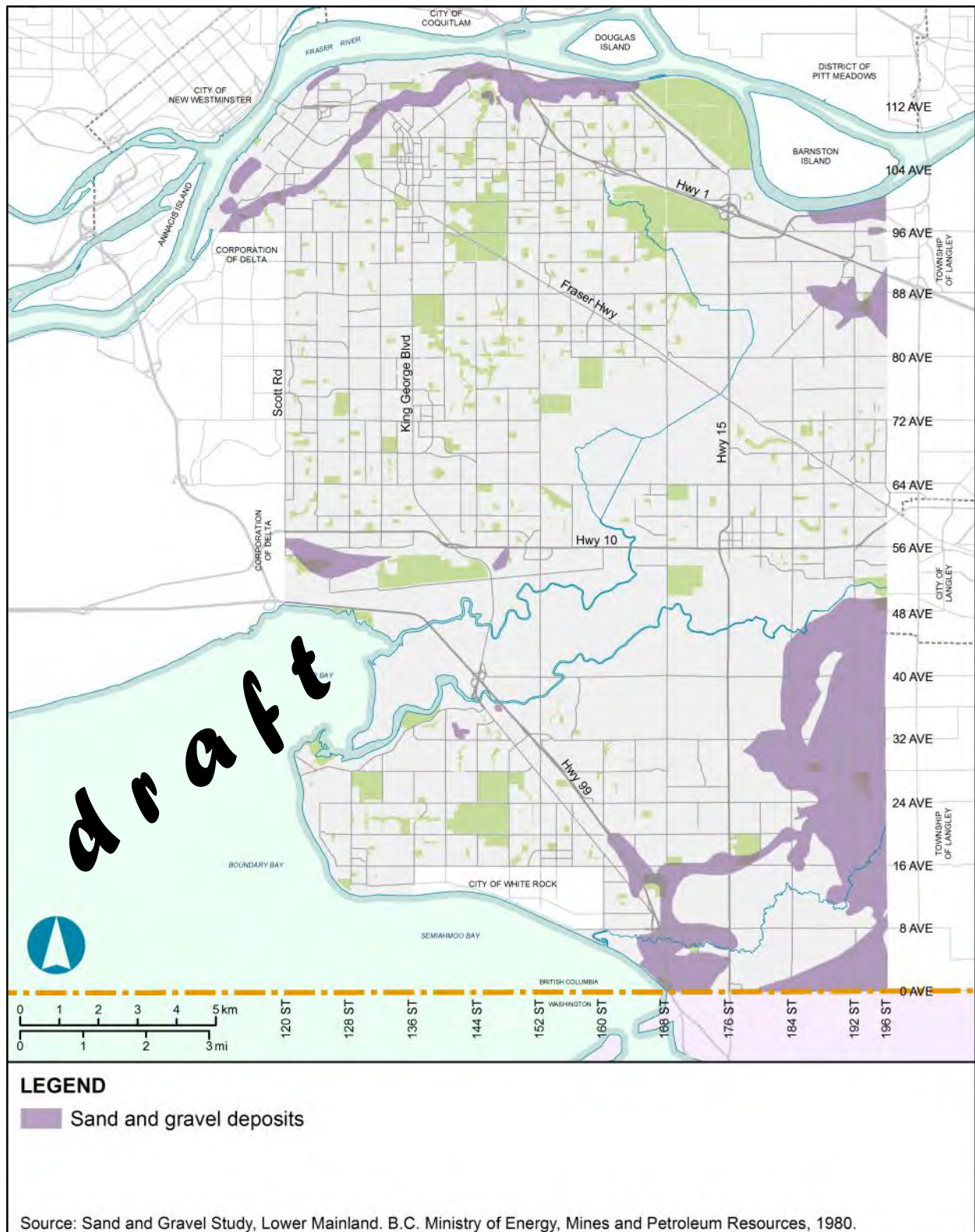
In order to meet the Objective E4, the City will:

### E4 POLICIES | GENERAL

- E4.1 Implement the *Soil Conservation and Protection By-law* to limit and set conditions for sand and gravel extraction and deposition.
- E4.2 Limit sand and gravel extraction to the excavation, screening and storage of materials. No additional processing of any kind if permitted, including the crushing or manufacturing of asphalt, concrete or other materials. Such processing activities are permitted only in industrial areas or where permitted by Temporary Use Permits, under conditions imposed by City Council.
- E4.3 Sand and gravel extraction practices must consider environmental impacts of adjacent property and downstream areas. Extraction cannot threaten or destroy human health, watercourses, significant habitats, riparian areas, municipal utilities or the soil stability of adjacent or downstream properties.
- E4.4 Ensure there is adequate and timely rehabilitation and/or reforestation of the sand and gravel extraction areas (**shown in Figure 40**) as set out in the extraction permit.
- E4.5 Strongly encourage the replacement of fertile top soil that is removed from development sites to agricultural areas in need of rehabilitation.

**draft**

Figure 40:  
Aggregate Deposits



*draft*





**THEME F:  
SOCIETY AND CULTURE**



## THEME F | INTRODUCTION



As Surrey continues to grow and evolve, it faces new challenges and opportunities for building a safe, healthy, inclusive and culturally vibrant city. Population growth places pressure on Surrey's existing social services, protection services, affordable housing stock, recreation facilities, childcare and education centres, libraries and cultural facilities. Growth, however, can also contribute to sustainability and increased liveability by enhancing the City's social and cultural infrastructure and by increasing the range and quality of services available to Surrey residents.

Surrey's demographics are changing and social-cultural services need to anticipate and adapt to these changes. Surrey's population is becoming more culturally and linguistically diverse, with a growing proportion of seniors and a continued growth in the numbers of children, youth and young families. In response, this Official Community Plan places increased emphasis on partnerships to address affordable housing, skills training and education, healthy communities and childcare issues. This Official Community Plan also recognizes the increasing importance of cultural services (arts and heritage) in attracting investment and economic growth.

The nine objectives within Theme F aim to leverage growth in order to improve the quality of life for all of Surrey's current and future residents and visitors and to build a safe, healthy and inclusive city.

*draft*

## THEME F | OBJECTIVES

1. Ensure a safe community through effective crime prevention and emergency response.
2. Support a comprehensive and innovative life-long learning system in Surrey.
3. Strive to provide appropriate and affordable housing for everyone.
4. Provide healthy and accessible active living opportunities.
5. Improve access to healthy, local food.
6. Ensure accessible and inclusive community services and programs.
7. Support a vibrant arts sector.
8. Protect and celebrate community heritage.
9. Provide inclusive citizen engagement opportunities.

# THEME F: SOCIETY AND CULTURE

*Build a Safe, Healthy and Inclusive  
Community*

## SECTIONS:

**F1 Community Safety**

**F2 Learning**

**F3 Affordable Housing**

**F4 Healthy Living**

**F5 Food Security**

**F6 Accessibility and  
Inclusivity**

**F7 Culture: Arts**

**F8 Culture: Heritage**

**F9 Citizen Engagement**



*draft*

# F1 Community Safety

## Ensure a safe community through effective crime prevention and emergency response.

A safe environment is fundamental to a high quality of life for Surrey residents and is closely associated with the City's image as a great place to live, visit and conduct business. The City's *Crime Reduction Strategy* provides a comprehensive blueprint to reduce crime and improve community safety, increase public involvement in crime reduction and enhance public awareness about the reality and perception of crime.

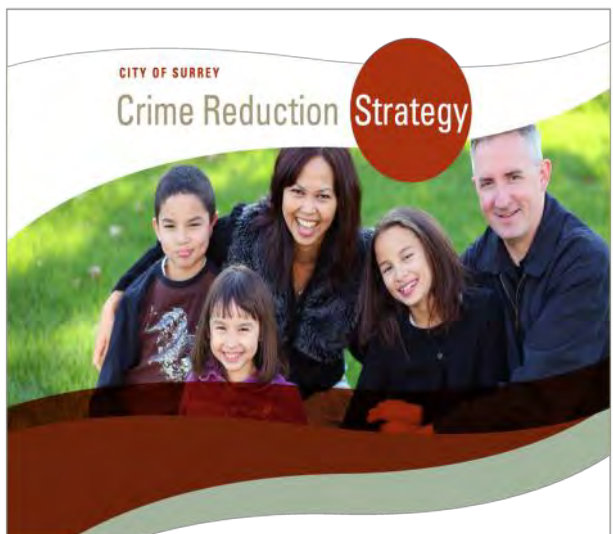
Achieving a safe city involves a community-wide effort, working with partners including law enforcement, emergency response, social agencies, education and literacy groups and neighbourhood associations. The policies in this section focus on ensuring that these partnerships are optimized for the benefit of Surrey's residents and visitors, making Surrey a safe and secure place to enjoy.

In order to meet Objective F1, the City will:

### F1 POLICIES | GENERAL

- F1.1 Continue to allocate resources to police and protection services in proportion to the City's overall growth.
- F1.2 Update and implement the recommendations of the *Crime Reduction Strategy* in consultation and partnership with the RCMP, School District No. 36, Provincial government agencies and community groups, as the foundation for creating Surrey as a safe community.
- F1.3 Consider community safety issues, including crime reduction, traffic safety and emergency response in all City planning processes and development reviews.

*draft*



CAPTION

**F1 POLICIES | CRIME REDUCTION**

- F1.4 Support safe community interventions, including the use of community action groups, graffiti reduction policies, neighbourhood unsightly premises maintenance programs, and the continued enhancement and expansion of a city beautification strategy.
- F1.5 Support and encourage participation of residents and property owners in crime reduction programs such as the Crime Free Multi-Housing Program or other similar initiatives.
- F1.6 Collaborate with the RCMP, senior government ministries and agencies, the Fraser Health Authority, social service providers and non-profit organizations to identify and address housing and social service gaps that may contribute to crime and public safety issues.
- F1.7 Support the community policing concept and encourage the continued use and expansion of small local-serving policing offices, particularly in City Centre and within Town Centres.
- F1.8 Support after school and community-based recreation and environmental programs as part of a holistic crime reduction strategy.
- F1.9 Support and encourage participation in local neighbourhood and business safety initiatives.
- F1.10 Coordinate with Surrey RCMP and the non-profit sector to address youth-specific issues in order to reduce nuisance crime and youth victimization.
- F1.11 Incorporate Crime Prevention Through Environmental Design (CPTED) principles and practices into the review of all development applications and at the design stage of all City capital projects.
- F1.12 Conduct CPTED and crime prevention audits of public spaces and, where feasible, implement recommendations arising from these reviews.

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F1 POLICIES | TRAFFIC SAFETY

- F1.13 Coordinate with the Surrey RCMP to address traffic safety issues in a holistic way, particularly around schools and critical accident locations.
- F1.14 Ensure traffic safety is considered in the planning of neighbourhoods throughout the city including land use relationships, street and pathway networks and intersection design.
- F1.15 Work with local neighbourhoods to address specific safety issues, with an emphasis on elementary schools.

F1 POLICIES | EMERGENCY RESPONSE AND MANAGEMENT

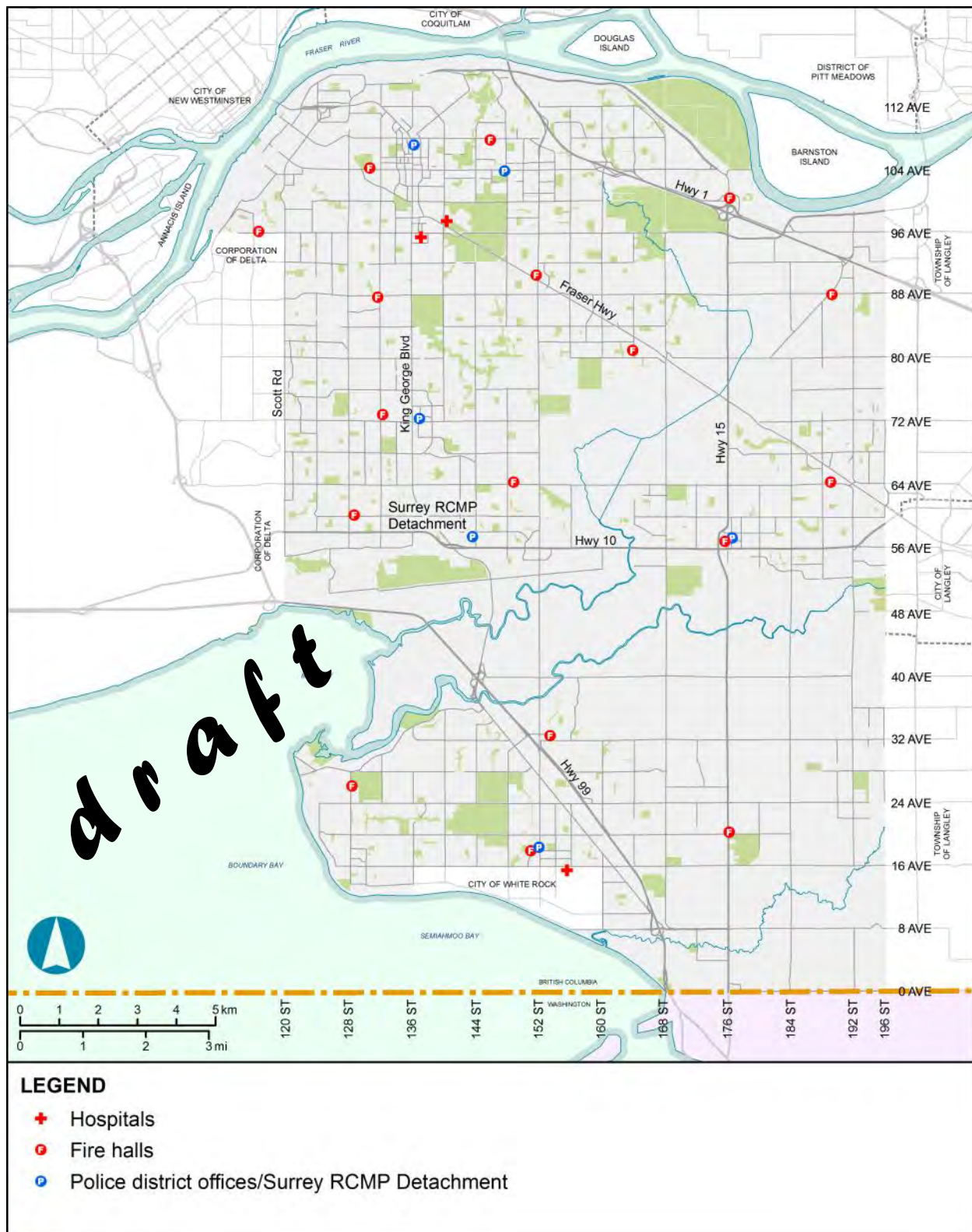
- F1.16 Ensure that emergency management plans are in place and ready to be implemented in response to emergencies including fire, accidents, hazardous material spills, flooding and natural disasters.
- F1.17 Incorporate emergency response planning into secondary plans, capital works and development application review processes.
- F1.18 Strategically locate community safety facilities, including fire halls and community policing offices to deliver effective and timely emergency response services throughout the city (see Figure 41).
- F1.19 Ensure emergency social service systems, preparation plans and logistical needs are established in advance of emergencies.

*draft*



CAPTION

Figure 41:  
Public Health and Safety



# F2 Learning

## Support a comprehensive and innovative lifelong learning system in Surrey.

Surrey recognizes that the economic and social well-being of its residents depends on access to quality education and lifelong learning in order to thrive in a rapidly changing world. Education enriches cultures, creates mutual understanding and enhances life and social skills. Education is a vital investment in the sustainable development of a community and its human potential. Knowledge-based economies require innovative education systems aimed at fostering accessibility, diversity and sustainability.

Surrey residents have access to a multitude of educational opportunities (see Figure 42). From a School District with specialized elementary and secondary programs, to two post-secondary institutions, extensive private trade and career facilities, museums and archives and nine public library branches, Surrey is well positioned to offer extensive educational options.

In order to meet Objective F2, the City will:

### F2 POLICIES | GENERAL

- F2.1 Support the *Community Literacy Plan* to ensure that community-based literacy providers have the resources they need to meet the needs of Surrey's diverse community.
- F2.2 Support the delivery of adequate, licensed, affordable and high-quality child care spaces in locations conveniently accessible to families.
- F2.3 Create early learning opportunities for Surrey residents by implementing the recommendations found in Surrey's *Learning for Life Strategy*.

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CAPTION



**F2 POLICIES | STRUCTURED LEARNING**

- F2.4 Work with School District No. 36 to address the following:
- Providing early years children with access to learning opportunities appropriate to neighbourhood-specific needs
  - Appropriate equitable funding, per student, for schools and programs in all new neighbourhoods
  - Planning of new school locations to reduce overcrowding
  - Developing a comprehensive and holistic approach to using school facilities for community development and recreational initiatives.
- F2.5 Support quality, accessible post secondary education as a direct measure of a healthy community. Support the expansion of post secondary educational programs in Surrey.
- F2.6 Continue to partner with and support the efforts of Simon Fraser University and Kwantlen Polytechnic University to:
- Expand and support relevant programs that continue to meet the evolving needs of students and the community
  - Lobby for additional funding to expand programming and student spaces
  - Provide opportunities to physically expand school facilities
  - Expand research programs.

**F2 POLICIES | LIFE-LONG LEARNING**

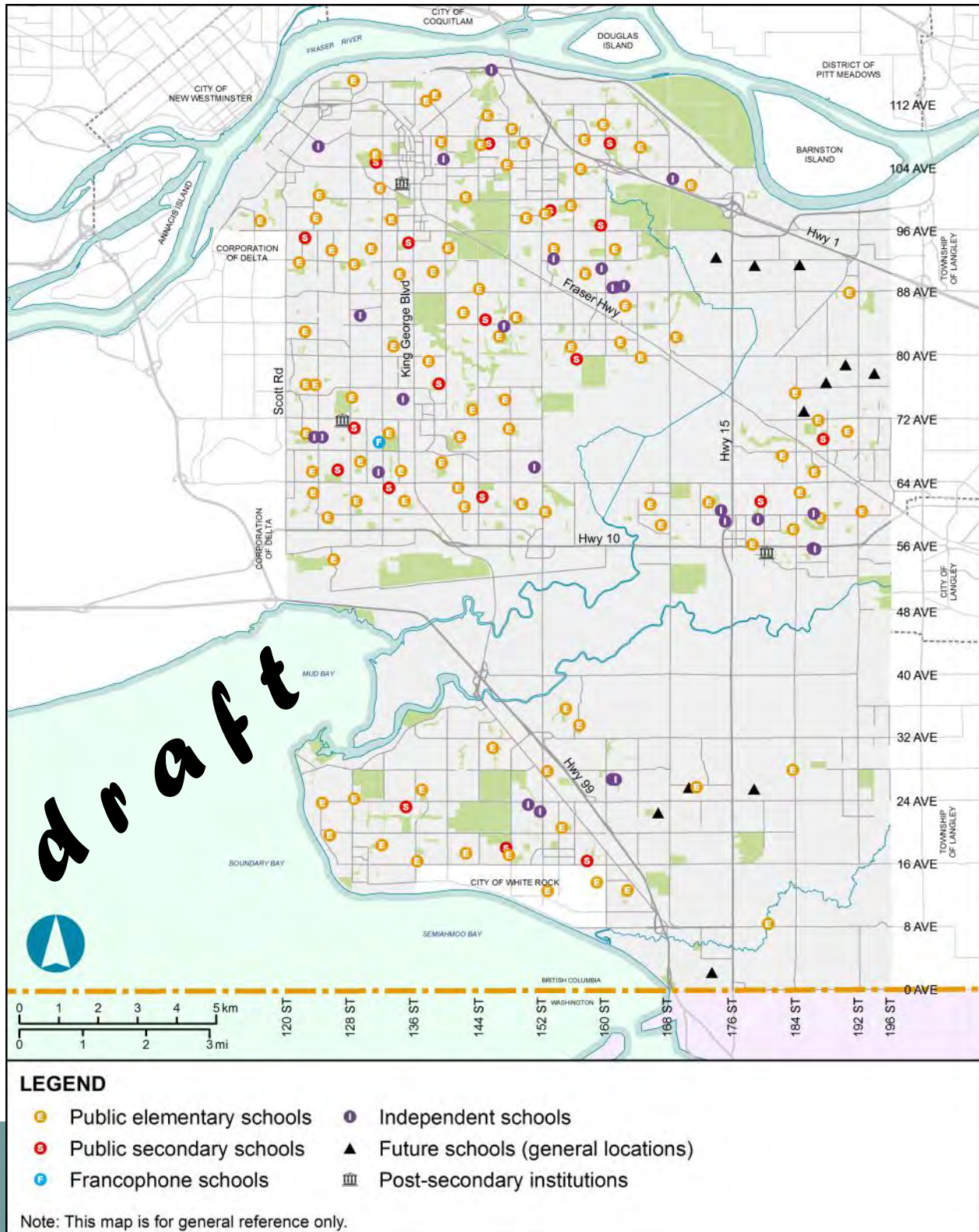
- F2.7 Continue to advocate for improved transit services within Surrey so that residents are better able to access learning services in the City.
- F2.8 Continue to enhance library services and programs by determining their role in the continued development of community health and then by assessing the needs for additional libraries or expanded library services throughout the city in order to meet those identified needs.
- F2.9 Support museums, art galleries and archives as community education centres.
- F2.10 Provide literacy funding on a community level to evenly distribute access to literacy services more thoroughly throughout the city.
- F2.11 Provide more opportunities for residents of all ages and ethnicities to engage in learning activities that also promote social interaction and reduce isolation.

*draft*



CAPTION

Figure 42:  
Schools



# F3

## Affordable Housing

### Strive to provide appropriate and affordable housing for everyone.

Adequate, affordable and appropriate housing is fundamental to building strong, healthy communities, allowing people to live with honor and dignity regardless of income level or abilities. A complete community enhances livability in neighbourhoods by providing a variety of housing choices in terms of cost and type.

Appropriate housing meets the diverse needs of households in terms of size, location and design. Affordable housing is generally considered to be housing (either for rent or for ownership) which meets the needs of individuals or families in the low-to-moderate income range and which costs less than 30% of gross household income. The affordable housing spectrum includes non-market, supportive housing as well as affordable market housing provided by the private sector. The City has a role to play in ensuring an adequate supply of housing to meet demographic needs, working in partnership with the development and home-building industry, senior levels of government and community-based housing societies.

In order to meet Objective F3, the City will:

#### F3 POLICIES | GENERAL

- F3.1 Maintain and regularly update an Affordable Housing Action Plan to guide City policy and actions supporting the provision of affordable housing.
- F3.2 Work with government agencies, community groups and private developers to accommodate a full range of affordable and accessible housing that meets the needs of Surrey's diverse population.
- F3.3 Support affordable housing projects that:
- strengthen and enhance the well-being of the community
  - address the need for clean, safe, suitable and affordable housing
  - demonstrate partnerships with other service providers and businesses.
- F3.4 Affordable housing projects should generally be located:
- on transit routes
  - in close proximity to schools
  - in close proximity to shopping and medical services
  - where support service, such as counseling and training, are accessible to residents
  - where there is no overconcentration in one area.

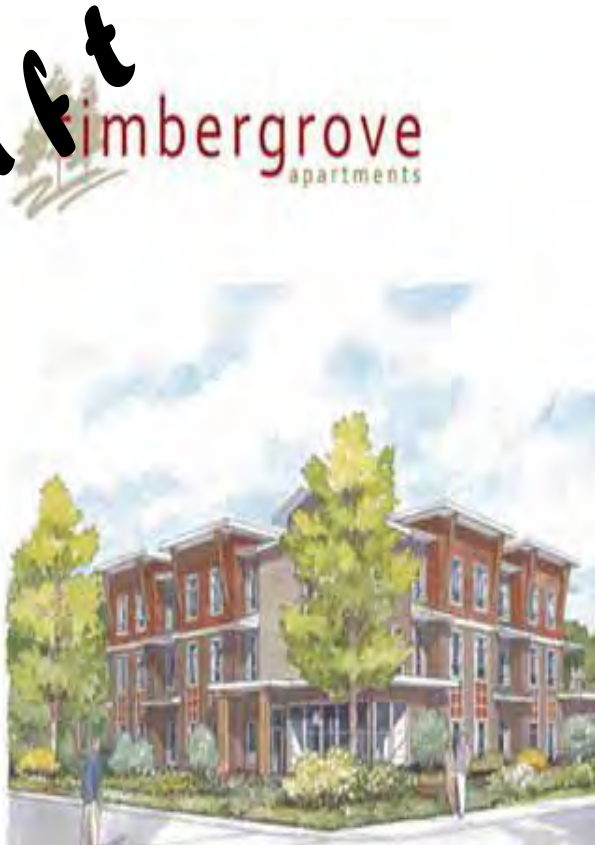
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**F3 POLICIES | NON-MARKET RENTAL**

- F3.5 Actively advocate to senior levels of government for housing services to address homelessness, including homeless outreach, addictions and mental health services, food services, employment services and rent supplements.
- F3.6 Coordinate with BC Housing and Provincial and Federal agencies to establish a full range of non-market housing to meet the current and future needs of residents.
- F3.7 Support the development and on-going operation of a range of non-market housing, including emergency shelters, transitional housing, supportive housing, low-income housing and co-op housing.
- F3.8 Support non-market housing for the diversity of low-income households, including: mental health and addictions, youth, seniors, people with disabilities, women, low-income singles and family with children, Aboriginal and refugees.
- F3.9 Support the development of non-market housing through actions such as expediting applications, decreasing parking requirements, waiving development fees or charges, contributing land, etc.
- F3.10 Continue to support the Surrey and Homelessness Society and Fund.
- F3.11 Continue to support community and/or regionally-focused forums for addressing housing and homelessness issues in Surrey.



July 12, 2013



CAPTION

**F3 POLICIES | AFFORDABLE MARKET RENTAL**

- F3.12 Ensure an adequate supply of rental housing units in all areas of the city.
- F3.13 Restrict the demolition or strata conversion of existing rental units unless city-wide vacancy rates are higher than 4%.
- F3.14 Encourage and support the development of new purpose-built rental apartments through such actions as expedited development applications and reduced parking requirements, where appropriate.
- F3.15 Advocate to senior governments for policy and taxation changes that will encourage the construction of purpose-built rental apartments.
- F3.16 Coordinate and partner with landlords and Provincial agencies to ensure that adequate and appropriate rental housing is available throughout the city. Ensure adequate standards of building maintenance and management are followed.
- F3.17 Recognize secondary suites and coach houses as a significant stock of rental housing. Encourage homeowners to legalize their existing suites to sensitively integrate into neighbourhoods.
- F3.18 Encourage innovative zoning, design and development solutions for affordable housing units, particularly for infill development, that is sensitive to neighbourhood context.
- F3.19 Where a density bonus is granted in exchange for community benefits or amenities, the first priority community benefit shall be to provide affordable housing (or cash-in-lieu), in conjunction with the market housing residential units.
- F3.20 Where redevelopment of a Manufactured Home park is proposed, ensure that adequate consultation and compensation for relocated residents is implemented as part of the development application.
- F3.21 Encourage the development of accessible and adaptable units using the *BC Building Code Adaptable Housing Standard* for all new apartment housing, to allow for "Aging in Place" and to create greater housing options for persons with disabilities.
- F3.22 Promote affordable family housing in City Centre, Town Centres and other locations accessible to frequent transit service by encouraging a mix of unit types include two-bedroom and three-bedroom apartments in new developments.

CAPTION



# F4

## Healthy Living

### **Provide healthy and accessible active living opportunities.**

There is a growing recognition that encouraging active living is fundamental to achieving better individual and community health. This has implications for the quality of life of Surrey's residents and for the fiscal sustainability of Canadian society in an era of rising healthcare costs. Local government plays a supporting role to senior government in healthy community initiatives, along with a range of community partners, including the local health authority, school district, business groups, neighbourhood associations and the non-profit sector.

The City of Surrey has a role in facilitating active living by providing high quality parks, facilities and programs and interconnected greenways, cycle routes, local trails and walkways. The City may also plan and regulate land uses and urban design in ways that encourage residents to walk and cycle for both recreational purposes as well as for a wide range of everyday activities.

In order to meet Objective F4, the City will:

### F4 POLICIES | GENERAL

- F4.1 Provide a high level of recreational and leisure time facilities throughout Surrey, including those for youth and specific targeted age groups.
- F4.2 Incorporate active living and public health considerations into City planning for land use, transportation, public works and facilities and into the review of development applications.
- F4.3 Actively encourage all members of the community to walk or cycle for leisure, recreation and transportation, whenever and wherever they can as part of their daily lives, to encourage healthy living and reduce air pollution.
- F4.4 Promote opportunities for regular, direct contact with natural spaces and areas throughout Surrey to realize the health and therapeutic benefits of outdoor recreation and nature appreciation.

*draft*

**F4 POLICIES | PROGRAMS AND FACILITIES**

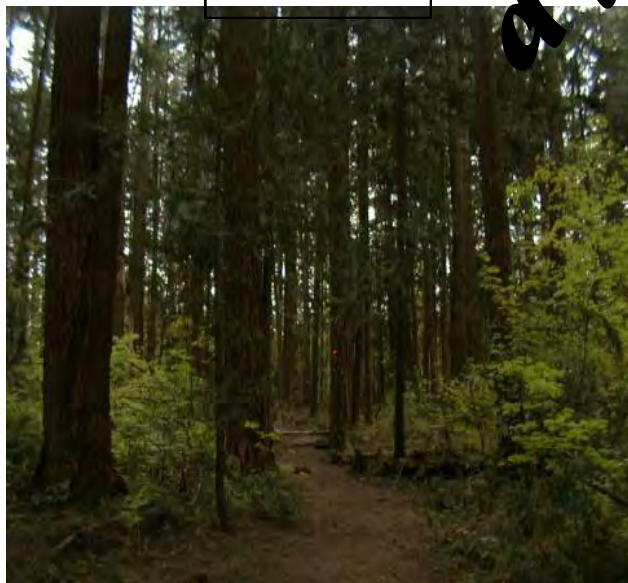
- F4.5 Collaborate with partners, including Fraser Health Authority, School District NO. 36, Provincial agencies and the non-profit sector to coordinate the delivery of programs, special events and facilities that encourage healthy lifestyles.
- F4.6 Consult with residents, sports groups, associations and other stakeholders to plan the delivery of parks and playgrounds, recreational facilities and programs that meet the needs of each local community.
- F4.7 Provide and maintain high-quality parks, community recreation centers, facilities and programs in each Town Centre in order to provide equitable and convenient access for all Surrey residents **(as shown on Figure 43)**.
- F4.8 Coordinate the planning of indoor recreation facilities and programs with parks and outdoor recreation opportunities, wherever possible.

**F4 POLICIES | ACCESS TO RECREATION**

- F4.9 Identify and develop strategies to remove physical, cultural geographic and socio-economic barriers to accessing City recreation and leisure programs and services, including those specific to children, youth, seniors, low income residents and persons with special needs.
- F4.10 Pursue partnerships with public agencies, non-profit organizations and private businesses to deliver recreational and leisure programs in an efficient, cost-effective and accessible manner.
- F4.11 Work with private sector and non-profit groups to secure recreation facilities and programs within residential developments and places of work as a supplement to public recreation facilities.

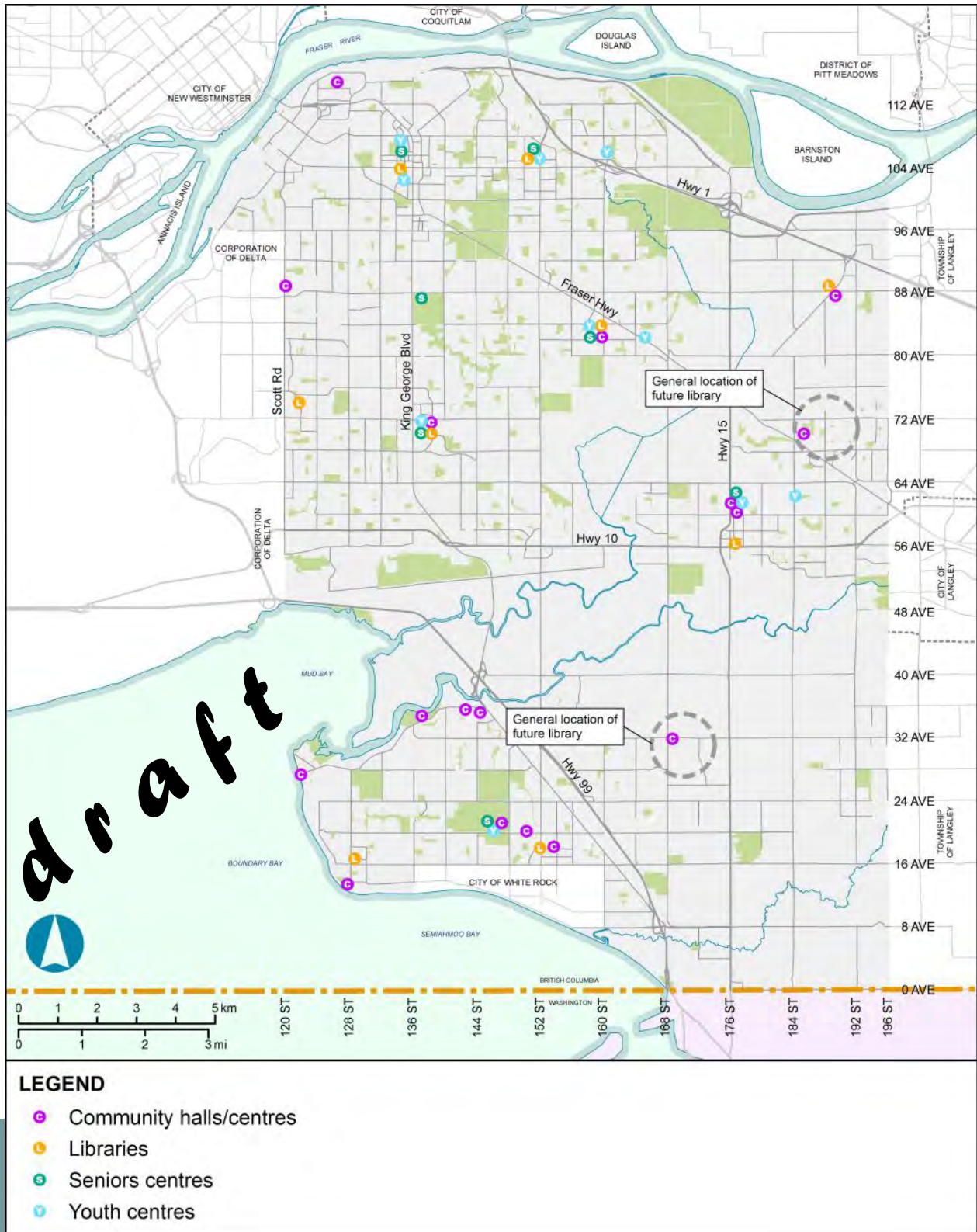
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CAPTION

Figure 43:  
Community Facilities





# F5

## Food Security

### Improve access to healthy, local food.

Access to healthy, affordable food is a significant aspect of quality of life, especially among low income and other vulnerable groups. When this healthy food is also produced, processed and distributed locally, there is an added benefit of local economic activity, local employment and reduced greenhouse gases associated with food transport. The concept of food security has several facets, including individual and household health and affordability along with community resilience to food availability and cost pressures.

The City of Surrey is able to play a role in facilitating access to healthy and local food through supportive land use policies for locating food stores, community gardens, urban agriculture, community kitchens and by supporting non-profit agencies whose focus is on distributing healthy affordable food.

In order to meet Objective F5, the City will:

*draft*

#### F5 POLICIES | GENERAL

- F5.1 Improve access to healthy and affordable food, particularly in lower-income neighbourhoods, through the planning and implementation of community gardens, farmer's markets, urban agriculture projects, community kitchens, neighbourhood grocery stores and food assistance programs, as appropriate.
- F5.2 Examine the feasibility of creating a Food Policy Council and Surrey Food Charter to help develop formalized structures for tackling food security issues.
- F5.3 Encourage and support the development of local on-farm markets and urban farmer's markets for local, direct food distribution in appropriate locations.
- F5.4 Examine means of how to integrate locally supported agriculture (e.g. community gardens, community orchards, urban agriculture and small farms) into existing neighbourhoods and new areas of urban development.
- F5.5 Develop an inventory of public lands, including parks, boulevards, Rights-of-Way and rooftops, that could potentially be used for urban agriculture. Develop criteria for selecting optimal locations for new community gardens or other urban agriculture opportunities on public lands.
- F5.6 Partner with local neighbourhood associations and non-profit groups to encourage, organize, develop and manage community gardens, rooftop farming, fruit trees and other edible landscapes on public and private lands, in suitable urban locations while also using appropriate integrated pest management practices.

**F5 POLICIES | GENERAL (Cont.)**

- F5.7 Encourage mixed-use neighbourhood design and redevelopment to include small and mid-size grocery stores (e.g. 300—1,850 sq. m), seasonal farmer’s markets and open space for community gardens.
- F5.8 Support the efforts and programs of Fraser Health and other non-governmental organizations that promote access to healthy nutritious foods.
- F5.9 Assist non-profit agencies and public/private non-profit partnerships engaging in anti-hunger, nutrition and agriculture activities by sharing data for planning, implementing and evaluating programs.
- F5.10 Work with non-profit organizations (food banks, food agencies, food gleaners, and food hamper supporters) to ensure healthy food options are available to all residents of Surrey regardless of location or income level.

*draft*



CHANGE CAPTION

# F6

## Accessibility and Inclusivity

### Ensure accessible and inclusive civic facilities, programs and community services.

A healthy and complete community provides opportunities, spaces and community-based programs for the social development, personal growth and leisure of all residents. Providing these facilities in an accessible and inclusive manner, both physically and culturally, and distributing them throughout neighbourhoods, enhances the quality of life in Surrey. A truly accessible community is one where everyone, regardless of their ability, shares equal access to the key elements of life such as work, play, access and participation.

While the City does not have a mandate to play a lead role in the delivery of social services, it can facilitate access to these services through land use planning, urban design, civic facility programming and advocacy. The City participates in a wide range of multi-stakeholder “tables” that plan for the equitable and sustainable delivery of community services and often plays a role in facilitating community-based partnerships.

In order to meet Objective F6, the City will:

#### F6 POLICIES | GENERAL

- F6.1 Commit to the full and meaningful participation of all residents in City services, functions and facilities. Actively work toward eliminating and preventing discrimination based on age, race, national or ethnic origin, colour, language, sexual orientation, culture and religious beliefs.
- F6.2 Work cooperatively with senior levels of government to ensure that Surrey received an equitable portion of social infrastructure investments and program funding, as the Region’s second major urban centre, including:
- hospitals and health care facilities
  - major convention and sport facilities
  - higher education and training facilities
  - transportation infrastructure
  - cultural amenities
  - government offices
  - community and social services
- F6.3 Prioritize the equitable allocation and distribution of services, civic facilities, programs and amenities for all Surrey residents.
- F6.4 Address financial, physical and perceptual barriers to accessing services and facilities allowing all members of society to be fully engaged.

*draft*

F6 POLICIES | UNIVERSAL ACCESS

- F6.5 Continue to upgrade existing public infrastructure, including sidewalks and parks, to current accessibility standards. Design recreational paths and greenways to be universally accessible, where possible.
- F6.6 Use Universal Design principles to incorporate accessibility into all new civic buildings and facilities, including associated outdoor spaces such as walkways, plazas, play spaces, transit stops and parking lots. Use enhanced wayfinding measures and auditory traffic signals, where warranted.
- F6.7 Ensure the accessibility of private services and amenities by applying principles of Universal Design at the site and building level.
- F6.8 Encourage new multi-family residential developments to meet or exceed the minimums identified in the *BC Building Code's* Adaptable Housing Standards.

F6 POLICIES | ACCESSIBLE LOCATIONS

- F6.9 Encourage the location of social services in areas where they are easily accessible to persons needing them.
- F6.10 Encourage the distribution of social services in each Town Centre in Surrey in order to ensure wide access to services by residents in all parts of the city and to avoid the over-concentration of social service agencies.
- F6.11 Consider locating community services in locations accessible by transit services in compact, walkable urban centres in order to improve access for all segments of the population, especially those with limited mobility options.
- F6.12 Encourage, where appropriate, the co-location of public facilities, including Federal, Provincial, City and School District facilities in central locations accessible by safe, accessible sidewalk networks and frequent, accessible transit service, where feasible.
- F6.13 Encourage and facilitate the provision of community services through cooperation, liaison and, where appropriate, joint provision and participation.
- F6.14 Continue to work with School District No. 36 and other community partners to support and develop programs that provide social, health services, recreational, cultural, educational and library services at the neighbourhood level through the community use of schools and other community facilities.

ADD CAPTION

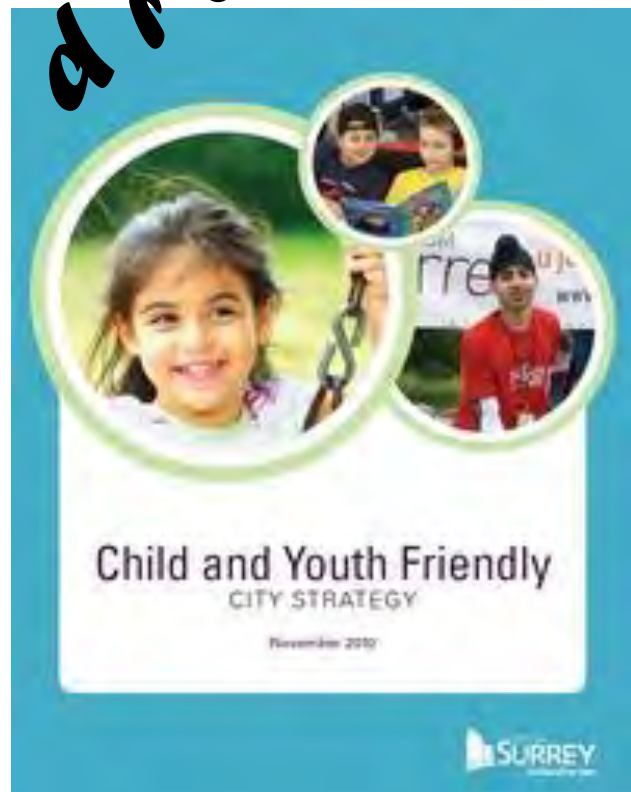


**F6 POLICIES | CHILD AND YOUTH**

- F6.15 Ensure the City’s child care facility policies and regulations do not create unnecessary operational barriers.
- F6.16 Make provision for childcare in all large community recreation centres.
- F6.17 Encourage large employers and the developers of commercial and multi-family developments to provide on-site space for child care as an amenity.
- F6.18 Ensure civic services and programs promote the developmental needs of children and youth of all ages.
- F6.19 Partner with other government and community agencies to ensure that children and youth have access to a range of opportunities, services and programs.
- F6.20 Plan and design parks, playgrounds, civic facilities and public spaces to promote use by families with children and youth of all ages and abilities. Incorporate interactive and engaging features for children and youth in and around civic facilities. Use street furniture and other design elements in public spaces to facilitate unstructured play.
- F6.21 Develop and implement design guidelines for outdoor play areas in private developments including multiple family projects.
- F6.22 Plan, design and retrofit neighbourhoods so that schools, parks and playgrounds are safely and conveniently accessible by walking and cycling.
- F6.23 Ensure amenities for youth are provided in all neighbourhoods, with larger youth parks located in Town Centres.

- F6.24 Support the placement of community office space in commercial areas for youth to use for recreation purposes. This is particularly important in those area where recreation centres are not accessible to youth.

*draft*



ADD CAPTION

## F6 POLICIES | INCLUSIVITY

- F6.26 Engage in collaborative community partnerships to address the particular needs of vulnerable groups including but not limited to, new immigrants, government-assisted refugees, urban aboriginal residents and low-income persons.
- F6.27 Support Surrey Library services and programs and assist with the integration of new residents into Canadian culture and society.
- F6.28 Promote social cohesion by animating community spaces through events, arts and culture, supporting festivals and other events that bring the community together.

*draft*

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UPDATED



**SURREY LIBRARIES**  
*discover·connect·inspire*

# F7

## Culture: Arts

### Support a vibrant arts sector.

Surrey has many citizens who are known for their artistic abilities and expertise and their significant contribution to the community in art and cultural expression.

Surrey is committed to supporting a healthy arts community, illustrated in the vision and goals established in the *Surrey Cultural Plan*. This Plan works to mobilize resources and enhance Surrey by supporting the growth of visual and performing arts and recognizing the role of public art in creating dynamic, sustainable and socially cohesive public spaces. The visual and performing arts contribute to Surrey's character, community life and economic development and serves as a catalyst for engagement among the City's diverse cultural communities.

In order to meet Objective F7, the City will:

#### F7 POLICIES | GENERAL

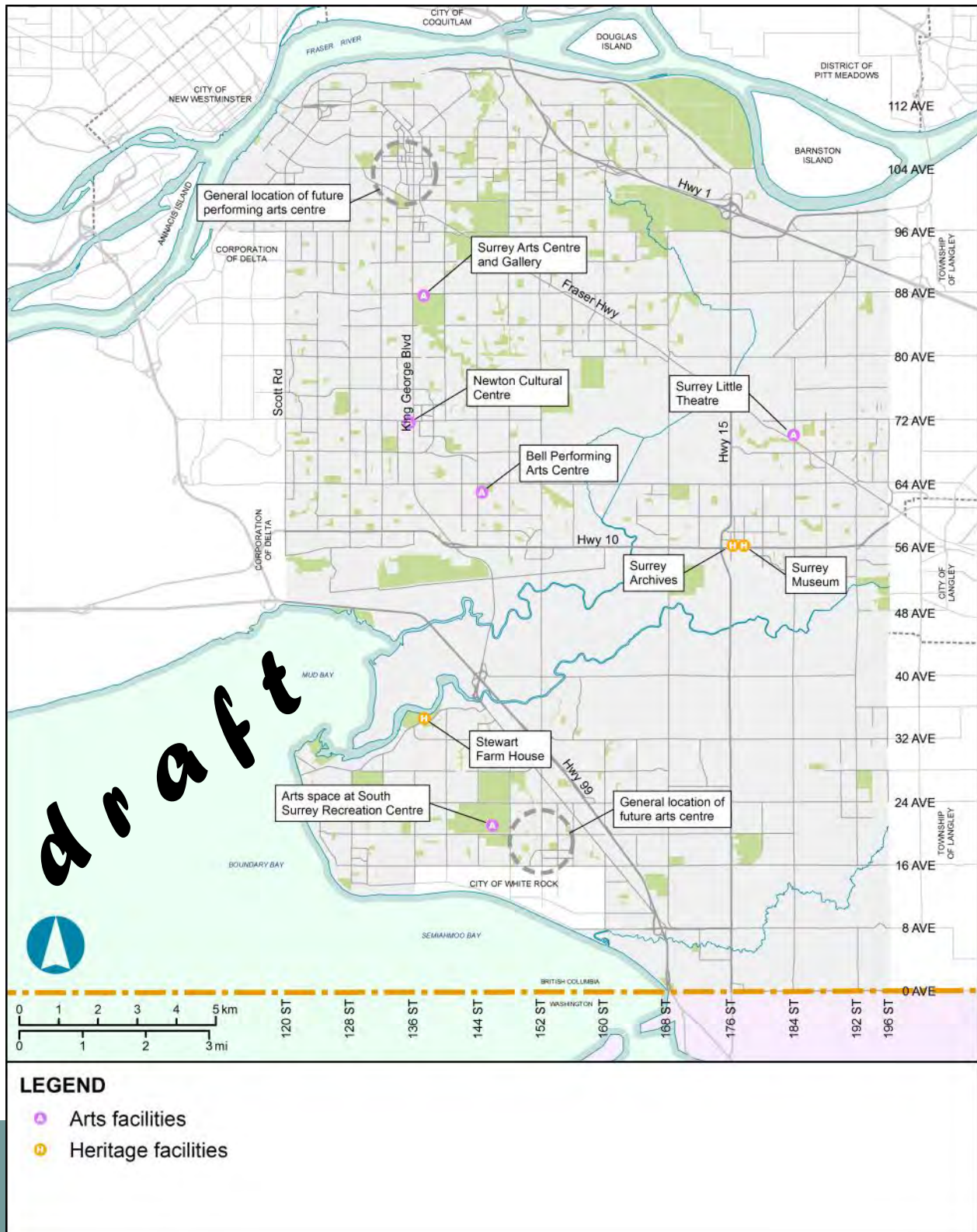
- F7.1 Implement Surrey's Public Art Policy, *Public Art Master Plan*, *Surrey Cultural Plan*, *Art Gallery Strategic Plan* and *Youth Arts Strategy* as effective tools in establishing and maintaining arts and culture programs, services and facilities in Surrey.
- F7.2 Support artistic expression as being critical to developing a unique identity for Surrey by heightening character, countering anonymity, distinguishing one place from another and creating a sense of meaning and belonging for people.
- F7.3 Integrate the arts into the physical developments and evolution of Surrey to create a highly-desired urban environment and enhance Sense of Place.
- F7.4 Develop a range of venues to support cultural expression, education and the enhancement of community life through art galleries, libraries, museums and facilities for performing arts (see **Figure 44**).
- F7.5 Create a premier arts and culture node in City Centre including a Cultural Corridor along King George Boulevard.

Public Art



CAPTION

**Figure 44:**  
**Arts and Heritage Facilities**





**F7 POLICIES | GENERAL (Cont.)**

- F7.6 Use major public art installations, art spaces and cultural facilities within City Centre to create a distinct Sense of Place and serve as a model for public space design and community development.
- F7.10 Enhance partnerships with the Surrey Arts Council, educational institutions and the private sector to leverage improved arts and heritage initiatives with Surrey’s City Centre and Town Centres.
- F7.7 Locate arts and culture facilities in each of Surrey’s Town Centres to reinforce a distinct identity and to expand the range of cultural activities and opportunities for all Surrey residents.
- F7.11 Review and adjust the Zoning By-law to enable the use or construction of affordable spaces for cultural industry including general studio space and live/studio residential options.
- F7.8 Promote art and excellence in design throughout the city by encouraging public art placements at locations visible to the public.
- F7.12 Identify and pursue all available tools to secure new cultural spaces including senior government funding, land donations, contributions through site development, private donations and regulation changes, as appropriate.
- F7.9 Develop a Cultural Marketing Plan and a Cultural Tourism Strategy to increase and enhance the social and economic benefits of cultural tourism in Surrey.

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CAPTION



# F8 Culture: Heritage

## Protect and celebrate community heritage.

Surrey has a significant heritage legacy. Beginning with the early Semiahmoo and Kwantlen First Nations, this land was established with thriving communities for more than 6,000 years with European settlers first arriving in the mid-1800s. Surrey was incorporated as a municipality in 1879 and gained official city status in 1993. Surrey's heritage includes built, natural, cultural and transportation resources that have been—and continue to be—important to the development of the city as a complete community.

Surrey has established a significant heritage inventory including heritage sites and landmarks as well as museums, archives and exhibition centres. There is also strong interest and dedication within the community to preserve the city's unique heritage and to continue to use the tools available to acquire, retain, preserve, interpret, revitalize and celebrate features of Surrey's past for the benefit of residents and visitors alike.

In order to meet Objective F8, the City will:

### F8 POLICIES | GENERAL

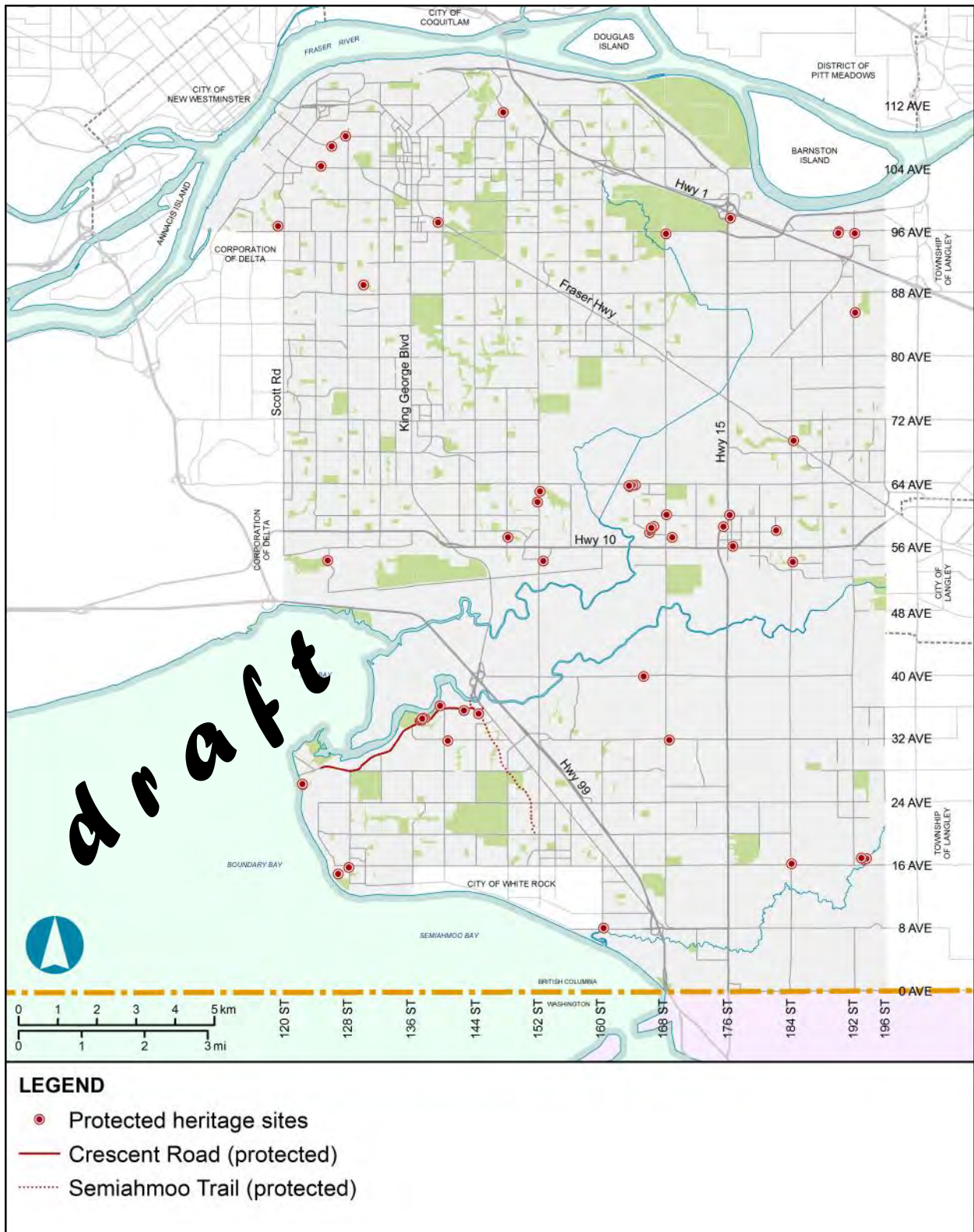
- F8.1 Employ tools under the authority granted through the *Local Government Act*, *Community Charter* and *Heritage Conservation Act* to identify, retain, preserve, re-use, protect, integrate, maintain and revitalize built, natural and cultural sites, features, and landscapes that have important historical, architectural or cultural significance (see **Figure 45**).
- F8.2 Refer issues and matters of heritage designation and preservation of buildings, sites and features to the Heritage Advisory Commission (HAC) for input and advice.
- F8.3 Work with the Provincial Government and community groups, including the Surrey Heritage Advisory Commission, to implement Surrey's *Heritage Strategic Review* (2010).
- F8.4 Collaborate with cultural and heritage organizations in Surrey to further the conservation of heritage resources within the City.
- F8.5 Provide opportunities for citizen engagement in the planning and development of heritage policy and the maintenance and management of heritage facilities, collections and services through the Heritage Advisory Commission.



draft

CAPTION

Figure 45:  
**Protected Heritage Sites and Routes**



**F8 POLICIES | CONSERVATION PLANNING**

- F8.6 Prohibit the destruction, excavation or alteration of archaeological sites without a permit as specific in the Provincial *Heritage Conservation Act*.

F8.14 Wherever possible, preserve heritage buildings in their original location. Where this is not possible, and as a last resort, encourage relocation and restoration of an appropriate alternative site.
- F8.7 Integrate heritage resources into the physical development and evolution of Surrey to create a highly-desired urban environment and strong Sense of Place.

F8.15 Retain historical and culturally-significant view corridors, focal points, trails, view-points, landmarks and vistas at a city-wide and neighbourhood level.
- F8.8 Enhance Surrey’s historical resources by encouraging development to sensitively incorporate the preservation of historic structures and artifacts into their projects.

F8.16 Protect farmland as a source of heritage for Surrey as a distinct landscape within the community.
- F8.9 Maintain and regularly update the Heritage Register in accordance with provisions of the *Local Government Act*, the *Heritage Conservation Act* and *Community Charter*.

F8.17 Protect identified heritage and significant trees, such as along King George Boulevard and Semiahmoo Trail, particularly during road works projects.
- F8.10 Evaluate buildings, sites and features on the Heritage Register on an on-going basis. Work with owners of Registrar properties to develop Heritage Revitalization Agreements (HRAs), Conservation Covenants and Heritage Designation By-laws.
- F8.11 Maintain and update an evaluation framework to more concisely review the heritage value of a property and to help serve as a guideline for determining which heritage resources should be managed.
- F8.12 Incorporate heritage assessments and planning into the development review of secondary plans, park plans, transportation plans and the construction and maintenance of City infrastructure and capital projects.
- F8.13 Ensure the preservation and retention of historic structures, areas and resources takes place equally throughout the entire city.

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CAPTION

**F8 POLICIES | INTERPREATION**

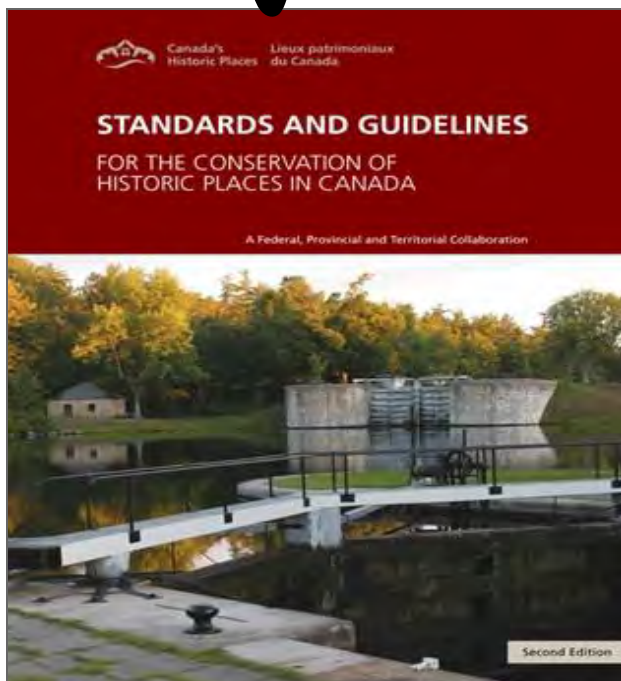
- F8.18 Work toward increasing community awareness of Surrey’s heritage resources through heritage interpretation programs, events, heritage storyboards, signage and markers.
- F8.19 Support museums and other heritage sites in the stewardship of Surrey’s heritage resources, artifacts and archival documents.
- F8.20 Support heritage tourism as a substantial and significant component of Surrey’s economy.
- F8.21 Identify and mark historic street names throughout the city to help connect with Surrey’s past and to help create unique identities and Sense of Place.

**F8 POLICIES | IMPLEMENTATION**

- F8.22 Implement the Surrey Cultural Plan as an effective tool in establishing and maintaining heritage programs, services and facilities in Surrey.
- F8.23 Use tax exemptions, as established in the *Community Charter*, as a heritage conservation tool for valuable heritage resources. Continue to use financial assistance programs to support owners maintaining, restoring and protecting heritage sites.
- F8.24 Use application prioritization where there are heritage resources on a proposed development site. Use multiple heritage conservation techniques including heritage zone overlays, setback adjustments and use relaxations, as authorized in the *Local Government Act*.
- F8.25 Investigate using Heritage Conservation Areas (HCA) as a mean to conserve identifiable areas with buildings, sites and features that have significant heritage value worthy of preservation.
- F8.26 Support, develop and grow a strong heritage community by using cultural granting programs and by employing and using new technologies to provide remote access to heritage information and resources.

*draft*

CAPTION



# F9 Citizen Engagement

## Provide inclusive citizen engagement opportunities.

An important aspect of healthy community development is involving citizens in the planning process at all levels. Sufficient opportunities for public participation in the decision-making process ensures that decisions about land use, development and the allocation of public infrastructure and services reflect and address public concerns and achieve balance between private and public interests.

The City uses a variety of formats such as open houses, public hearings, Council Committees, public meetings, youth engagement activities and focus group consultations to increase public participation in civic life. In recent times, the City has increased opportunities for engagement by using new technologies such as video link, web-based surveys and digital engagement platforms to increase public access to the City's planning and decision-making processes. The City is committed to continuing to improve citizen engagement and widen participation in the development of the community.

In order to meet Objective F9, the City will:

### F9 POLICIES | GENERAL

- F9.1 Continue to encourage citizen involvement by actively coordinating the planning process with relevant community organizations, agencies, neighbourhood associations and volunteer groups.
- F9.2 Seek new ways to engage the community in planning processes by using new media, on-line surveys, targeted group discussions and other means.

*draft*



CAPTION

**F9 POLICIES | CONSULTATION**

- F9.3 Encourage neighbourhood and community associations to participate with Council to define land uses, densities, forms of development, and the scale of housing appropriate to their neighbourhood.
- F9.4 Provide ample and diverse opportunities for residents' participation in local planning and government. Additional care will be made to reach groups (e.g. less mobile, physically disabled, English as a Second Language) who have a particular difficulty participating in standard methods of public consultation (open houses).
- F9.5 Take into account the diversity of languages spoken in Surrey and develop a communication strategy that will aid in sharing information with stakeholders and the general public.
- F9.6 Provide a range of volunteer opportunities for residents of all ages and abilities. Ensure these opportunities are publicized effectively, including the opportunity for citizens to become involved in City Committees, Boards and Commissions.

**F9 POLICIES | CHILDREN AND YOUTH**

- F9.7 Develop consultation processes specifically created for and targeted to children and youth. Use Terms of References for planning projects where there is an identifiable impact on children and youth.
- F9.8 Support and enhance youth engagement processes where youth have a meaningful and on-going role in providing input into City services, programs and policy development.

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CAPTION



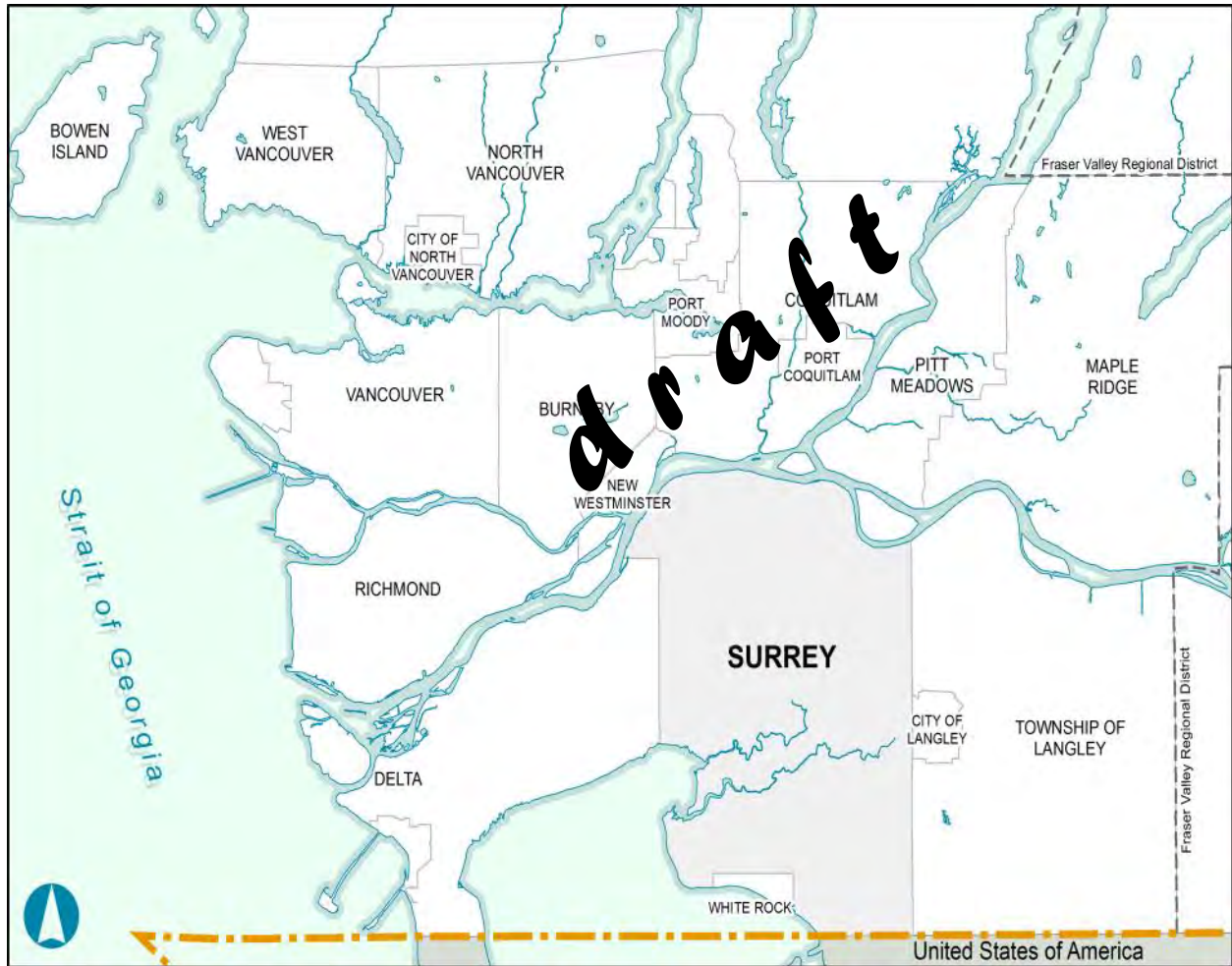
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# **regional context statement**

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**Figure 46: RCS: Surrey's Regional Location**



# AUTHORITY

Under the provisions of the *Local Government Act* (LGA) (**Sections 849 and 850**) regional districts are required to prepare a regional-scale land use plan called a *Regional Growth Strategy* (RGS). This *Strategy* must cover a period of a least 20 years and include a comprehensive statement on the future of the region, including social, economic and environmental objectives, population and employment projections, economic development and actions proposed regarding housing, transportation, regional services, parks and natural areas.

In July 2011, Metro Vancouver adopted the *Metro Vancouver 2040* as an official Regional Growth Strategy. Member municipalities, including the City of Surrey, are required by Section 866 of the *Local Government Act*, to submit a Regional Context Statements (RCS) for approval by the Metro Vancouver Board. The RCS is intended to indicate how a community's Official Community Plan (OCP) meets, or will meet, the goals and objectives of the *Regional Growth Strategy* in developing a stable, environmentally responsible, transit-oriented city.

draft

# REGIONAL CHALLENGES

Metro Vancouver's *Regional Growth Strategy* outlines the significant challenges that face the Lower Mainland: 1) how to accommodate growth to advance livability and sustainability; 2) how to build healthy, complete communities; 3) how to support economic prosperity; 4) how to protect the natural environment; 5) how to respond to climate change impacts and natural hazard risks; and 6) how to protect agricultural land to support food production.

These challenges are addressed in five goals that are intended to address the region's challenges. These goals include:

*draft*

**1|Creating Compact Urban Areas:**

Commit to a compact region that works against sprawling development which increases costs to human and environmental health and creates inefficiencies in land use and resource consumption.

**2|Supporting a Sustainability Economy:**

Build on economic strengths from a regional perspective and create diversity in commercial and industrial industries.

**3|Protecting the Environment and Respond to Climate Change Impacts:**

Address significant climatic issues through environmental conservation and protection.

**4|Developing Complete Communities:**

Create and support communities that offer all aspects of a healthy lifestyle to all residents.

**5|Supporting Sustainable Transportation Choices:**

Align land use and transportation decisions to create a truly sustainable region.

Surrey's Regional Context Statement indicates how the policies contained in this Official Community Plan align and respond to the goals and objectives of the RGS.

# INTRODUCTION

The City of Surrey, through its *Official Community Plan*, supports the vision of Metro Vancouver's *Regional Growth Strategy* for a sustainable region and aligns its own future vision in support of this goal. This includes:

- developing Surrey City Centre as the Region's second Metropolitan Centre
- focusing additional growth capacity to Town Centres and transit corridors
- maintaining the Urban Containment Boundary and the Agricultural and Conservation/Recreation land use designations
- planning urban land uses to reduce dependence on the private automobile
- committing to the development and protection of employment areas that underpin the regional economy.

Within Surrey's evolutionary context lies regional issues that can only be addressed appropriately through the collaborative efforts of multiple municipal jurisdictions. These efforts have been categorized into a Regional Growth Strategy which identifies the specific efforts that need to be made on a local level in order to reach a regional goal of sustainable growth and development.

**draft**

For Surrey to assist in achieving these regional objectives and to meet the share of population growth anticipated in the RGS, significant infrastructure needs to be delivered through regional, provincial and national partnerships. Major transit and transportation improvements are required to support Surrey's projected growth including appropriate replacements of the Pattullo Bridge and George Massey Tunnel, addition of rapid transit and bus service expansions in Surrey, improvements to Highway 99 including new and expanded interchanges at 32 Avenue, 24 Avenue and 10 Avenue and improvements to Highway 1 at 192 Street. These major infrastructure projects are beyond the scope or mandate of the City of Surrey and require regional, provincial and federal funding to realize. Surrey's share of Regional population growth also requires appropriate and timely Provincial and Federal investment in hospitals, schools, affordable housing, supportive housing, support services for children and for immigrants and refugees. Without these regional and government investments, Surrey will not be able to meet the growth projections set out in the RGS and in as shown in **Figures 8 through 13** of the Regional Context Statement.

## OCP AMENDMENTS

Amendments to Official Community Plan Land Use Designations that fall within Surrey's Urban Containment Boundary, as illustrated on **Figure 47**, that are not consistent with the Metro Vancouver *Regional Growth Strategy* land use designations, **shown in Figure 47**, shall be permitted consistent with **Policy 6.2.7: Providing for Appropriate Municipal Flexibility** of the Metro Vancouver RGS.

Amendments to Official Community Plan Urban Centres and Frequent Transit Development Areas boundaries, as illustrated in **Figures 47 through 57**, shall be permitted consistent with **Policy 6.2.8** of the Metro Vancouver RGS.

*draft*

# GOAL 1: CREATE A COMPACT URBAN AREA

The first goal of Metro Vancouver's *Regional Growth Strategy* is achieved by reducing sprawl, expanding infrastructure smartly and cost-efficiently, creating urban areas well serviced by multi-modes of transportation and by focusing development to a higher density that optimizes a constrained urban land base.

## STRATEGIES:

- 1.1 Contain urban development within the Urban Containment Boundary.
- 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.
- 1.3 Protect rural areas from urban development.



# 1.1 Urban Containment

## Contain Urban Development within the Urban Containment Boundary

In order to meet Strategy 1.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

*draft*

### 1.1 | URBAN CONTAINMENT

#### 1.1.3(a) GROWTH CONTAINMENT

Surrey's Official Community Plan identifies an Urban Containment Boundary (UCB) (see Figure 46) illustrating where urban development will be contained in order to support a growing, yet compact and sustainable, community. This Urban Containment Boundary is consistent with the RGS Regional Land Use Designations (see Figure 47). Policies within Surrey's OCP that support the maintenance of the Urban Containment Boundary include: **A1.1, A1.2, A1.3 and A1.4.**

#### 1.1.3(b) OVERALL POPULATION, DWELLING AND EMPLOYMENT PROJECTIONS

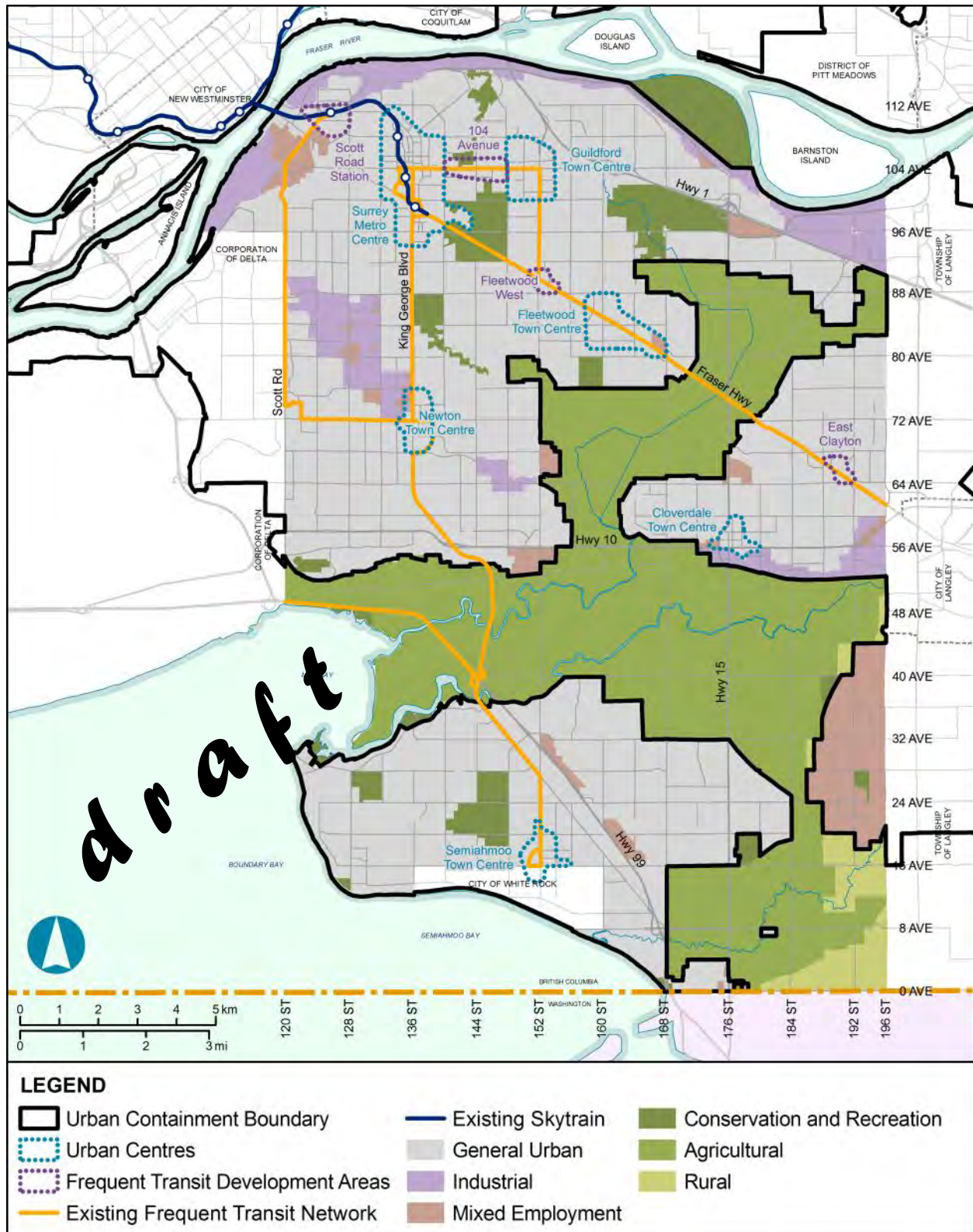
Surrey is expected to accommodate a large proportion of the Region's population growth over the coming decades. This population increase will also coincide with an increase in construction of dwelling units and employment to support new residents. Population, dwelling unit and employment projections shown in Table 8 are generally consistent with population and employment projections shown in Table A1 of the RGS and with policies within Surrey's OCP including: **A1.3, A2.3, A4.1, A4.2, A4.4 and B1.1.**



CAPTION



Figure 47:  
**Regional Growth Strategy Land Use Designations**



## Population and Dwelling Unit Projections

**TABLE 8: RGS Strategy 1.1.3(b) Surrey Population Projections**

<u>Year</u>	<u>Population</u>
2012	502,725
2017	553,475
2021	593,600
2026	639,600
2031	685,250
2036	727,750
2041	770,200

SOURCE: City of Surrey and Metro Vancouver

*draft*

**TABLE 9: RGS Strategy 1.1.3(b) Surrey Dwelling and Employment Projections**

<u>Year</u>	<u>Dwelling Units</u>	<u>Employment</u>
2012	164,935	171,200
2017	184,385	195,200
2021	199,950	214,200
2026	219,450	236,200
2031	238,800	257,950
2036	256,800	277,450
2041	274,900	296,600

SOURCE: City of Surrey and Metro Vancouver

NOTE: Dwelling Units refer to occupied units.

# 1.2

## Focused Growth

### Focus Growth in urban Centres and Frequent Transit Development Areas

In order to meet Strategy 1.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

**draft**

#### 1.2 | FOCUSED GROWTH

##### 1.2.6(a)

##### URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREA DWELLING AND POPULATION PROJECTIONS

Urban Centres and identified Frequent Transit Development Areas within Surrey are anticipated to accommodate a large portion of Surrey's population, dwelling unit and employment increases (shown in **Tables 10 through 13**). While population, dwelling unit and employment in Surrey's Urban Centres and FTDA's are expected to grow at a higher rate compared to the rest of the city, the availability of significant industrial and employment lands for new urban neighbourhoods in Surrey, compared to the rest of the region, results in growth shares in Urban Centres that are lower than the regional targets shown in **Table 2 of the RGS**. Policies within Surrey's OCP that support focused growth in Urban Centres include: **A1.3, A2.1, A2.2, A2.3, A2.4, and B1.1**.

##### 1.2.6(b)(i)

##### URBAN CENTRE LOCATIONS, BOUNDARIES AND TYPES

The *Regional Growth Strategy* identifies six Urban Centres within Surrey (Surrey's City Centre, Cloverdale, Guildford, Fleetwood, Newton and Semiahmoo) that are planned for regional growth. The locations and boundaries of these Urban Centres are shown in **Figures 48 through 53**.

##### 1.2.6(b)(ii)

##### URBAN CENTRE DEVELOPMENT AND GROWTH

Surrey's Urban Centres are planned to accommodate regional growth well into the future, including Policies within Surrey's OCP to support these areas include: **B2.1 and B2.2**.

##### 1.2.6(b)(iii)

##### URBAN CENTRE OFFICE DEVELOPMENT

Surrey's Urban Centres are intended to accommodate transit oriented office development to support future populations increases. Surrey's OCP illustrates support for this use in the **Land Uses and Densities Section**, on **Figure 3** and in policies **A2.4, A2.5, B1.1, B1.6 and B1.7**.

## Population, Dwelling Unit and Employment Projections

**TABLE 10: RGS Strategy 1.2.6(a) Urban Centre Population Projections and Growth Rate**

<u>Year</u>	<u>Population</u>
2012	59,300
2017	70,190
2021	78,900
2026	89,790
2031	100,670
2036	111,560
2041	122,440

**SOURCE:** City of Surrey and Metro Vancouver; **NOTE:** Projections illustrated here reflect the Urban Centre boundaries as shown on [Figures 48 through 53](#).

**TABLE 11: RGS Strategy 1.2.6(a) Urban Centre Dwelling Unit and Employment Projections**

<u>Year</u>	<u>Dwelling Units</u>	<u>Employment</u>
2012	26,930	45,480
2017	32,770	51,270
2021	37,420	55,890
2026	43,460	61,680
2031	49,740	67,460
2036	56,290	73,240
2041	63,130	79,030

**SOURCE:** City of Surrey and Metro Vancouver; **NOTE:** Projections illustrated here reflect the Urban Centre boundaries as shown on [Figures 48 through 53](#).

**NOTE:** Dwelling Units refer to occupied units.

## Population, Dwelling Unit and Employment Projections

**TABLE 12: RGS Strategy 1.2.6(a) FTDA Population Projections and Growth Rate**

<u>Year</u>	<u>Population</u>
2012	1,960
2017	4,590
2021	6,690
2026	9,320
2031	11,950
2036	14,570
2041	17,200

**SOURCE:** City of Surrey and Metro Vancouver; **NOTE:** Projections illustrated here reflect the Urban Centre boundaries as shown on [Figures 48 through 53](#).

**TABLE 13: RGS Strategy 1.2.6(a) FTDA Dwelling Unit and Employment Projections**

<u>Year</u>	<u>Dwelling Units</u>	<u>Employment</u>
2012	760	4,540
2017	1,790	5,640
2021	2,630	6,520
2026	3,710	7,620
2031	4,800	8,710
2036	5,920	9,810
2041	7,070	10,910

**SOURCE:** City of Surrey and Metro Vancouver; **NOTE:** Projections illustrated here reflect the Urban Centre boundaries as shown on [Figures 48 through 53](#).  
**NOTE:** Dwelling Units refer to occupied units.

Figure 48:

**RCS: Urban Centre Boundary—Guildford Town Centre**

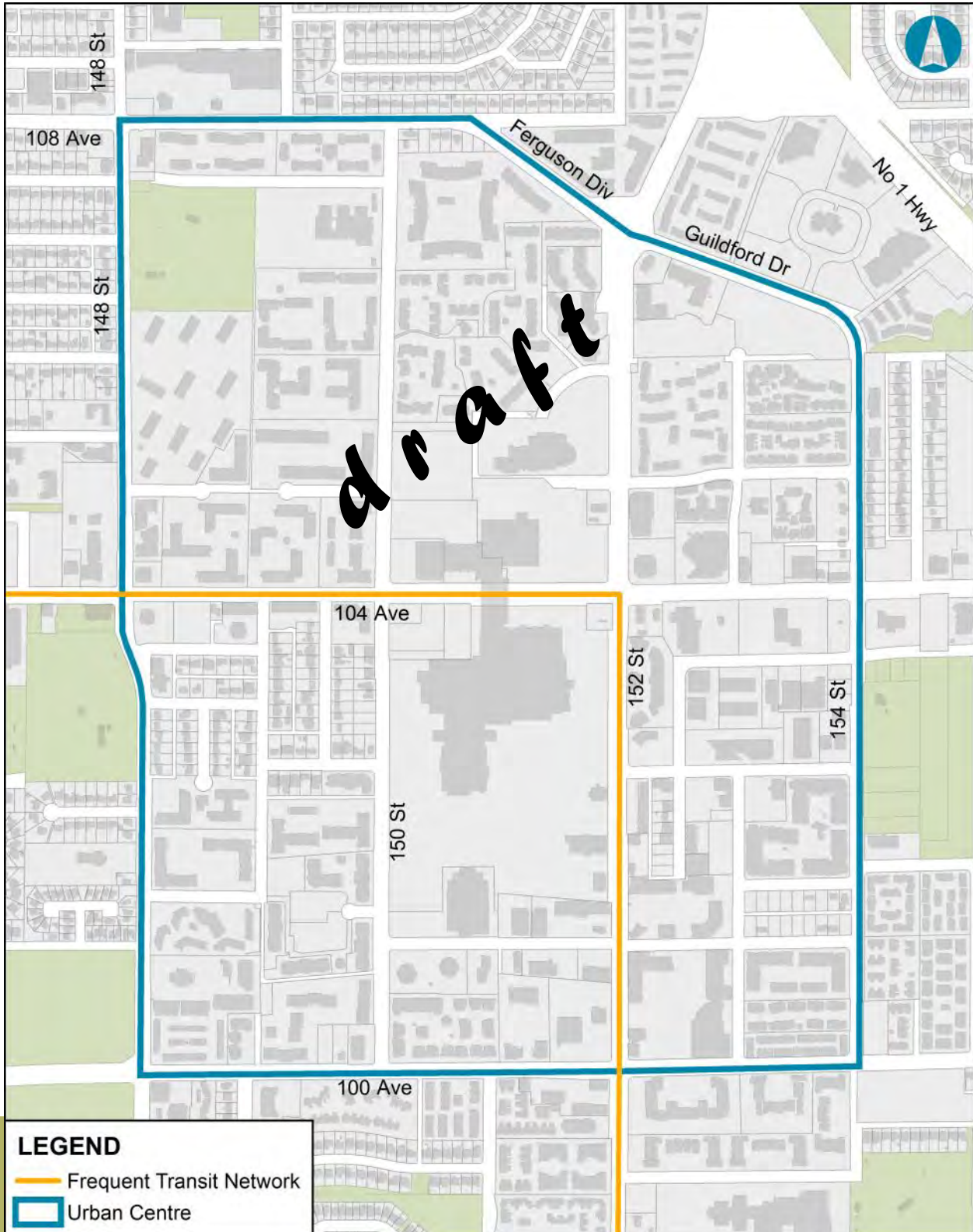


Figure 49:  
**RCS: Urban Centre Boundary—Newton Town Centre**

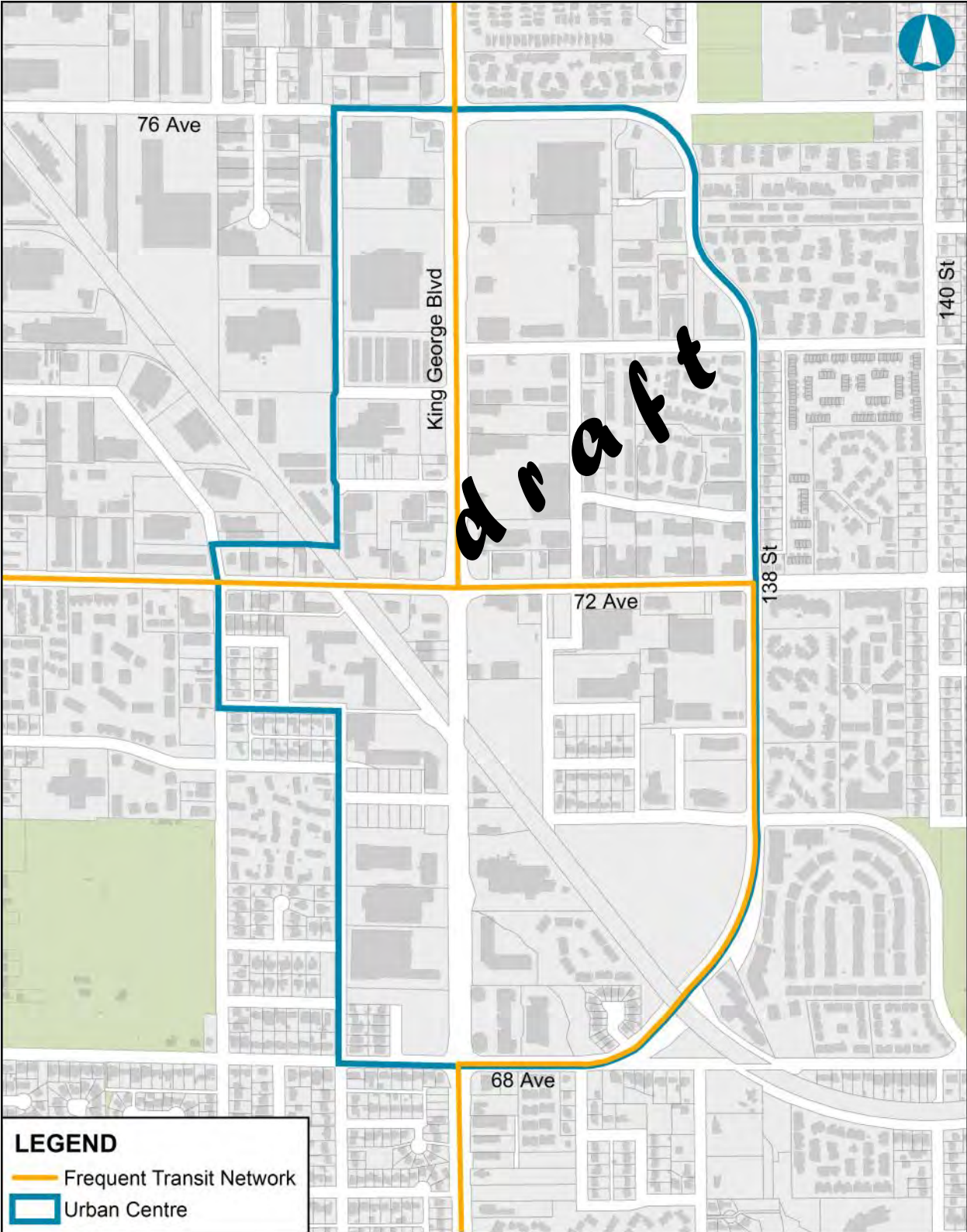


Figure 50:  
RCS: Urban Centre Boundary—Semiahmoo Town Centre

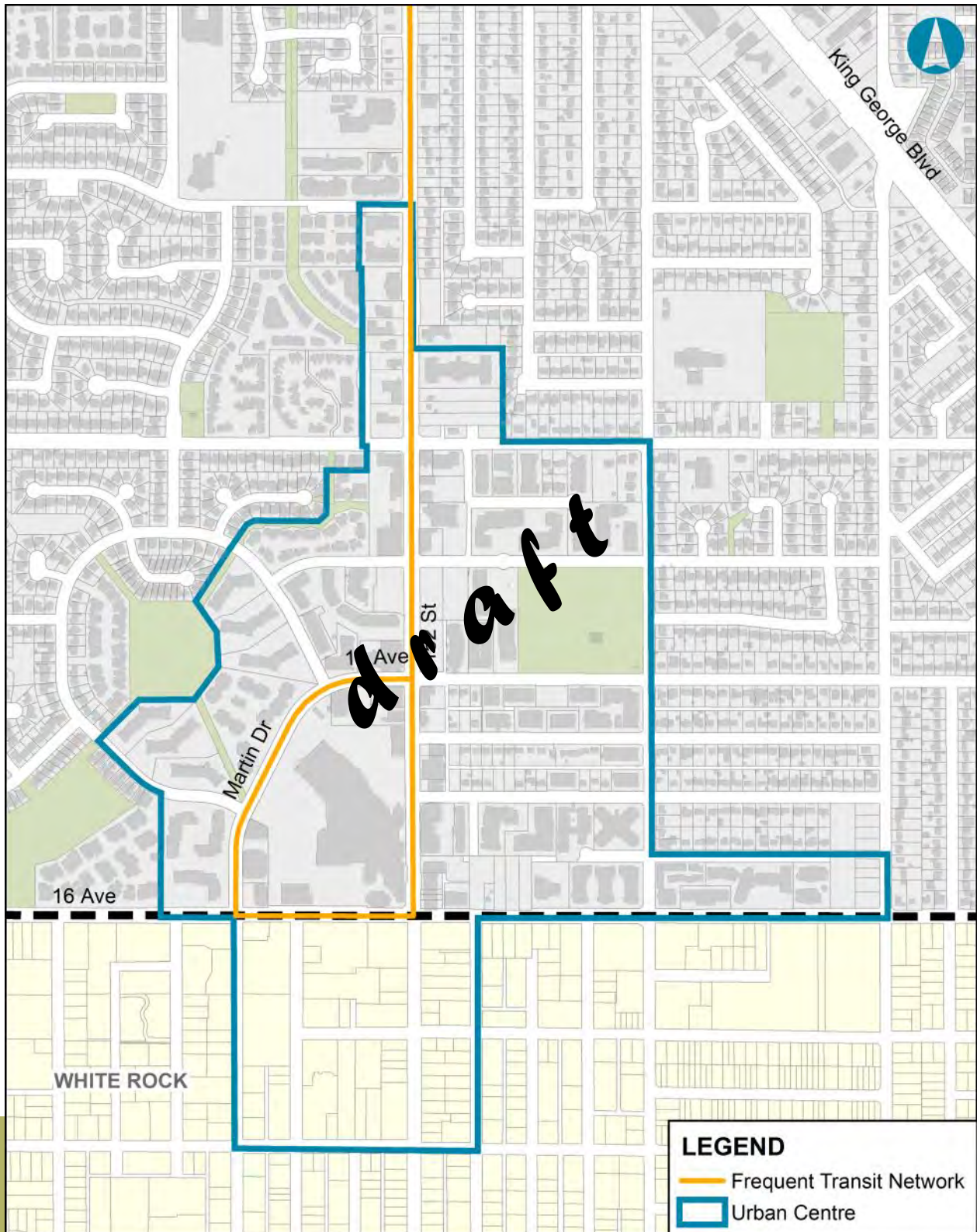




Figure 51:

**RCS: Urban Centre Boundary—Cloverdale Town Centre**

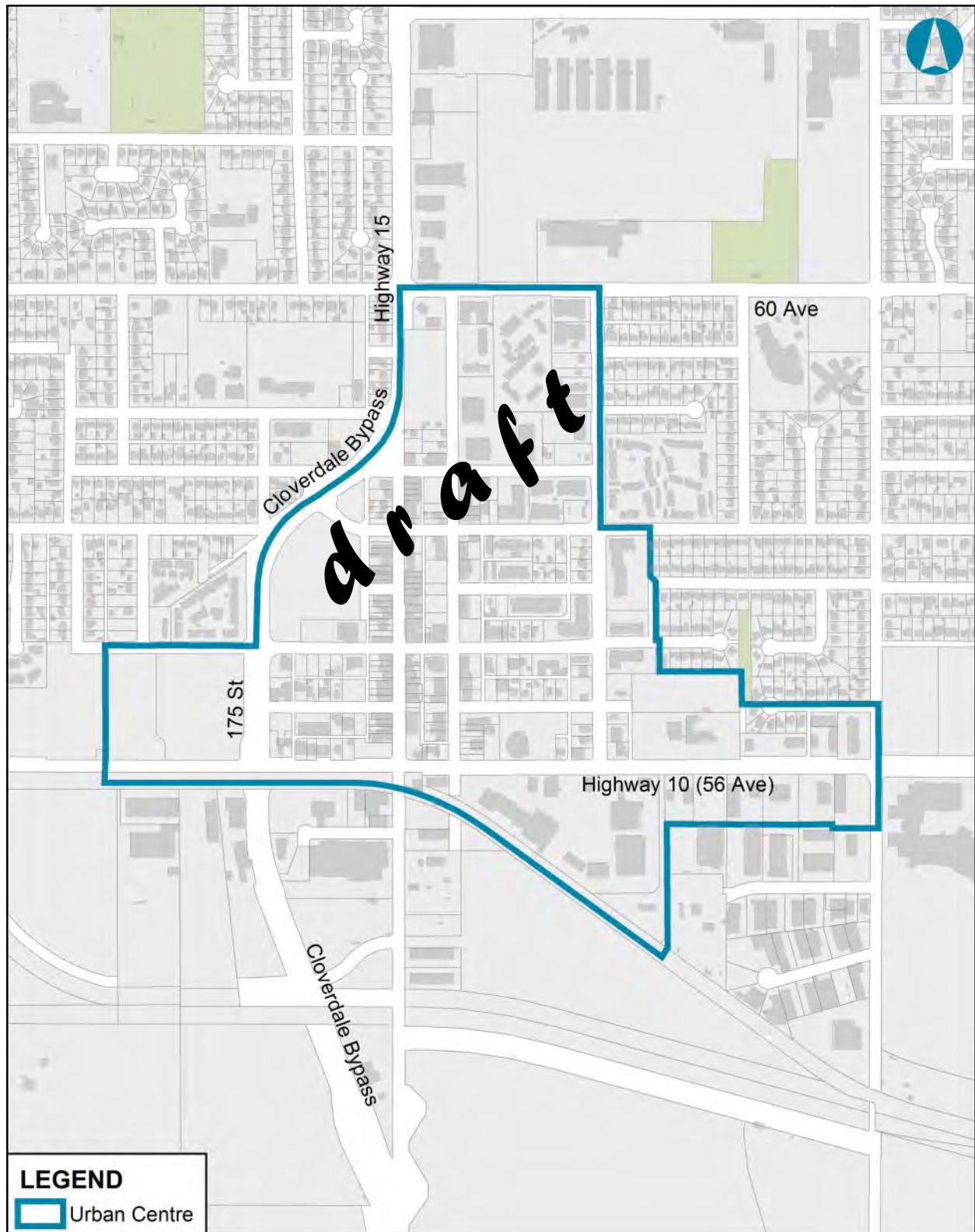


Figure 52:

**RCS: Urban Centre Boundary—Fleetwood Town Centre**

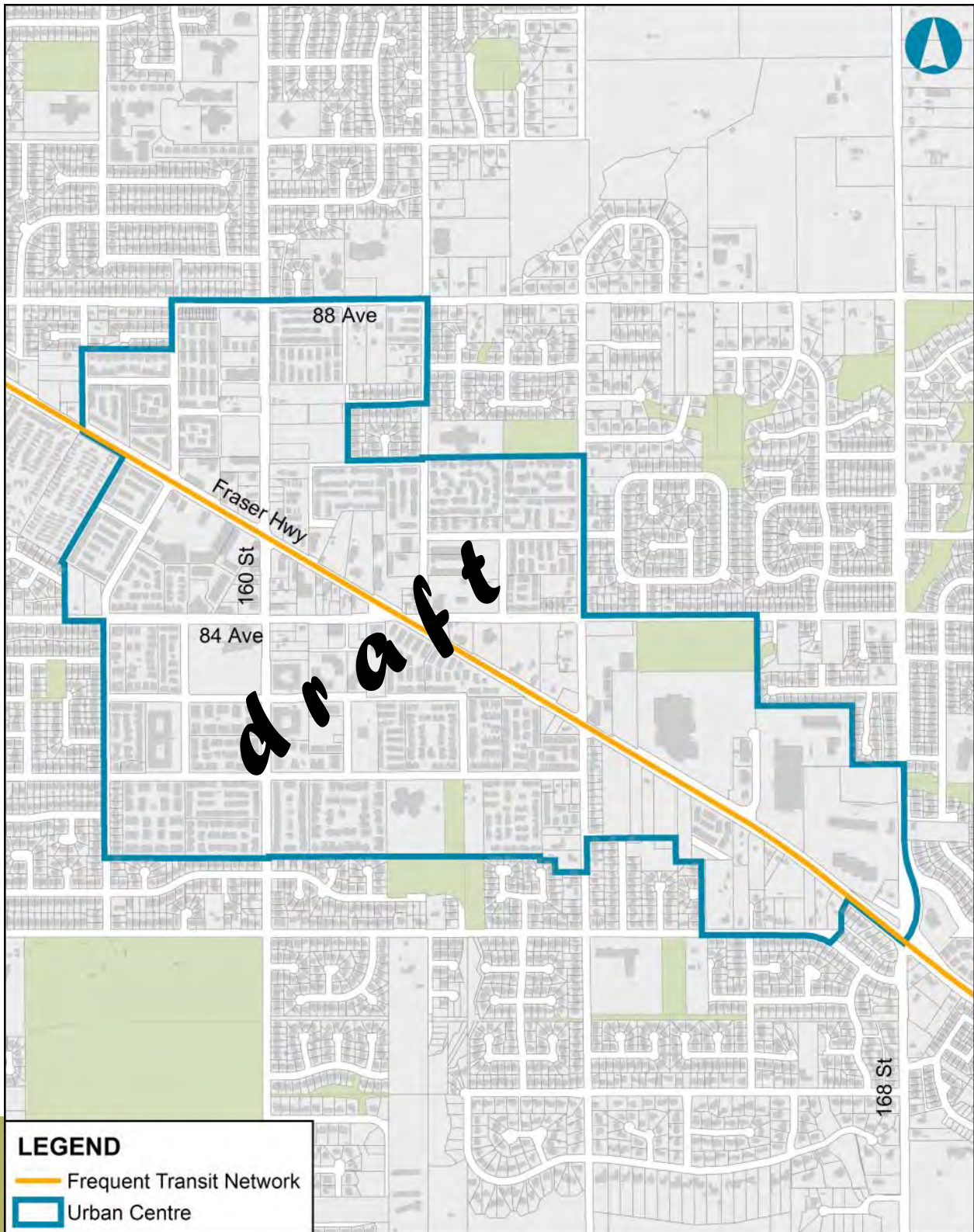


Figure 53:  
RCS: Urban Centre Boundary—City Centre



**LEGEND**

- SkyTrain
- Frequent Transit Network
- Urban Centre

1.2 | FOCUSED GROWTH (cont.)

1.2.6 (b)(iv)

**URBAN CENTRE PARKING REQUIREMENTS**

In order to support sustainable development practices in Urban Centres, it is essential that the right balance is struck between reducing residential and commercial parking requirements while also increasing the availability, convenience and use of public transit. OCP policies that support a reduction in parking requirements in locations well served by transit include: **B1.36, B2.12, C2.45 and C2.46.**

1.2.6(c)(i)

**FREQUENT TRANSIT DEVELOPMENT AREA LOCATIONS AND BOUNDARIES**

Four Frequent Transit Development Areas have been identified for Surrey as areas. Which in addition to Urban Centres, are intended to accommodate higher densities where a high level of public transit is or will be available. These areas are shown in **Figures 54 through 57** and supported by policy within Surrey's OCP including: **A2.6 and B3.6.**

1.2.6(c)(ii)

**FREQUENT TRANSIT DEVELOPMENT AREA DEVELOPMENT AND GROWTH**

The *Regional Growth Strategy* identifies Frequent Transit Development Areas where regional growth will be accommodated. The Land Use and Densities Section of the OCP indicates where higher densities are available in FTDA's. Policies within Surrey's OCP to support these areas include: **A1.3, A2.6, B3.2, B3.5 and B3.9.**

1.2.6(c)(iii)

**FREQUENT TRANSIT DEVELOPMENT AREA PARKING REQUIREMENTS**

In order to support sustainable development practices in Frequent Transit Development Areas, it is essential that the right balance is struck between reducing residential and commercial parking requirements while also increasing the availability, convenience and use of public transit. Policies within Surrey's OCP to support these adjustments include: **B1.36, C2.45 and C2.46.**

1.2.6(d)(i)

**URBAN LOCATIONS AND BOUNDARIES**

Surrey's general Urban areas are intended to accommodate various types of residential and commercial development to accommodate and serve Surrey's projected population increases. Surrey's OCP illustrates support for this designation in the **Land Uses and Densities Section** and on **Figure 3.**

1.2.6(d)(ii)

**URBAN DENSITIES**

Surrey's Urban locations fall outside of Urban Centres and Frequent Transit Development Areas and are intended to accommodate low to medium residential densities. Surrey's OCP illustrates support for this land use designation in the Land Uses and Densities Section and through policies: **A1.2, A1.3, B4.2, B2.10, B4.3, B4.6, B4.11 and B4.12.**

1.2.6(d)(iii)

**URBAN AREA, NON-RESIDENTIAL, MAJOR TRIP-GENERATING USES**

Surrey's Urban land use designations do not support major trip-generating commercial or industrial uses. Major trip-generating uses are defined as: regional and major civic institutions, hospitals, government office or high density residential or commercial development in excess of 1.5 FAR. Policies within Surrey's OCP that support Urban Area uses include: **A2.3, B1.9 and E1.19.**

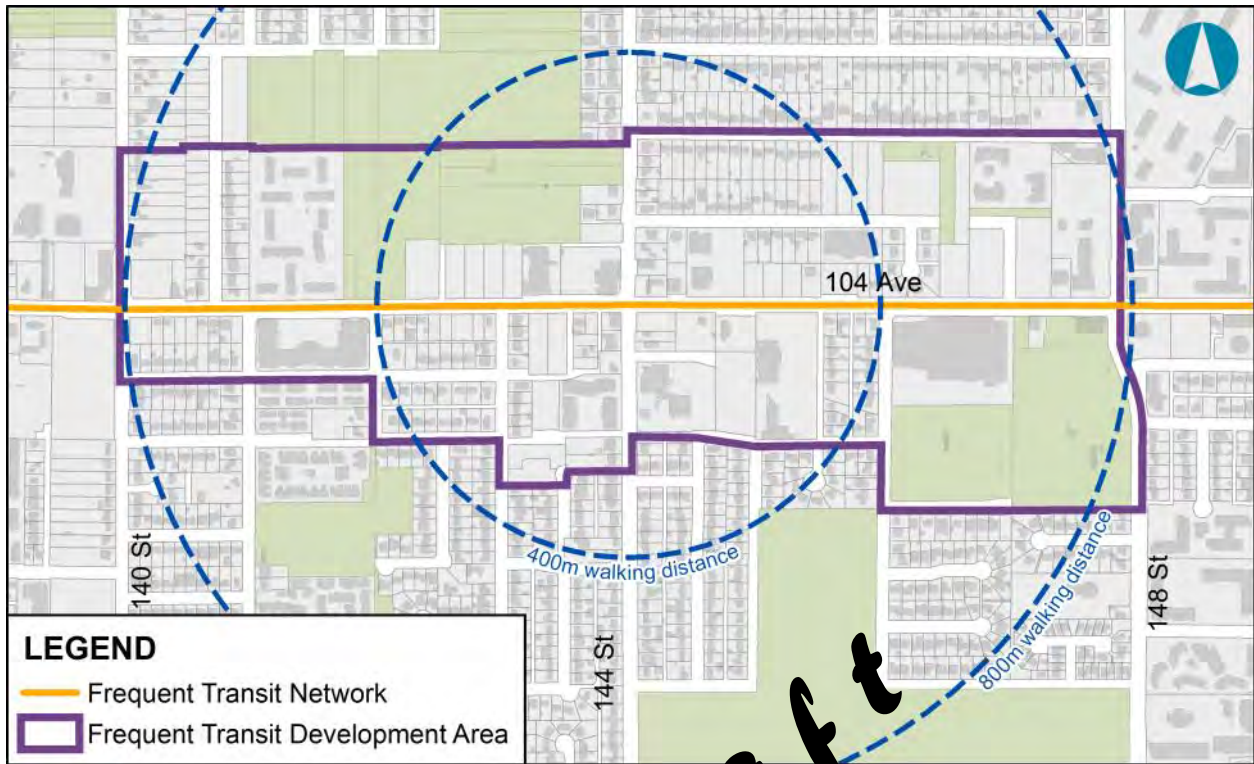
1.2.6(d)(iv)

**INFILL DEVELOPMENT**

Supporting infill development is seen as an important role in efficiently using Surrey's developable land. Policies within Surrey's OCP that support infill development include: **A3.1, A3.2, A3.3 and A3.5.**

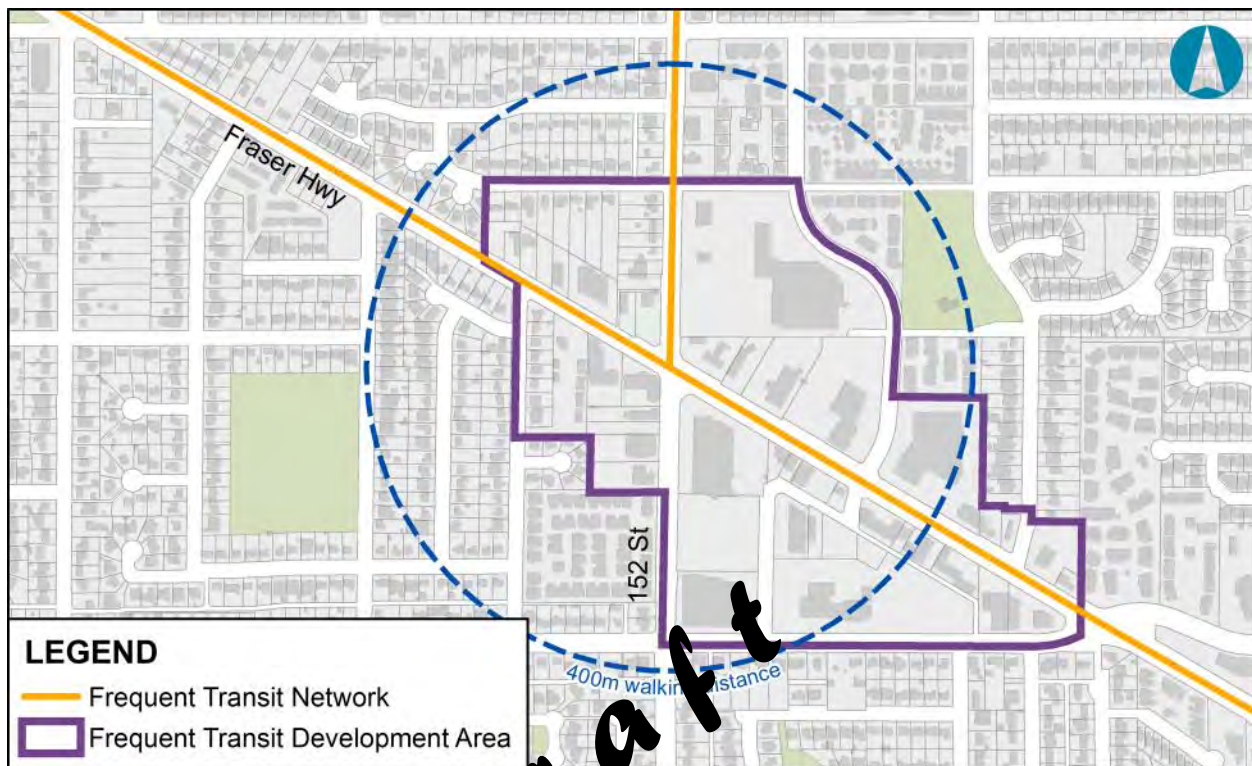
*draft*

Figure 55:  
RCS: FTDA Boundary—104 Avenue



CAPTION

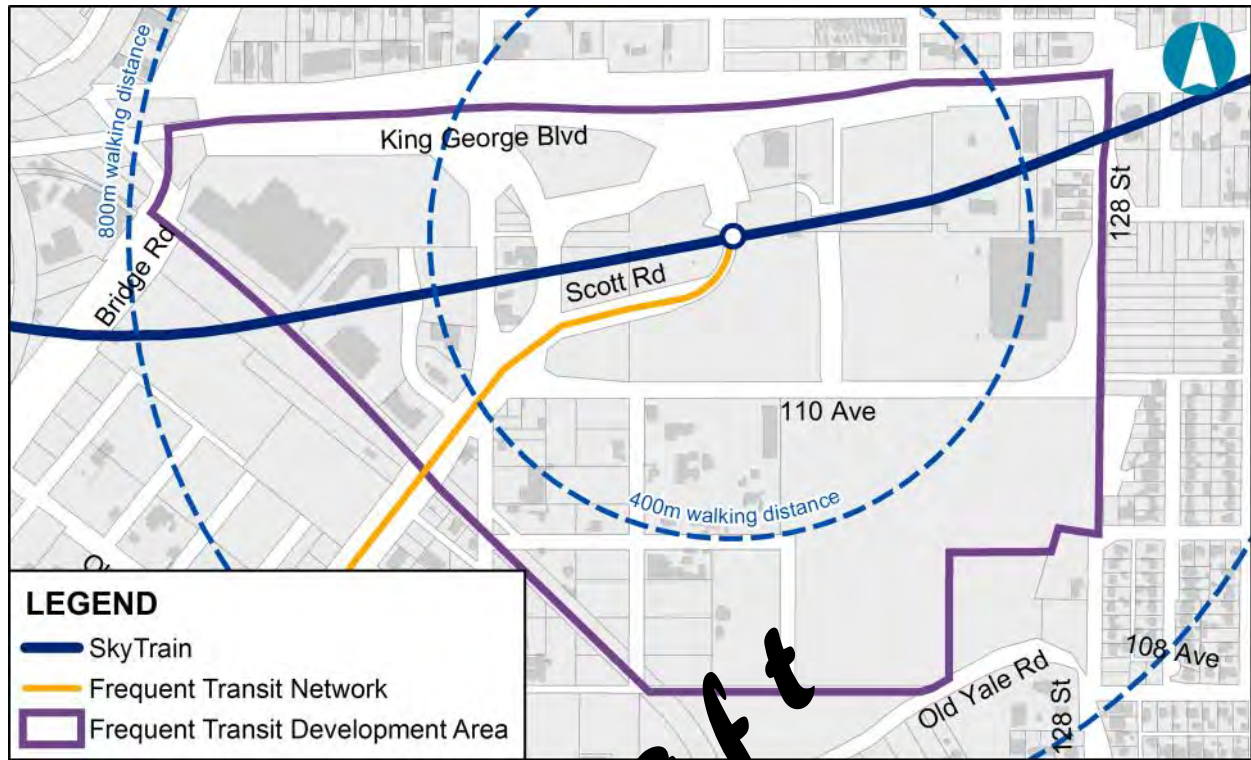
Figure 55:  
RCS: FTDA Boundary—Fleetwood West



CAPTION

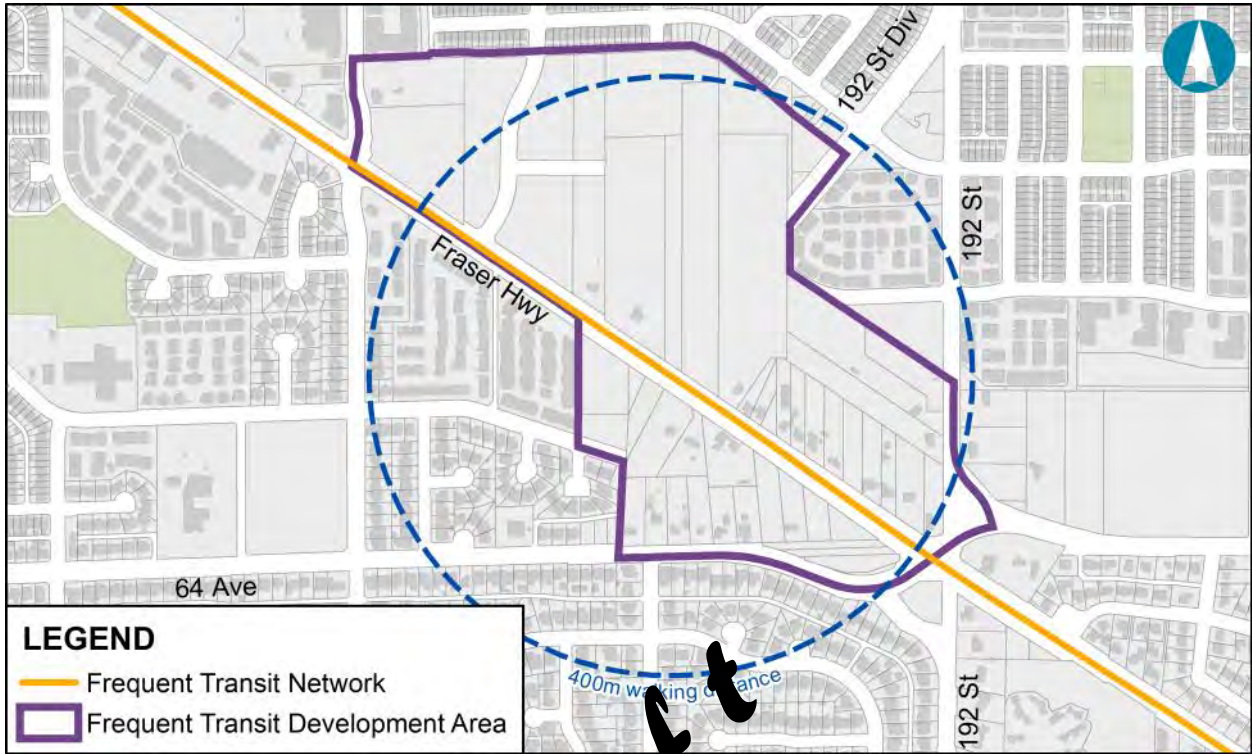
Figure 56:

**RCS: FTDA Boundary—Scott Road Station**



CAPTION

Figure 57+:  
RCS: FTDA Boundaries—East Clayton



CAPTION



1.2 | FOCUSED GROWTH (cont.)

**1.2.6(e)**  
**INDUSTRIAL, MIXED-EMPLOYMENT,  
 CONSERVATION AND RECREATION LAND USE  
 DESIGNATIONS**

The *Regional Growth Strategy* supports industrial, mixed-employment and conservation and recreation uses as the primary use where they fall within Urban Centres of Frequent Transit Development Areas. Surrey's OCP illustrates support for these designations in the **Land Uses and Densities Section** and on **Figure 3**. Policies within Surrey's OCP that support these land use designations in Urban Centres and FTDA's include: **E1.1, E.12, E1.13, and E1.14**.

**1.2.6(f)(i)**  
**INDUSTRIAL/URBAN CONFLICTS**

Industrial activities can be negatively impacted by other urban uses. Surrey's OCP supports the reduction of industrial and urban conflicts, illustrated in the following policies: **E1.3 and E1.8**.

**1.2.6(f)(ii)**  
**WALKING, CYCLING AND TRANSIT**

Urban Centres, Frequent Transit Development Areas and general Urban designated areas should provide ample opportunities for walking, cycling and efficient transit use. There are numerous policies that support these modes of transportation within Surrey's OCP including: **A3.3, A3.7, B1.16, B1.22, B2.11, B2.15, B3.8, B4.1, B4.29, B4.30, B4.33, C2.3 and C3.25**.

**1.2.6(f)(iii)**  
**TRANSIT PRIORITY MEASURES**

Providing transit priority measures into Surrey's infrastructure allows for a more convenient and user-friendly transit system. Policies within Surrey's OCP that support these measures include: **C2.5, C2.23 and C2.24**.

**1.2.6(f)(iv)**  
**DISTRICT ENERGY SYSTEMS**

Surrey is committed to ensuring its citizens have access to affordable energy sources, now and into the future. Supporting District Energy within its Urban Centres is a first step in providing energy alternatives for Surrey residents. Policies within Surrey's OCP that support District Energy use include: **B1.19, B1.20, B1.21, D4.1, D4.16, D4.17, D4.18 and D4.19**.

*draft*

CAPTION



# 1.3 Rural Protection

## Protect Rural Areas from Urban Development

In order to meet Strategy 1.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

*draft*

### 1.3 | RURAL PROTECTION

#### 1.3.3(a)

##### RURAL AREA LOCATIONS AND BOUNDARIES

Surrey's Rural locations are intended to accommodate low density residential uses as set out in the [Land Uses and Densities Section](#) of this OCP and on [Figure 3](#).

#### 1.3.3(b)

##### RURAL AREA DEVELOPMENT

Development within Rural areas in Surrey is limited to large properties that are not serviced by a sanitary sewer system. Extension of a sanitary sewer system to Rural areas is not expected within the foreseeable future. Surrey's OCP supports Rural areas as identified within the [Land Use and Density Section](#) and with policies: [A1.5](#) and [A4.3](#).

#### 1.3.3(c)(i)

##### RURAL AREA DENSITIES AND FORM

Rural development within Surrey is limited and restricted to large lots of a minimum of 0.8 hectares (2 acres). Surrey's OCP supports Rural densities as identified within the [Land Use and Density Section](#).

#### 1.3.3(c)(ii)

##### AGRICULTURAL USES

Agricultural land comprises approximately 1/3 of Surrey's entire land base. Surrey's OCP supports Agricultural land as identified within the [Land Use and Density Section](#), on [Figure 3](#) and with policies: [A1.4](#), [E3.4](#) and [E3.5](#).

# GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

The second goal of Metro Vancouver's *Regional Growth Strategy* is achieved by building on, expanding and supporting a region with a diverse economic base that takes advantage of its port and that works to support development in a sustainable manner allowing for a future with appropriate lands protected for commercial and industrial purposes.

## STRATEGIES:

- 2.1 Promote land development patterns that support a diverse Regional economy and employment close to where people live.
- 2.2 Protect the supply of industrial land.
- 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.



# 2.1

## Diverse Economy

### Protect Rural Areas from Urban Development

In order to meet Strategy 2.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

*draft*

#### 2.1 | DIVERSE ECONOMY

##### 2.1.4(a)

##### ECONOMIC DEVELOPMENT

As Surrey continues to grow and develop new residential areas, it is important that economic opportunities are supported and expanded within the city. Policies within Surrey's OCP that support economic development in Urban Centres, Frequent Transit Development Areas, Industrial sites and Mixed Employment areas are illustrated in the [Land Use and Density Section](#) and in policies: [E1.1](#), [E1.3](#), [E1.4](#), [E1.5](#), [E1.6](#), [E1.15](#), [E1.19](#), [E1.20](#), [E2.1](#), [E2.2](#) and [E2.3](#).

##### 2.1.4 (b)

##### OFFICE SPACE

Ensuring there is a healthy mix of employment within Surrey involves the provision of sufficient office space, particularly within Urban Centres. Policies within Surrey's OCP that support office uses include: [A2.4](#), [B1.9](#) and [E1.19](#).

##### 2.1.4(c)

##### MAJOR COMMERCIAL AND INSTITUTIONAL DEVELOPMENT

Surrey's Urban Centres and Frequent Transit Development Areas are intended to accommodate major commercial and institutional development due to their proximity to public transit and public amenities. Policies within Surrey's OCP that support where these large scale uses locate include: [A2.3](#), [B1.1](#), [B1.5](#), [B1.6](#), [B1.7](#), [B1.8](#) and [B1.9](#).

##### 2.1.4(d)

##### SPECIAL EMPLOYMENT AREAS

Surrey does not have any Special Employment Areas but does recognize the importance of supporting institutional uses such as hospitals and post secondary education. Surrey's OCP has several policies which support the continued operations of these uses in the city including: [B1.5](#), [B1.6](#), [B1.7](#), [E2.9](#) and [E2.10](#).

## 2.2 Industrial Land

### Protect the Supply of Industrial Land

In order to meet Strategy 2.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

**draft**

#### 2.2 | INDUSTRIAL LAND

##### 2.2.4(a)

##### INDUSTRIAL AREAS

The *Regional Growth Strategy* identifies Industrial areas within Surrey that will accommodate regional industrial growth well into the future. These are illustrated in the [Land Use and Densities Section](#) and [Figure 47](#).

##### 2.2.4(b)(i)

##### INDUSTRIAL PROTECTION

As populations increase within all areas of the Lower Mainland, pressures increase to accommodate residential construction on lands designated for commercial or industrial purposes. In order to ensure land exists in the future for well-paying employment opportunities, existing industrial land needs to be retained for future industrial development. Surrey has a significant portion of the Region's available industrial base. Policies within Surrey's OCP that support the protection of industrial land include: [E1.1](#), [E1.2](#) and [E1.11](#).

##### 2.2.4(b)(ii)

##### INDUSTRIAL ACCESSORY USES

Limited non-industrial, accessory uses within industrial may be beneficial to the overall operation of an industrial business. Support for these accessory uses can be found within Surrey's OCP in the [Land Use and Densities Section](#) and in policy: [E1.12](#).

##### 2.2.4(b)(iii)

##### INDUSTRIAL LAND USE EXCLUSIONS

Industrial areas are often under pressure to accommodate non-industrial uses, included big-box retail, residential or stand-alone offices, as initial land prices in industrial areas tend to be cheaper than areas designated for commercial or residential uses. Policies within Surrey's OCP that discourage non-industrial uses in industrial areas include: [E1.11](#), [E1.12](#) and [E1.13](#).

## 2.2 | INDUSTRIAL LAND (cont.)

### 2.2.4(b)(iv)

#### INDUSTRIAL LAND INTENSIFICATION

Current industrial land uses tend to be developed with large footprint, low-density, single-storey buildings. To ensure sufficient industrial land well into the future, intensification of industrial sites is desirable. Policies within Surrey's OCP that support increasing land intensification for industrial buildings include: **E1.5, E1.6 and E1.7.**

### 2.2.4(c)

#### MIXED EMPLOYMENT AREAS AND BOUNDARIES

The **General Land Use Designations** map of this OCP (**Figure 3**) and **Figure 47** identify Mixed Employment areas within Surrey that are consistent with the areas shown in the RGS.

### 2.2.4(d)(i)

#### MIXED USES IN MIXED EMPLOYMENT AREAS

Mixed Employment areas are intended to accommodate a variety of uses including industrial, commercial, office and other employment uses that are appropriate for industrial areas. Surrey's OCP illustrates these uses in the **Land Uses and Densities Section** and with policies: **E1.20, E1.21 and E1.22.**

### 2.2.4(d)(ii)

#### LARGE AND MEDIUM FORMAT RETAIL

Several types of retail businesses require large buildings for their stock or storage needs. These uses are retail in nature but require warehouse-type buildings and market to both consumers and businesses. These uses are not permitted in most Mixed Employment areas in Surrey except in select areas as permitted in approved Secondary Plans, as documented in the **Land Use and Densities Section of this OCP.**

### 2.2.4(d)(iii)

#### MAJOR TRIP-GENERATING USES

The *Regional Growth Strategy* supports locating major and/or regional trip-generating uses within Urban Centres or Frequent Transit Development Areas. Policies in Surrey's OCP that support this objective include: **A2.3, B1.5, B1.8, B1.9 and E1.19.**

### 2.2.4(d)(iv)

#### MIXED EMPLOYMENT IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

There are several small instances of overlap between Mixed Employment uses and Urban Centres and Frequent Transit Development Areas in the OCP. In these areas, higher densities and higher order uses are permitted to take place as supported in the **Land Use and Densities Section** and policies: **E1.19 and E1.22.**

*draft*

### 2.2.4(d)(v)

#### INFILL AND DENSITY INCREASES

Where current land use plans identify densities or where Mixed Employment areas are accessible to transit, density increases are permitted. Surrey's OCP supports these increases in the **Land Use and Densities Section** and in policies: **E1.3 and E1.4.**

### 2.2.4(d)(vi)

#### EXCLUDED RESIDENTIAL USES

Residential uses are not permitted within Mixed Employment areas. Policies within Surrey's OCP to support this restriction are identified within the **Land Use and Density Section** and in policy: **E1.13 and E2.14.**

### 2.2.4(e)

#### REDUCE ENVIRONMENTAL IMPACTS

Ensuring industrial and manufacturing industries include sustainable processes and energy efficiency into their operations is a key component businesses can achieve to help Surrey reach its sustainability goals. For those areas within Surrey's jurisdiction, the OCP identifies policies that support reducing environmental impacts including: **E1.30, E1.31 and E1.32.**

## 2.3 Agricultural Land

### Protect the Supply of Agricultural Land and Promote Agricultural Viability with an Emphasis on Food Production

In order to meet Strategy 2.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

**draft**

#### 2.3 | AGRICULTURAL LAND

##### 2.3.6(a)

##### AGRICULTURAL AREAS AND BOUNDARIES

The *Regional Growth Strategy* identifies Agricultural areas in the Agricultural Land Reserve in Surrey that are required to accommodate food production well into the future. This OCP designates Agricultural areas that encompass the RGS Agricultural designation as well as additional areas outside of the ALR. This is shown in [the Land Use and Density Section and in Figures 3 and 39](#).

##### 2.3.6(b)(1)

##### REGIONAL AGRICULTURAL VIABILITY

Surrey has designated over one third of its land for agricultural uses. Continued protection of this land from development encroachment and from non-farm uses is important for the future longevity of the industry. Policies within Surrey's OCP to support agricultural land include: [E3.1, E3.2, E3.7, E3.10 and E3.24](#).

##### 2.3.6(b)(ii)

##### AGRICULTURAL LAND SUBDIVISION

The City of Surrey and its Agricultural and Food Security Advisory Committee discourage the fragmentation of agricultural land through subdivision. Policies within Surrey's OCP that discourage farm fragmentation include: [E3.5 and E3.7](#).

##### 2.3.6(b)(iii)

##### AGRICULTURAL INFRASTRUCTURE SUPPORT

The success of Surrey's agricultural industry is not just related to having available land for production, it is also related to having infrastructure that supports farm operations in terms of adequate transportation routes, drainage and access to water. Policies within Surrey's OCP that support agricultural infrastructure systems include: [E3.19, E3.20, E3.21, E.3.22 and E3.23](#).

## 2.3 | AGRICULTURAL LAND (cont.)

### 2.3.6(b)(iv)

#### AGRICULTURAL INTERFACE AREAS

Surrey has many areas where urban uses and agricultural land physically connect. As a means to protect agricultural uses from adjacent urban development, Surrey supports ensuring that interface is appropriately managed. Policies within Surrey's OCP that support ag-urban interface management include: **E1.9, E3.24, E3.25, E3.26, E3.27, E3.28, E3.29, and E3.30** as well as a **Development Permit Area and Guidelines** specific to the ag-urban interface.

### 2.3.6(b)(v)

#### AGRICULTURAL ECONOMIC DEVELOPMENT

Surrey recognizes the value agricultural activities bring to the economic well-being of Surrey. Ensuring the agricultural industry is supported is an important goal identified within Surrey's *Agricultural Plan* and *Agricultural Protection and Enhancement Strategy*. Policies within Surrey's OCP that further support agricultural economic development include: **E3.8, E3.9, E3.10, E3.11 and E3.15.**

### 2.3.6(b)(vi)

#### AGRICULTURE AND FOOD PRODUCTION

Surrey has established local food production as a priority within its *Agricultural Protection and Enhancement Strategy*. The definition and regulation of permitted agricultural uses within the ALR is the responsibility of the Agricultural Land Commission. The City of Surrey has limited ability to prioritize food production over other permitted agricultural uses such as ornamental horticulture or equestrian uses. Ensuring Surrey's agricultural land is available and able to accommodate food production is an important aspect is maintaining a healthy agricultural industry in Surrey as well as establishing an important connection between food produced for and consumed by Surrey residents. Policies within Surrey's OCP that encourage increased food production on agricultural land include: **F5.1, F5.3, F5.4 and F5.5.**

### 2.3.6(b)(vii)

#### AGRICULTURAL EDUCATION

Surrey has long supported using educational programs to connect the public with the agricultural industry. Policies within Surrey's OCP that illustrate the continued commitment include: **E3.17 and E3.18.**

draft





# GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

The third goal of Metro Vancouver's *Regional Growth Strategy* is achieved by recognizing the natural environment's importance in supporting a livable and sustainable region that boasts a very distinct and recognizable sense of place. This goal also addresses the importance of accommodating climate change and adaptation and mitigation into development policies.

## STRATEGIES:

- 3.1 Protect Conservation and Recreation lands.
- 3.2 Protect and enhance natural features and their connectivity.
- 3.3 Encourage land use and transportation Infrastructure that reduce energy consumption and greenhouse gas emissions and improve air quality.
- 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.



draft

# 3.1 Conservation and Recreation Land

## Protect Conservation and Recreation Lands

In order to meet Strategy 3.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

draft

### 3.1 | CONSERVATION AND RECREATION

#### 3.1.4(a) CONSERVATION AND RECREATION AREA BOUNDARIES

The *Regional Growth Strategy* identifies Conservation and Recreation Areas that are required to be identified within Surrey on a municipal level. These are illustrated in the [Land Use and Densities Section](#) and on [Figure 3](#).

#### 3.1.4(b)(i) INFRASTRUCTURE SUPPORT AND PROTECTION

Metro Vancouver watersheds that supply Surrey's drinking water are not located within Surrey, therefore protecting lands for this purpose is not part of Surrey's Official Community Plan.

#### 3.1.4(b)(ii) ENVIRONMENTAL CONSERVATION AND PROTECTION

The City of Surrey has identified many goals for achieving environmental conservation and protection. Surrey's *Sustainability Charter* establishes the overall vision for these goals which are then in turn supported through additional policies in Surrey's OCP that include: [D1.1](#), [D1.2](#) and [D1.7](#).

#### 3.1.4(b)(iii) RECREATION AND OUTDOOR SPACE

Surrey is well known for its provision of extensive outdoor recreation opportunities. Continuing to support and expand on large, regionally significant outdoor recreation parks is a goal of the City supported through OCP policies that include: [C3.6](#), [C3.9](#), [C3.13](#) and [C3.20](#).

**3.1 | CONSERVATION AND RECREATION (Cont.)**

**3.1.4(b)(iv)  
CONSERVATION AND RECREATION EDUCATION, RESEARCH AND TRAINING**

Surrey supports City residents having ready access to programs and facilities that provide education, research or training in conservation or recreation-related issues. Policies in Surrey’s OCP that support these programs include: **D1.13 and D1.14.**

**3.1.4(b)(v)  
CONSERVATION AND RECREATION USES AND AMENITIES**

The lands identified as Conservation/Recreation in Surrey (see **Figure 3**) are not generally available for commercial recreation uses. Where such uses and amenities are considered, physical facilities and infrastructure are limited to parks, consistent with policy: **C3.21.**

**3.1.4(b)(vi)  
CONSERVATION, RECREATION AND AGRICULTURAL USES**

The Conservation/Recreation lands identified in **Figure 3** are not generally suitable for agricultural uses, with the exception of portions of Tynehead Regional Park, under the management of Metro Vancouver. The Conservation/Recreation designation in the **Land Use and Densities Section** does not preclude agriculture as a use provided it does not compromise the primary objective of ecological protection.

**3.1.4(c)  
CONSERVATION AND RECREATION BUFFER AREAS**

In certain instances, it is necessary to ensure there is an appropriate buffer between areas designated for conservation and recreation from other adjacent uses. Policies within Surrey’s OCP that support this buffer include: **D1.2, D1.6, D1.7 and D1.17.**

CAPTION



# 3.2 Natural Features

## Protect and Enhance Natural Features and Their Connectivity

In order to meet Strategy 3.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

*draft*

### 3.2 | NATURAL FEATURES

#### 3.2.4

##### ECOLOGICAL AREAS MANAGEMENT

The City of Surrey is completing the preparation of a *Biodiversity Conservation Strategy* detailing Surrey's sensitive ecosystems and how they are to best be managed in a growing and rapidly changing city. Policy within Surrey's OCP that support the protection of sensitive ecosystems include: **D1.1, D1.3, D1.4, D1.6 and D1.7** as well as **Development Permit Area Guidelines established for Hazard Lands and Sensitive Ecosystems**.

#### 3.2.5

##### REGIONAL AND GREENWAY DEVELOPMENT AND MANAGEMENT

Surrey works collaboratively with other levels of government to maintain parkland and greenways. Policies in Surrey's OCP supporting this work include: **C3.25, C3.26, C3.27 and C3.28**.

#### 3.2.6

##### ECOLOGICAL PROTECTION, ENHANCEMENT AND RESTORATION

Protecting, enhancing and restoring sensitive ecosystems within the City is a priority for Surrey. This is reflected in OCP policies that include: **D1.1, D1.2, D1.3, D1.7, D1.10, D1.12, D3.1 and D3.14**.

#### 3.2.7

##### WATERSHED MANAGEMENT

Surrey supports the protection of its watersheds and ecosystems. Creating a Development Permit Area for Sensitive Ecosystems, including riparian areas, and requiring the preparation of Integrated Stormwater Management Plans for development are ways in which Surrey works to protect watersheds. This is illustrated in Surrey's OCP through policy that includes: **C1.8, C1.9, C1.12, D3.5, D3.6 and D3.7**.

# 3.3 Energy and Emissions

## Encourage Land Use and Transportation Infrastructure that Reduce Energy Consumption and Greenhouse Gas Emissions, and Improve Air Quality

In order to meet Strategy 3.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

*draft*

### 3.3 | ENERGY AND EMISSIONS

#### 3.3.4(a)

##### GREENHOUSE GAS REDUCTION TARGETS

With Surrey's rapidly growing population, reducing greenhouse gas emissions is a challenging task. Surrey has identified several ways in which GHGs will be reduced as development proceeds. Policies in Surrey's OCP that support GHG reduction include: [D4.1](#), [D4.2](#), [D4.4](#) and [D4.13](#).

#### 3.3.4(b)

##### ENERGY CONSUMPTION REDUCTIONS

Surrey is fully committed to developing affordable energy options for its residents will into the future, including supporting the development of its first district energy system. Policies within Surrey's OCP that support changes in energy use include: [D4.6](#), [D4.8](#), [D4.9](#), [D4.16](#) and [D4.20](#).

#### 3.3.4(c)

##### URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREA INFRASTRUCTURE

Surrey's OCP focuses future high-density development within Urban Centres and along Frequent Transit Development Areas. Guidelines for development that provide for greater pedestrian movements and improved amenity spaces are identified with this OCP's [Form and Character Development Permit Area](#). Additional policies that support this development include: [A1.3](#), [A2.1](#), [A2.2](#), [B1.3](#), [B1.22](#), [B1.30](#), [B3.1](#) and [B3.4](#).

#### 3.3.4(d)

##### STORMWATER MANAGEMENT AND WATER CONSERVATION

Surrey is committed to developing in a sustainable manner including the use of natural drainage systems and water conservation in development. Policies in Surrey's OCP that support this type of development include: [C1.5](#), [C1.8](#), [C1.9](#), [C1.11](#) and [C1.12](#).

# 3.4 Climate Adaptation and Hazards

## Encourage Land Use and Transportation Infrastructure that Improve the Ability to Withstand Climate Change Impacts and Natural Hazard Risks

In order to meet Goal 3.4, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

### 3.4 | CLIMATE ADAPTION AND HAZARDS

#### 3.4.4 CLIMATE CHANGE AND SETTLEMENT PATTERNS

Surrey has many areas with development potential that also fall within potentially hazardous areas such as steep slopes or floodplains. Surrey is proposing to regulate development in these areas with policies that include: **D2.1, D2.4, D2.5, D2.6, D2.8, D3.2 and D4.20** and with **DP2 Development Permit Area for Hazard Lands in the Implementation Section** of this OCP.

#### 3.4.5 MUNICIPAL UTILITIES AND CLIMATE CHANGE

The City of Surrey is responsible for the installation and maintenance of City-owned municipal infrastructure systems. Ensuring these assets are managed to reduce exposure to natural hazards and the effects of climate change is supported through Surrey's OCP policies including: **C1.12, C1.14, C1.15, C1.20, D4.20 and D4.22.**

*draft*

# GOAL 4: DEVELOP COMPLETE COMMUNITIES

The fourth goal if Metro Vancouver's *Regional Growth Strategy* is achieved by establishing the basis for walkable, mixed-use, transit-oriented communities to thrive and support the variety of residents found within Surrey. Focus toward providing appropriate, affordable housing is key as well as designing neighbourhoods and urban areas so they are physically and socially accessible to all ages.

## STRATEGIES:

- 4.1 Provide diverse and affordable housing choices.
- 4.2 Develop healthy and complete communities with access to a range of services and amenities.



# 4.1 Housing

## Provide Diverse and Affordable Housing Choices

In order to meet Strategy 4.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

*draft*

### 4.1 | HOUSING

#### 4.1.7(a)(i)

##### HOUSING OPTIONS AND SUPPORT

Surrey is a fast-growing city that is required to ensure there is adequate housing available for its residents. Just as there are many different types of residents so to are there many different types of housing needs. Policies within Surrey's OCP that detail how Surrey is supporting diverse housing options include: [F3.2](#), [F3.6](#) and [F3.7](#).

#### 4.1.7(a)(ii)

##### HOUSING STOCK SUPPLY AND DIVERSITY

Surrey is expected to accommodate a significant growth in population over the life of this OCP and well into the future. In order to do that efficiently, Surrey must ensure housing densities and designs are appropriate to adequately supply residents with places to live. Policies within Surrey's OCP that support increasing densities and developing appropriate styles of residential buildings include: [A2.1](#), [A4.1](#), [B1.38](#), [B1.39](#), [B1.40](#), [B4.5](#), [B4.6](#), [F3.12](#), [F3.14](#) and [F3.22](#).

#### 4.1.7(a)(iii)

##### AFFORDABLE RENTAL UNIT SUPPLY

Surrey has successfully worked with higher levels of government to secure affordable rental units for low income residents. Continuing to foster these relationships to take advantage of government funding to support the construction of additional rental units is supported in Surrey's OCP through policies such as: [F3.12](#), [F3.13](#), [F3.14](#), [F3.15](#), [F3.16](#), [F3.17](#) and [F3.18](#).

#### 4.1.7(a)(iv)

##### AFFORDABLE HOUSING INCENTIVE MEASURES

The City of Surrey can support the provision of affordable housing in the City by adjusting Zoning requirements and by prioritizing the processing of development applications. Policies in Surrey's OCP to support incentive measures include: [B1.37](#), [B1.39](#), [F3.1](#), [F3.9](#), [F3.14](#), [F3.15](#), [F3.18](#) and [F3.19](#).



**4.1 | HOUSING (Cont.)**

**4.1.8(a)-(f)**

Surrey is in the process of preparing a Housing Action Plan. This Plan is intended to assess local housing market conditions, to identify housing priorities and to develop implementation measures including policies, financing mechanisms and partnerships. Policies in Surrey’s OCP that support this process include:

- a) Housing Market Condition Assessment  
**(F3.1)**
- b) Housing Priorities  
**(F3.1 and F3.21)**
- c) Housing Implementation Measures  
**(F3.1 and F3.19)**
- d) New Rental Housing Development  
**(F3.1, F3.14 and F3.15)**
- e) Housing Provided Through Government Partnerships  
**(F3.1, F3.2 and F3.6)**
- f) Metro Vancouver Housing Corporation  
**(F3.1 and F3.2)**

*draft*

CAPTION



## 4.2 Services and Amenities

### Develop Healthy and Complete Communities with Access to a Range of Services and Amenities

In order to meet Strategy 4.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

*draft*

#### 4.2 | SERVICES AND AMENITIES

##### 4.2.4(a)

##### COMPACT URBAN SPACES

Surrey supports the creation of compact urban spaces that offer safe and efficient opportunities for active transportation. Policies within Surrey's OCP that support compact, walkable urban development include: [A4.1](#) and [F4.2](#).

##### 4.2.4(b)

##### CULTURE, HEALTH AND AFFORDABILITY

Surrey is committed to ensure it's City Centre and Town Centres are the heart of cultural, educational or health services and amenities. Policies in Surrey's OCP that support these objectives include: [B1.5](#), [B2.1](#), [B2.4](#), [B2.8](#) and [B2.9](#).

##### 4.2.4(c)

##### COMMUNITY ENGAGEMENT

Providing spaces for communities to come together to share in cultural events or regular social interaction is a key component in creating healthy neighbourhoods. Policies in Surrey's OCP that support creating public spaces for social interaction include: [B1.13](#), [B1.15](#), [B2.17](#), [B4.4](#), [B4.19](#), [B4.20](#), [B6.7](#), [B6.9](#), [F7.4](#) and [F7.7](#).

##### 4.2.4(d)

##### ACTIVE LIVING

Surrey is committed to providing many opportunities for its residents to lead healthy active lives. Providing opportunities to access parks, trails and recreation facilities is a key component in that goal. Policies within Surrey's OCP that support active living include: [C3.12](#), [C3.14](#), [C3.26](#), [F4.2](#) and [F4.3](#).

##### 4.2.4(e)

##### URBAN AGRICULTURE

Increasingly communities and those residents living in urban areas are wanting to access healthy, local food. Supporting urban agriculture and community gardens is a small step in improving access to local food. Policies in Surrey's OCP that support urban agriculture include: [F5.1](#), [F5.4](#) and [F5.6](#).

4.2 | SERVICES AND AMENITIES (Cont.)

4.2.4(f)

**HEALTHY URBAN ENVIRONMENTS**

Surrey is increasingly considering the health impacts of development in terms of its location and access to active transportation options or if its physical design reduces some of the noise and air quality issues that can be associated with urban environments. Policies within Surrey’s OCP that support the development of healthy urban environments include: **B4.1, B4.6, B6.2, B6.21, B6.23, F4.2 and F4.3.**

4.2.4(g)

**UNIVERSAL DESIGN**

Communities are comprised of a multitude of people that have different mobility or sensory abilities. Accommodating access for all user groups is a key element in good community design. Policies in Surrey’s OCP that support universal design in development include: **F6.4, F6.5, F6.6, F6.7 and F6.8.**

4.2.4(h)

**SMALL SCALE CENTRES**

Surrey supports small scale Local Centres that do not compete with Urban Centres but that serve local neighbourhood needs and provide housing and commercial opportunities with available public transit. Policies within Surrey’s OCP that support small scale centres include: **B4.3, B4.11 and B4.12.**

4.2.4(i)

**SPECIAL EMPLOYMENT AREAS**

Surrey does not have any Special Employment Areas as illustrated in the *Regional Growth Strategy*.

*draft*

CAPTION



*draft*

# GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

*draft*

The fifth goal of Metro Vancouver's *Regional Growth Strategy* is achieved by adjusting land uses and the physical development of space to influence travel patterns and transportation systems. Having accessible, affordable and abundant public transportation infrastructure is paramount to supporting pedestrian-oriented site development and urban areas. The identification of Frequent Transit Development Areas is an important step in Surrey's move to ensuring adequate transportation options are provided for its residents and visitors.

## STRATEGIES:

- 5.1 Coordinate land use and transportation to encourage transit, multi-occupancy vehicles, cycling and walking.
- 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.



# 5.1 Sustainable Transportation

## Coordinate Land Use and Transportation to Encourage Transit, Multi-Occupancy Vehicles, Cycling and Walking

In order to meet Strategy 5.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

*draft*

### 5.1 | SUSTAINABLE TRANSPORTATION

#### 5.1.6(a)

##### TRANSPORTATION LAND USES AND POLICIES

Surrey supports transportation decisions in accordance with Surrey's *Transportation Strategic Plan*. That Plan identifies the priorities for transportation that include taking into account the needs of users, in order of priority: pedestrians, transit, cycling, commercial traffic and trucks, high occupancy vehicles and single occupancy vehicles. Policies within Surrey's OCP that support sustainable transportation include: [C2.1](#), [C2.2](#), [C2.3](#), [C2.5](#) and [C2.6](#).

#### 5.1.6(b)

##### TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Surrey supports the use of Transportation Demand Management (TDM) in its development decision making processes. Policies within Surrey's OCP that support the use of TDM include: [C2.39](#), [C2.40](#), [C2.41](#) and [C.42](#).

#### 5.1.6(c)

##### ALTERNATIVE TRANSPORTATION MODES

Supporting the use of transit and active transportation are key elements in Surrey's efforts in creating healthy communities and neighbourhoods. Policies within Surrey's OCP supporting alternative transportation modes include: [B1.16](#), [B1.17](#), [C2.5](#), [C2.6](#), [C2.23](#) and [C2.24](#).

## 5.2 Safe and Efficient Movement

### Coordinate Land Use and Transportation to Support the Safe and Efficient Movement of Vehicles for Passengers, Goods and Services

In order to meet Strategy 5.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

*draft*

#### 5.2 | SAFE AND EFFICIENT MOVEMENT

##### 5.2.3(a)

##### GOODS MOVEMENT

Surrey provides key linkages for goods movement within the Metro Vancouver region, as shown in [Figure 24](#) and [Figure 58](#). Ensuring goods can conveniently access highway, railways, ports and the Canada/US border are key elements in ensuring the Region's economy continues to operate efficiently and effectively. Policies in Surrey's OCP supporting local and regional goods movement include: [C2.33](#), [C2.34](#), [C2.35](#) and [E1.26](#).

##### 5.2.3 (b)

##### EFFICIENT VEHICLE MOVEMENT

Ensuring vehicles move throughout Surrey efficiently is a key priority in the management of municipal transportation systems. Policies within Surrey's OCP that support land use and transportation decisions include: [C2.1](#), [C2.7](#), [C2.8](#), [C2.9](#), [C2.10](#), [C2.11](#) and [C2.13](#).

##### 5.2.3 (c)

##### LOCAL AND REGIONAL TRANSPORTATION SYSTEMS

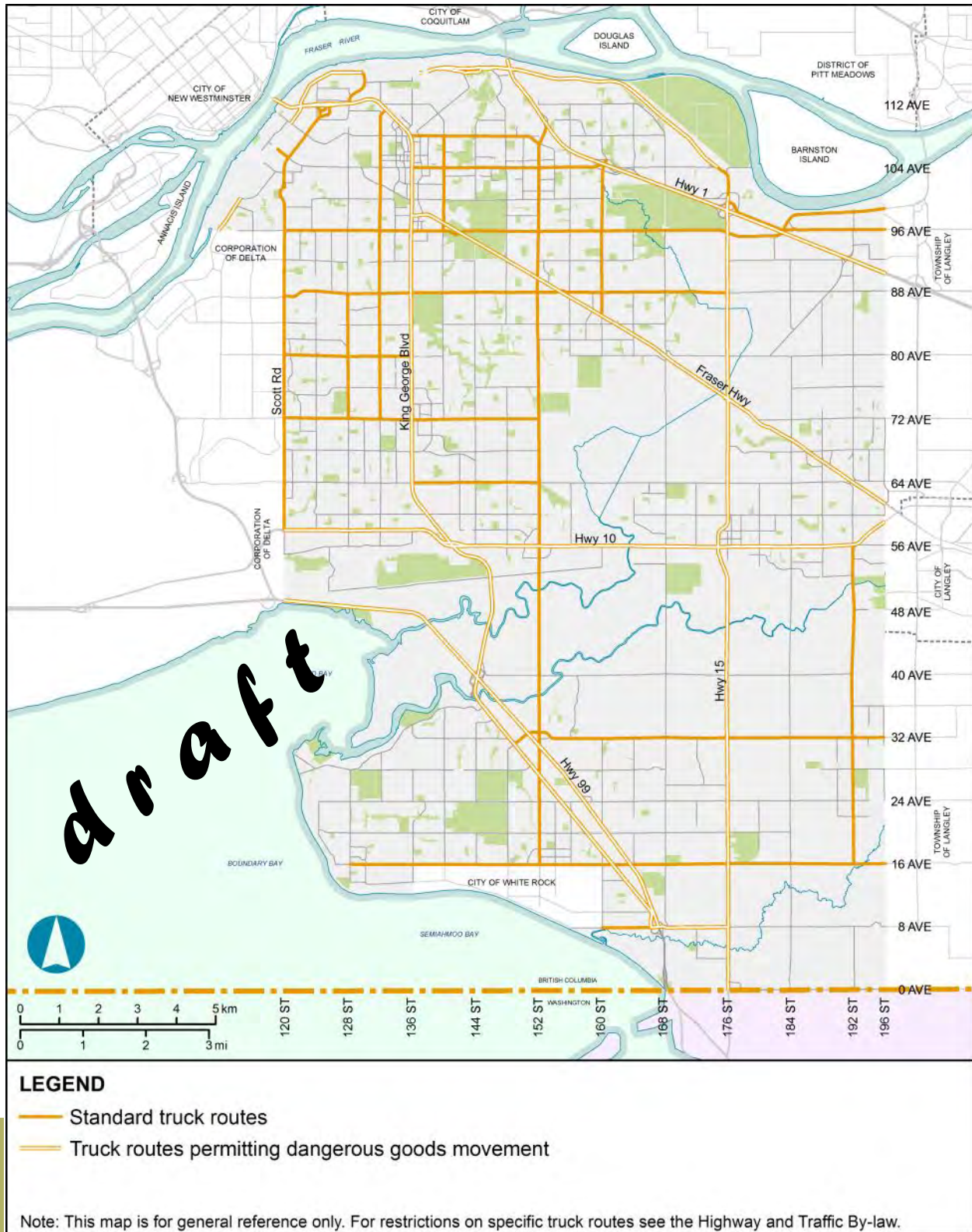
Surrey's local roads are part of a larger regional transportation system. Managing the traffic that uses these roads is important for Surrey's overall development. Policies in Surrey's OCP that support Surrey's role in the overall transportation system include: [C2.2](#), [E1.23](#), [E1.25](#) and [E1.26](#).

##### 5.2.3 (d)

##### RAILWAY AND WATERWAY PROTECTION

Railway and waterway protection within Surrey is a vital component of the local and regional economies of this area. Policies within Surrey's OCP that support sustainable railway and waterway uses include: [C2.25](#), [C2.26](#), [C2.27](#), [C2.33](#), [C2.38](#), [E1.15](#), [E1.16](#), [E1.17](#) and [E1.18](#).

**Figure 58:**  
**RCS: Truck and Dangerous Goods Routes**





**draft**

***draft***

**implementation**

*draft*

*draft*

# I. OCP IMPLEMENTATION

draft

## Overview

The policies in this Official Community Plan are implemented through Secondary Plans, Council Policies, regulatory By-laws, Development Permits, Temporary Use Permits, and Master Plans and Strategies. This section sets out the relationship between the OCP and these implementation instruments, sets out the process for monitoring the implementation of the policies found within this document and identifies under what conditions the OCP can be amended.

## Consistency with By-laws, Plans and Policies

The *Local Government Act* states that all By-laws enacted and works undertaken by Council shall be consistent with the provisions of an Official Community Plan. This applies to By-laws such as Surrey's Zoning-By-law, Subdivision and Development By-law and Development Cost Charge By-law. This principle also extends to other plans, strategies and programs such as Secondary Plans, Surrey's *Transportation Strategic Plan*, *Parks, Recreation and Culture Master Plan*, *Economic Development Strategic Plan* and Surrey's *Ten-Year Servicing Plan*. The concepts, policies and operational measure in these plans must be consistent with the community planning, land use and urban design policies in Surrey's Official Community Plan.

Zoning designations applied to a lot must also be consistent with an OCP Land Use designation. Upon adoption of an OCP, if existing zoning designations become inconsistent with the Land Use designation, the existing zoning may continue; however, any redevelopment or rezoning after the OCP is adopted must be consistent with the applicable Land Use designation.

The *Local Government Act* states that a municipality is not obligated or compelled to carry out any of the projects specified within an OCP. For example, a City may postpone utility installation extensions to a particular part of the city because growth may be viewed as premature, not in accordance with the desired development pattern, out of sequence with existing areas undergoing urbanization, or because it is not economically feasible.

# II (a). IMPLEMENTATION INSTRUMENTS

## Secondary Plans

*draft*

### Secondary Plans Overview

The Official Community Plan sets out broad policy objectives and general land use designations to guide the growth and development of the City. Secondary Plans provide more detailed guidance on land uses, densities, road networks and other development considerations for specified areas. Secondary Plans comprise several different types, including:

- Neighbourhood Concept Plans (NCP) - for the development of new urban neighbourhoods
- Local Area Plans (LAP) - for the development of new employment areas
- Infill Plans—for redevelopment and infill within established urban neighbourhoods
- Urban Centre Plans—for development within Surrey's City Centre or Town Centres.

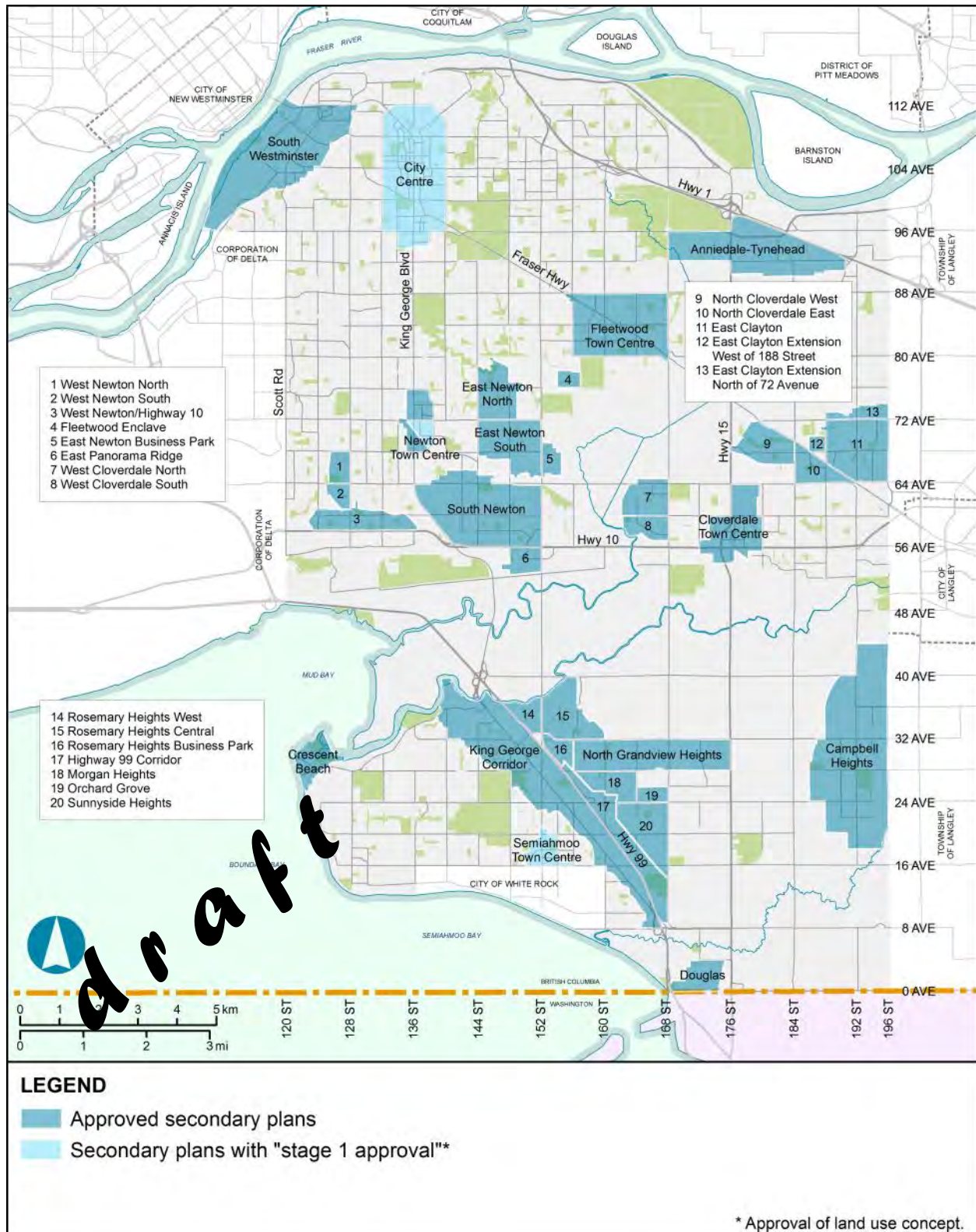
Secondary Plans are typically prepared and approved as Stage 1 and Stage 2 Plans.

**Stage 1 Plans:** typically include land uses and densities, transportation networks, those areas identified and required for public purposes including parks and schools and those areas required for drainage systems such as detention ponds.

**Stage 2 Plans:** typically include the engineering services and utility works required to support the land use plan, detailed design guidelines and development financing strategies, including Community Amenity Contributions.

**Figure 59** shows the areas in which Secondary Plans have been approved by City Council at either a Stage 1 or Stage 2 level.

Figure 59:  
Secondary Plan Areas



\* Approval of land use concept.

## Secondary Plans (cont.)

### Secondary Plan Initiation

Secondary Plans are initiated by a resolution of Council for areas where it is determined that there is a need to review and update land use policies, provide for transit-supportive densities, revitalize and provide economic development support to areas that need new direction, or develop new urban neighbourhoods. For new neighbourhoods, Council may authorize the preparation of a Neighbourhood Concept Plan where a demonstrated level of support is evident from landowners within a defined area. This level of support is generally defined as 51% or more of landowners or owners of 70% or more of the land within the proposed plan area.

**draft**

### Secondary Plan Preparation

Secondary Plans are developed through an extensive and inclusive community and stakeholder consultation process. In addition to public meetings and open houses for the general public, the development of Secondary Plans includes input from community advisory committees consisting of local land owners, residents, business representatives and interested parties from outside of the immediate study area.

Secondary Plans respond to the specific area context and generally consist of maps, statistics and policies setting out the following components:

- A land use concept or vision for the area, including maps and policy statements
- The distribution of land uses and densities, protected population and employment, and the location and type of services and amenities
- The recommended locations of schools, parks and walkways and greenways
- Urban design and place-making guidelines tailored to the plan area, including guidelines for transitions between the plan area and adjacent neighbourhoods or agricultural areas
- A transportation plan including road layouts and standards, transit services, parking strategies and facilities for pedestrians and cyclists
- A stormwater management plan and the design of water and sanitary sewer systems
- An environmental analysis, tree retention plan and a framework for the protection of significant environmental features
- A heritage assessment and recommendations for incorporation of heritage features into the plan
- A financial analysis and comprehensive strategy for the implementation and phasing of the plan, including the calculation of amenity fees
- Any other studies deemed necessary as a result of the context or special features of the secondary plan area or its impact on adjacent areas



## Secondary Plans (cont.)

### Secondary Plan Approval

Secondary Plans are approved by Council resolution. As Secondary Plans are approved by City Council, the more general *Official Community Plan* Land Use Designations are amended, as needed, to be consistent with the more detailed Secondary Plan. Development applications that conform to a Secondary Plan may be received and processed following Stage 1 approval but may not be completed until Stage 2 approval has been given.

### Secondary Plan Amendments

Amendments to Secondary Plans may be classified as either Major Secondary Plan Amendments or Minor Secondary Plan Amendments.

**Major Secondary Plan Amendments** are requests to change the land use designations, density or major road patterns or policy direction in an approved Secondary Plan. Any application for a major amendment shall include a quantitative and qualitative analysis of the proposed change, including the:

- \* Planning and/or engineering rationale for the proposed amendment
- \* Impact of the proposed amendment on all aspects of the Secondary Plan including land use, population, densities, impact on schools, parks and amenities, services and utilities, roads and transportation, environmental considerations, funding of services and local market/economic implications
- \* Impacts of the amendment in the context of the Official Community Plan
- \* Precedent which may be set by the amendment and potential for additional requests for change to the Secondary Plan area
- \* Public consultation, which may include consultations with former Secondary Plan advisory committees.

Major amendments require Council review and endorsement.

**draft**

**Minor Secondary Plan Amendments** include changes such as proposed relocation of a local road not affecting the land use of overall density or minor changes to services that do not have a significant impact on land use or densities and that will not affect the serviceability or yield of properties. Any application for a minor amendment shall include a technical analysis of the proposed change, including the:

- \* Planning and/or engineering rationale for the proposed amendment
- \* Impacts on the Secondary Plan area and other adjacent areas and potential public concerns including consultation with all property owners impacted by the proposed endorsement.

Depending on the nature and scale of the amendment, Council endorsement may not be required.

# II (b). IMPLEMENTATION INSTRUMENTS

## Rezoning and Subdivision

### Rezoning of Land

The Generalized Land Uses shown in **Figure 3** are realized over time as land is subdivided, zoned and developed in accordance with the OCP and, where applicable, with Secondary Plans. While the OCP land use designations show Council's intention for future land uses, zoning sets out the currently permitted specific land uses and densities for each legal parcel of land. Where property is rezoned, the proposed zoning must be consistent with the OCP and, where it is not, the OCP must be amended prior to rezoning to maintain consistency.

### Subdivision

Subdivision of land is subject to the approval of the City's Approving Officer consistent with the policies of this Official Community Plan, the provisions set out in the Surrey's Zoning and Subdivision and Development By-laws and in accordance with the *Land Title Act*.

### Density Bonusing

The *Local Government Act* (Section 905) permits municipalities to grant additional (or 'bonus') densities on parcels of land in exchange for defined community amenity contributions from developers. The City of Surrey has established policies related to density bonusing in City Centre, Town Centres and in Secondary Plan areas, consistent with the Land Use and Density Section of this OCP.

*draft*

# II (c). IMPLEMENTATION INSTRUMENTS

## Temporary Use Permits

### Authority

The authority to issue Temporary Use Permits is granted to municipalities under Sections 920.2 and 921 of the *Local Government Act*.

### Permit Areas

In relation to Section 920.2 of the *Local Government Act*, the entire City of Surrey is designated as an area within which City Council may issue Temporary Use Permits.

### Permit Conditions *draft*

Temporary Use Permits may be issued by a resolution of Council for a period not exceeding three years to:

- Allow a use on a specified property that is not permitted by a zoning by-law
- Specify conditions under which the Temporary Use may be allowed
- Allow and regulate the construction of buildings or structures related to the Temporary Use.

As a condition of issuing a Permit, Council may require applicants or owners to remove buildings, restore property to a specific condition when the use ends, and/or post a security bond.

### Approved Permits

Approved and finalized Temporary Use Permits are registered against the Title of a property. Permission to renew an approved Temporary Use Permit is limited to one renewal only and can only be granted by a resolution of Council.

# II (d). IMPLEMENTATION

## INSTRUMENTS

### Development Permits

#### Authority and Purpose

The *Local Government Act* (Sections 919 and 920) authorizes municipalities to issue Development Permits as a means of controlling development design and site planning in order to meet specified objectives. Where Development Permit Areas are designated, landowners are required to obtain a Development Permit prior to altering or subdividing land, or constructing, adding or altering a building or structure.

Development Permits may be required for development within specific areas for:

- \* Protecting the natural environment, its ecosystems and biological diversity
- \* Protecting development from hazardous conditions
- \* Protecting farming
- \* Revitalizing areas where commercial uses are permitted
- \* Establishing objectives for form and character of intensive residential development
- \* Establishing objectives for the form and character of commercial, industrial or multiple family residential development
- \* Establishing objectives to promote energy conservation, water conservation or the reduction of greenhouse gas emissions (GHG).

Where areas are designated a Development Permit Area, the special conditions which justify the designation must be described and guidelines identifying how conditions will be alleviated and how objectives will be achieved must be specified.

#### Process

**draft**

Depending on the circumstances for development, a property may fall within more than one Development Permit Area and in that case, only one application is required. Guidelines from all the applicable Development Permit Areas however, shall apply and will need to be taken into consideration for any development that occurs. Application requirements and development guidelines associated with each Development Permit Area are set out in **Sub-Section VI of this OCP Implementation Section.**

## Development Permits (cont.)

### Development Permit Areas

The following Development Permit Areas are established for Surrey:

#### DP Area #1: Form and Character

The entire City of Surrey is designated as Development Permit Area #1 for the form and character of Commercial and Multi-Family Residential development. All areas within 100m of an arterial road or Provincial Highway, or that are visible from an arterial road or Provincial Highway, as shown on **Figure 24**, with the exception of lands shown on **Figure 60** (Campbell Heights Local Area Plan) are designated as Development Permit Area #1 for the form and character of Industrial Development.

#### DP Area #2: Hazard Lands

All parcels of property containing land with steep slopes in excess of 15% gradient, or which are within 30 m downslope of land with steep slopes in excess of 15% gradient, as generally shown in **Figure 61**, along with parcels of property containing lands within the 200-year floodplain, as generally shown in **Figure 62**, are designated as Development Permit Area #2 for the protection of development from hazardous conditions.

#### DP Area #3: Sensitive Ecosystems

Sensitive Ecosystem map shown as **Figure 63** (PLACE HOLDER ONLY) and Riparian Area map shown as **Figure 64** (PLACE HOLDER ONLY).

#### DP Area #4: Agriculture

All parcels of land that are outside and adjacent to the boundary of the Agricultural Land Reserve (ALR), as shown on **Figure 65**, are designated as Development Permit Area #4 for the protection of farming.

*draft*

Figure 60:  
Campbell Heights Local Area Plan Exemption Area

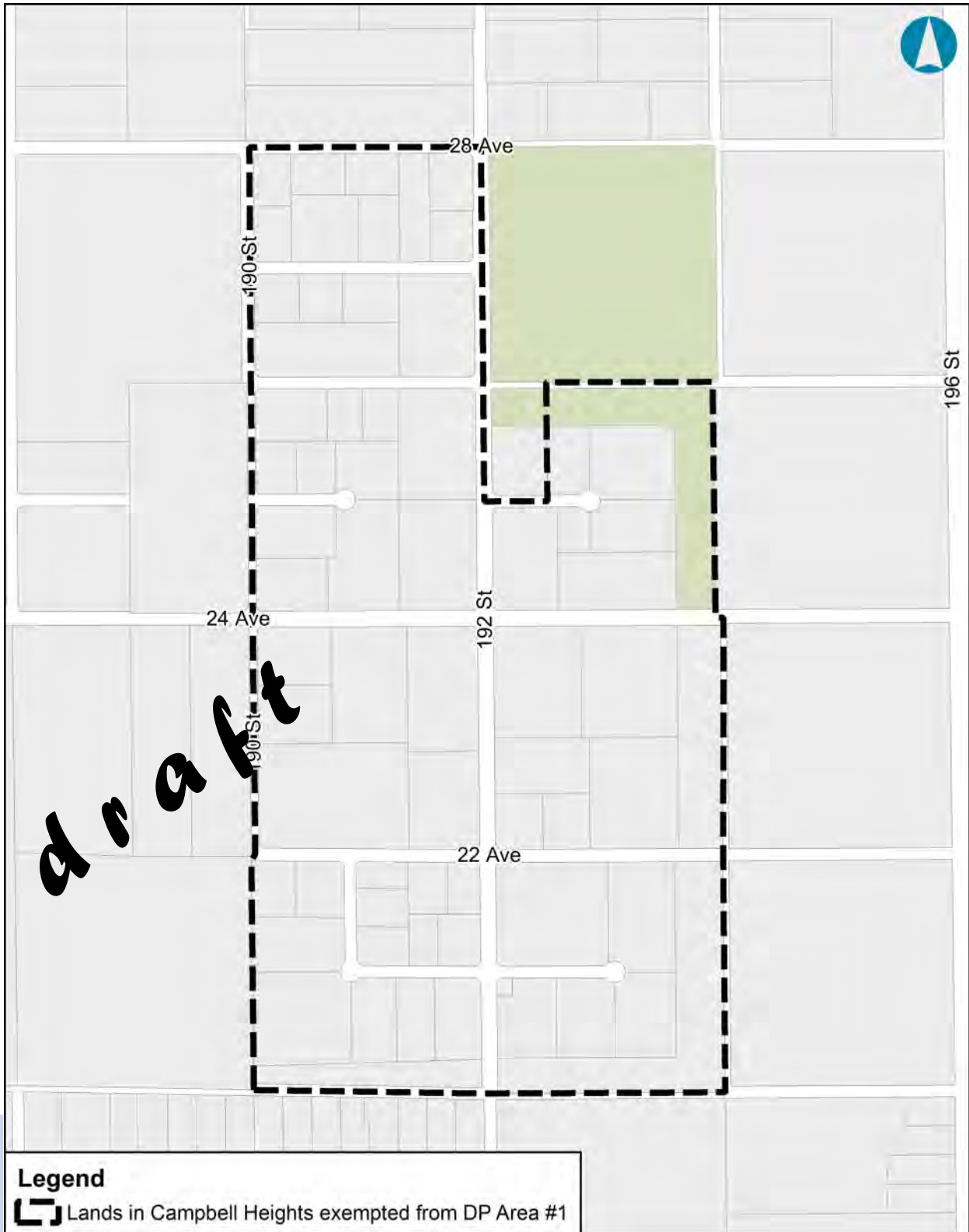


Figure 61:  
Steep Slope Hazard Lands Development Permit Area

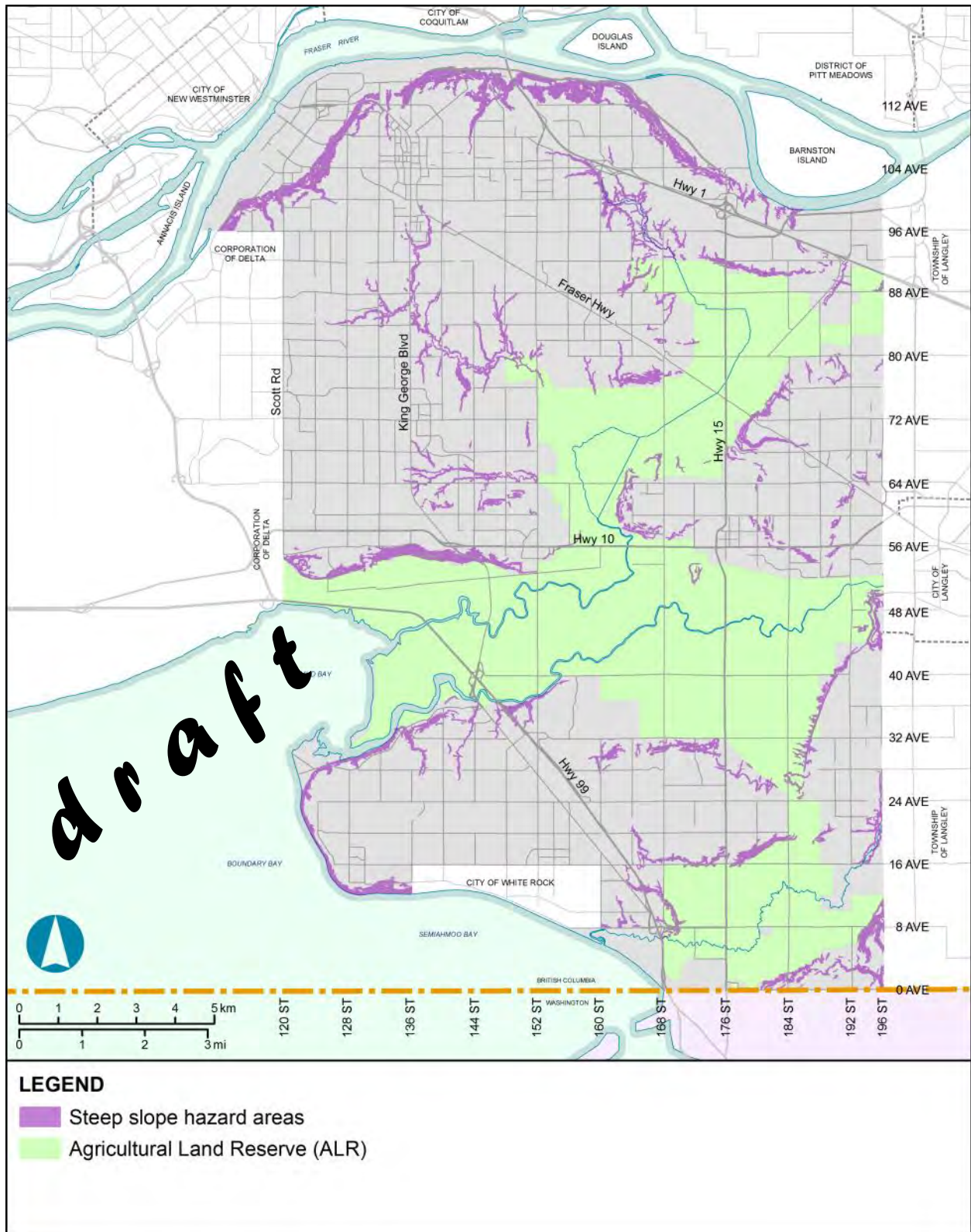


Figure 62:  
**Flood Prone Hazard Lands Development Permit Area**

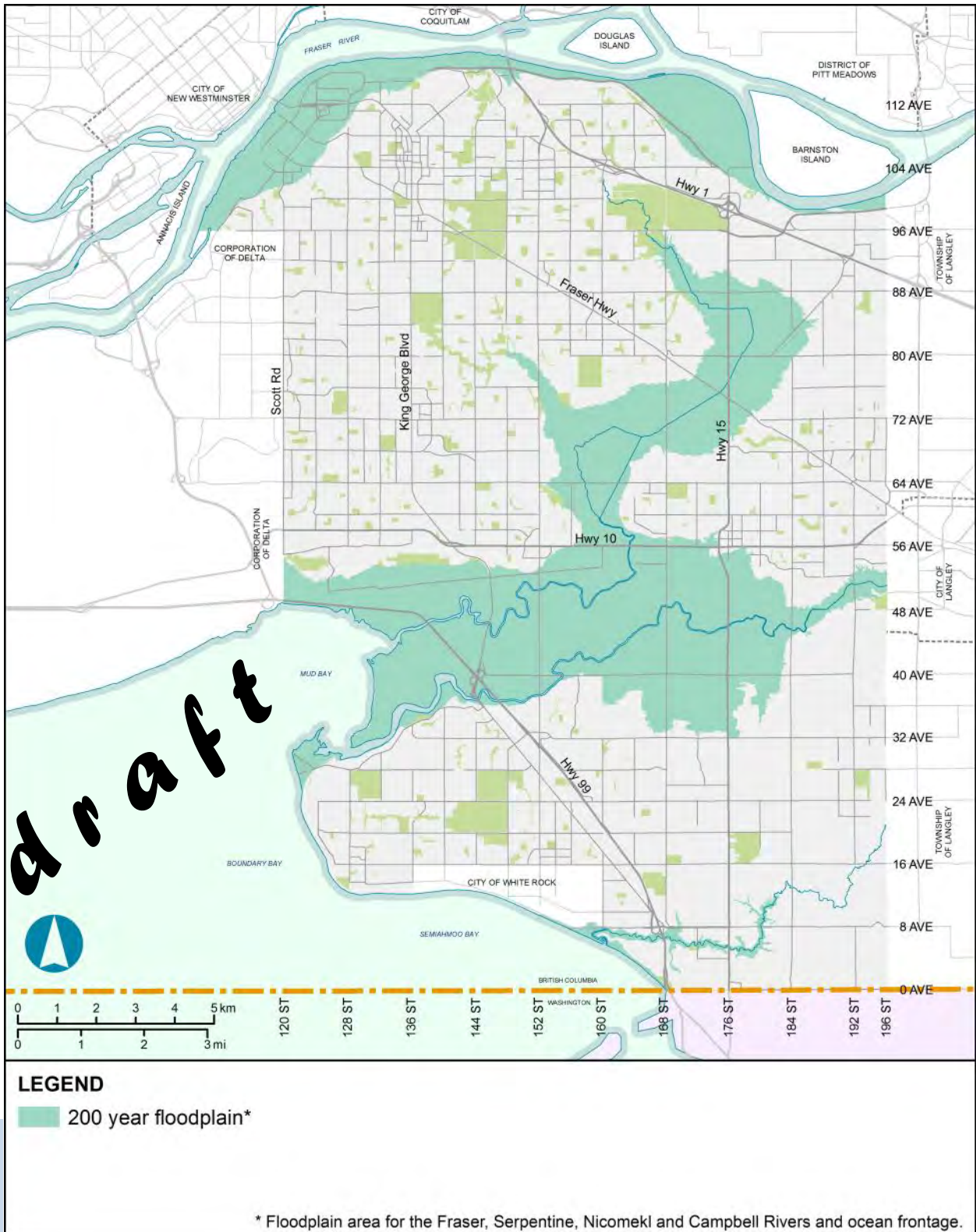




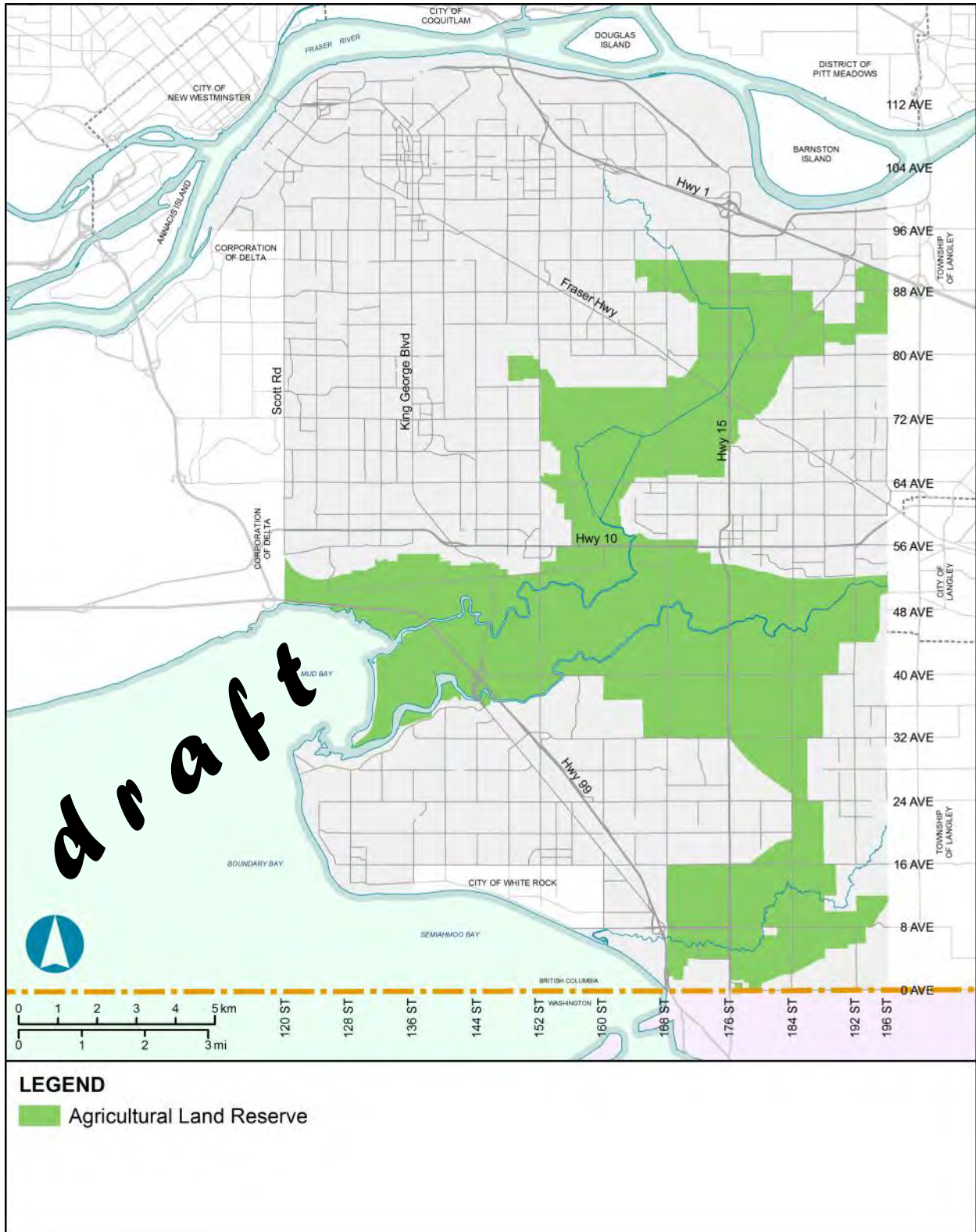
Figure 63:  
**Sensitive Ecosystem Development Permit Area**  
**PLACE HOLDER**

*draft*

Figure 64:  
**Riparian Development Permit Area**  
**PLACE HOLDER**

*draft*

Figure 65:  
**Agricultural Development Permit Area**



## Development Permits (cont.)

### DP1: FORM AND CHARACTER

#### APPLICATION

Local Government Act Section 919.1 (1), Category (f):

#### **Form and Character of Commercial, Industrial or Multiple Family Residential Development**

A Development Permit shall be required for any improvements to a property, including alterations, site design, landscaping, new construction, or subdivision, for all commercial, industrial, institutional or multiple family residential development.

#### AREA

City-wide Development Permit guidelines apply to all commercial, multi-family, employment or industrial development, excluding **Figure 60**.

*draft*

#### IMPLEMENTATION

Any Development Permit failing within the parameters of this Section requires approval of City Council.

#### JUSTIFICATION

The OCP establishes Development Permit Areas and guidelines for the following reasons:

A key strategy of the OCP is to create complete communities and mixed-use urban centres, providing a built environment that is safe, attractive, people-friendly and energy efficient. Surrey's increasing rate of economic, commercial and multiple residential development, often characterized by high density and intensity of uses, requires the use of design guidelines to ensure high standards are achieved in the design quality of the built environment, while also protecting the natural environment. Development Permits help to create attractive and active streetscapes that engage pedestrians and complement neighbouring properties. It also encourages the development of buildings and other development features that conserve energy and water and have reduced contributions to Surrey's greenhouse gas inventory.

For industrial lands, development is often located in highly visible areas such as, along major roads, at key entrances to the City, or near residential neighbourhoods. Using Development Permits is intended to ensure that developments are of high quality and do not adversely visually impact the image or character of the city.

# Development Permits (cont.)

## DP1: FORM AND CHARACTER (cont.)

The following development scenarios do not require a Development Permit:

### EXEMPTIONS (General):

- Internal renovations not resulting in changes to the external appearance of a building
- Additions or external renovations which do not significantly impact the external appearance of a building as they are compatible in terms of material, colors, and form and character with an existing development
- Site improvements, including landscaping and paving of parking areas, provided the value of the work is less than **\$25,000**.
- Construction of (not more than) one accessory building or structure (excluding signs) with a floor area of less than 10 sq m
- Replacement of existing signs provided they are in full compliance with the Sign By-law or any sign regulation in the Zoning By-law
- Subdivision for the purpose of lot consolidation, lot line adjustment or road widening to meet City requirements
- Development of land where a Development Agreement associated with a Land Use Contract is in effect, provided the agreement is consistent with the objectives of this Section;
- Buildings for agricultural purposes

**draft**

### EXEMPTIONS (Commercial):

- Development of new buildings less than 470 sq m (5,000 sq ft) in area or exterior building renovations or additions, provided that the proposed development is compatible in terms of material, colors and form and character with the existing development that is subject to an approved Development Permit; or
- Exterior renovations, additions and/or site works not visible from any road located more than 100 m (328 ft) from residential properties.

### EXEMPTIONS (Industrial):

- Development within a property which does not abut an arterial road or Provincial highway
- Development of new buildings, exterior building renovations or additions, and/or site works which are not visible from a major road or are visible from a major road but are located more than 100m from that major road
- Development of new buildings less than 470 sq m (5,000 sq ft) in area, or exterior building renovations or additions, and/or site works which are within 100 m (328 ft) of a major road, provided that the proposed development is compatible in terms of material, colors, and form and character with the existing development that is controlled by an approved Development Permit
- The lands illustrated in **Figure 60** - Area of Campbell Heights Business Park; or
- Parcels of land located more than 100 m (328 ft) from all Provincial Highways or Arterial Roads, and not located in a business/industrial park or not abutting land in a Suburban, Future Development, Urban, Multiple Residential, City Centre, Town Centre, Commercial, Rural, Agricultural, Conservation, Indian Reserve or other non-Industrial OCP designations.

## Development Permits (cont.)

### DP2: HAZARD LANDS

#### APPLICATION

Local Government Act Section 919.1 (1), Category (b):

#### Protection of Development from Hazardous Conditions

- (a) **STEEP SLOPE HAZARDS:** A Development Permit will be required prior to development activities, including for properties generally shown on **Figure 61**, for any of the following scenarios:
- ⇒ subdivision of land
  - ⇒ land alteration or land clearing activity (includes, but is not limited to, removal of trees or shrubs with no limitation or specification to size, diameter or species)
  - ⇒ construction of, addition to, or alteration of buildings or structures on all properties with a slope of 15% or greater or properties that are within 30 m down slope of areas with a slope of 15% or greater.
- (b) **FLOOD PRONE HAZARDS:** A Development Permit will be required prior to development activities including for properties generally shown on **Figure 62**, for any of the following scenarios:
- ⇒ subdivision of land
  - ⇒ alteration of land
  - ⇒ construction of, addition to, or alteration of buildings or structures on all properties within flood prone lands.

*draft*

#### AREA

- (a) Step Slope Hazard Lands Development Permit Area shown on the attached map (**Figure 61**).
- (b) Floodplain Hazard Lands Development Permit Area shown on the attached map (**Figure 62**).

#### IMPLEMENTATION

Unless otherwise indicated, any Development Permit falling within the parameters of this Section require approval of City Council.

#### JUSTIFICATION

Lands subject to a variety of natural hazards are found within Surrey's boundaries. Principal among these hazards are steep slopes and lands possessing potentially unstable soil conditions. By creating a Development Permit Area and corresponding guidelines for these potentially hazardous areas, the City is supporting the restriction of development within areas subject to hazards and is working to ensure measures are being taken to address these development hazards.

# Development Permits (cont.)

## DP2: HAZARD LANDS (cont.)

### OBJECTIVES

- a) The City of Surrey's objectives for establishing **STEEP SLOPE HAZARD** Development Permit Guidelines are to:
- i. Protect people, property and the natural environment from the consequences of natural hazards and from development on unsafe, unstable slopes and potentially hazardous areas in Surrey
  - ii. Prevent soil erosion in areas of unstable or potentially unstable slopes which pose hazards
  - iii. Promote development that respects the terrain, vegetation, drainage courses and constraints related to the hillside environment of the site
  - iv. Maintain vegetative cover of steep slopes as a means to preventing erosion and unstable slopes
  - v. Promote the siting of buildings and other structures that are compatible with the steep slope context
  - vi. Ensure road design and anticipated uses provide for a safe environment and ease of on-going maintenance.
- b) The City of Surrey's objectives for establishing **FLOOD PRONE HAZARD** Development Permit Guidelines are to:
- i. Protect people, property and the natural environment from the consequences of natural hazards

*draft*

### EXEMPTIONS

The following scenarios shall NOT require a Development Permit:

- i. Emergency actions required to prevent, control or reduce an immediate threat to human life and safety and/or property
- ii. Interior renovations within an existing building footprint not resulting in any change to the external structure of a building or causing any disturbance to a site
- iii. Construction and/or maintenance of municipal operations or utility works and services undertaken or authorized by the City of Surrey
- iv. Regular and general yard maintenance activities within an existing landscaped area, such as mowing lawns, pruning trees and shrubs (according to the **City of Surrey Tree Protection By-law, as amended**, planting vegetation, and minor soil disturbances that do not alter the general grade of the land or approved landscape buffers
- v. Agricultural production for those lands within the Agricultural Land Reserve
- vi. Where information is provided that indicates, to the satisfaction of the General Manager of Planning and Development, that where all proposed development will not disturb or affect portions of a property that are subject to hazardous conditions due to steep slopes or flood risk.

## Development Permits (cont.)

### DP3: SENSITIVE ECOSYSTEMS

**THIS DEVELOPMENT PERMIT AREA UNDER REVIEW. THIS IS A PLACE HOLDER**

#### AREA

#### APPLICATION

Local Government Act Section 919.1 (1), Category (a):

**Protection of the Natural Environment, its Ecosystem and its Biodiversity**

#### IMPLEMENTATION

#### JUSTIFICATION

#### EXEMPTIONS

*draft*



# Development Permits (cont.)

## DP4: AGRICULTURE

### APPLICATION

Local Government Act Section 919.1 (1), Category (c):

#### Protection of Farming

A Development Permit shall be required for any improvements to a property, including alterations, site design, landscaping, new construction or subdivision for all commercial, industrial, institutional or multiple family residential development.

### AREA

Referencing **Figure 65**, any commercial, industrial or multiple family development within Surrey that directly abuts land within the Agricultural Land Reserve and/or that is 0.5 acres or larger that directly abuts the Agricultural Land Reserve by a minimum of **50 m** and a maximum of **300 m** away.

### IMPLEMENTATION

Any Development Permit falling within the parameters of this Section require approval of City Council.

### JUSTIFICATION

Agriculture is a prominent land use in Surrey, is a vital, sustaining component of the local economy, is part of Surrey's heritage and future, and accounts for a significant portion of BC's agricultural output. Lands designated Agricultural, those that fall within the Agricultural Land Reserve, are deemed to be appropriate for agricultural production (based on soil suitability, topography, and other factors). Agricultural lands are at risk from encroachment by non-agricultural uses on adjoining or nearby lands and the continued urban growth of Surrey creates the potential for land use conflicts along urban/agricultural boundaries. By creating a Development Permit area along the boundary of the Agricultural Land Reserve, the City is supporting the minimization of conflicts between urban areas and farming activities along the agricultural-urban interface.

## Development Permits (cont.)

### DP4: AGRICULTURE (cont.)

#### OBJECTIVES

The City of Surrey's objectives for establishing Agricultural Development Permit Guidelines are to:

- i. Encourage the development of effective landscape buffers along the boundary of Agriculture designated lands
- ii. Adjust urban densities and buildings along the Agricultural Land Reserve border to allow for better management and maintenance of Agricultural buffers.
- iii. Encourage open space creation, wildlife management and habitat protection along the urban side of urban-agricultural interface areas to minimize the impact on farm activities

#### EXEMPTIONS

Applications for the following shall not be required to apply for a Development Permit:

- \* Replacement, alteration or addition to a building (e.g. new siding, roofing, doors, building trim, awnings and/or windows) where it does not adversely impact agriculture or potential agricultural use of land
- \* Replacement of a building that has been destroyed by fire or natural causes, in cases where the replacement building is identical to the original in location, floor area and height
- \* Interior/exterior building alterations that do not expand the existing building foundation
- \* Construction, additions or alterations not exceeding **30 m<sup>2</sup>** where no variances of the Zoning By-law are required

*draft*

# II (e). IMPLEMENTATION INSTRUMENTS

## Master Plans and Strategies

### Overview

The City of Surrey develops and maintains Master Plans and Strategies on a wide range of issues and subjects to provide focused policy in various aspects of community development. These Master Plans and Strategies contain policy and action recommendations that are consistent with the Official Community Plan and that implement the general directions of the OCP in a more detailed manner.

Current Council-approved Master Plans and Strategies include, but are not limited to:

- \* Crime Reduction Strategy
- \* Agricultural Protection and Enhancement Strategy
- \* Employment Lands Strategy
- \* Environmental Management Strategy
- \* Biodiversity Conservation Strategy
- \* Transportation Strategic Plan
- \* Walking Plan
- \* Cycling Plan
- \* Greenways Master Plan
- \* Parks, Recreation and Culture Strategic Plan
- \* Cultural Plan
- \* Public Art Master Plan
- \* Heritage Strategic Review
- \* Plan for the Social Well-Being of Surrey Residents
- \* Affordable Housing Strategy
- \* Community Energy and Emissions Plan (draft)

*draft*

### Engineering Services

Surrey maintains an *Engineering Servicing Plan* that identifies engineering infrastructure projects required to support the growth and development envisioned in the OCP over a 10-year period. The *Servicing Plan* identifies the estimated capital funding required to undertake these projects as well as the classification of relative timing within the 10-year period. The City's Development Cost Charges By-law, as amended, identifies the source of capital funding required to implement the 10-year *Servicing Plan*, including the amount and percentage of project funding derived from Development Cost Charges levied on development.

# II (f). IMPLEMENTATION INSTRUMENTS

## Supplementary Design Guidelines

Design guidelines included in the Development Permit Form and Character Guidelines of this Official Community Plan may be supplemented by additional design guidelines established in Secondary Plans, including but not limited to Neighbourhood Concept Plans, Town Centre Plans and Local Area Plans.

The Guidelines documents reference in this section are to be applied to development in addition to the Guidelines established within this Official Community Plan.

### Supplementary Areas

Supplemental design guidelines to this OCP included within separate publications include:

- Form and Character Guidelines for the Crescent Beach Commercial Area
- Cloverdale Town Centre Plan
- Newton Cultural Commercial District
- Douglas
- Fleetwood Town Centre Plan
- Campbell Heights Industrial Park Design Guidelines

*draft*

# III. OCP MONITORING AND REVIEW

The City of Surrey reviews and evaluated progress towards achieving the goals and objectives of the OCP on an on-going basis by using: annual reports on key indicators; major 5-year reviews and amendments, as needed.

## Annual Report

The OCP Annual Report updates Council on key measures including:

- \* Population growth and demographic changes
- \* Housing development and availability
- \* Commercial, industrial and mixed-employment development
- \* Land supply and development capacity in Secondary Plan areas
- \* Economic, social and environmental indicators
- \* Sustainable development indicators **(see Figure 66)**
- \* Services and infrastructure development.

*draft*

## Major Five-Year Review

Every five years, a major review of the Official Community Plan will be initiated, involving extensive public consultation. This review may result in amendments to the Plan to meet emerging trends and planning issues. The next major review of this OCP is expected to take place in 2018.

## Minor Amendments

This OCP may be amended by By-law as needed, in response to senior government requirements, proposed land use changes related to development applications, or to maintain consistency with approved Secondary Plans, Council Policies, Master Plans and Strategies and/or capital works programs.

Applications for an amendment to the OCP, including the Land Use Designation Map **(see Figure 3)**, shall indicate which significant community benefit will be established as a result of the OCP changing to accommodate a development proposal. Significant community benefit is defined as: an immediate, tangible benefit such as affordable housing, community amenity, environmental protection or enhancement, park land or significant (???) public space, or any other community benefit identified by Council. These items exclude from consideration increases in property assessment of taxes and private economic benefits associated with new development.

# IV. SUSTAINABLE DEVELOPMENT INDICATORS

The Annual Report on OCP Implementation includes key indicators related to the sustainable development of the City. The purpose of reporting on these indicators is to monitor and track progress toward the achievement of key goals and objectives of the OCP>

Examples of key indicators that are linked with elements of the OCP Vision Statement are **shown in Figure 66.**

## Figure 66: Sustainability Development Indicators

### Compact and Connected City

1. Population density in Urban, Multiple Residential, Commercial, Town Centre and CBC designations
2. Percent multi-family housing units (annual and cumulative)
3. Percent new development in Town Centres, City Centre and Frequent Transit Development Areas (FTDA)
4. Percent transportation mode for trips by cycling, walking and transit

### Complete City

5. Percent dwelling units within 400 m of parks and greenways
6. Percent agricultural land in production
7. Percent non-residential tax base (and percent annual non-residential construction value)
8. Full Time Equivalent (FTE) attendance at post-secondary institutions in Surrey
9. Ratio of Local Jobs—to—Labour Force
10. Annual attendance at cultural facilities (library, art and heritage)
11. Percentage of all residential units located within 400 m of one, two or three of the following amenities:
  - a) Frequent transit hub
  - b) Grocery store
  - c) Elementary school

*draft*

### Green and Resilient City

12. Percent of tree canopy coverage in non-agricultural designation
13. Percent of Green Infrastructure Network in public ownership
14. Per capita non-agricultural greenhouse gas emissions (compared to 2007 benchmark levels)
15. Percent waste diverted from landfill

### Safe, Inclusive and Healthy City

16. Violent crime rate per 1,000 residents
17. Ratio of Median Rent—to—Median Income
18. Licensed childcare spaces per capita
19. Annual visits to City recreation centres

# V. DEFINITIONS

## Accessible Community

Refers to ensuring there is accessibility for all ages within community infrastructures and built environments, including linking with municipal governments to make sure families with young children, those living with special needs or challenging mental or physical health issues are carefully considered in community planning processes.

## Adaptable Design

Refers to building features, particularly housing features intended for use by people with disabilities or those who are limited in mobility. Adapting a space beyond current building code requirements enables people to create livable homes where they can live and thrive independently.

## Affordable Housing

**draft**

Rental or owned housing provided to low income households who have an affordability problem (pay in excess of 30% of their income on housing) and earn less than the median income for Surrey; is subsidized by senior levels of government or by a non-profit agency which enables rents to be provided below-market rates on a 'geared to income' basis; are typically publicly owned or owned and operated by a non-profit agency; do not include shelters or transitional housing.

## Biodiversity

The variety of species and ecosystems on earth and the ecological processes of which they are a part—including natural ecosystems, living species and other components that provide genetic diversity.

## Buffer

A strip of land or neutral area designed to protect the natural environment or an identified resource from undesirable encroachment such as development of recreational uses.

## Carbon Footprint

The measure of the impact that the activities of an individual or organization have on the environment in terms of the amount of Greenhouse Gases that they produce, measured in units of carbon dioxide equivalent.

## Carbon Neutrality

Refers to having no net emissions of Greenhouse Gases; is generally achieved by reducing GHG emissions where possible, offsetting these emissions by investing in projects that eliminate GHGs (renewable energy projects or sequestering).

## Connectivity

A state or measure of spatial linkage, continuity or association between two or more distinct locations.

## Corridor

A band of vegetation or strip of land that provided connectivity between distinct patches of habitat on the landscape and permits the movement of plant and animal species between what would otherwise be isolated patches.

## Crime Prevention Through Environmental Design (CPTED)

A pro-active approach that seeks to reduce or eliminate opportunities for crime through the incorporation of design principles at the conceptual to detailed design stages of building, site and public realm projects. (e.g. "Eyes on the Street" - refers to designing street frontages and buildings with windows to provide surveillance over spaces).

# V. DEFINITIONS (Cont.)

## Ecological Footprint

The area of the Earth that would be required to sustain an individual or organization in terms of its resource consumption and waste products (e.g. North American lifestyles are estimated to require five plant Earths to sustain it in the long term).

## Ecosystem Management

An approach to Environmentally Sensitive Areas (ESAs) that focuses on ecological values and ensures that areas of ecological significance are protected and enhanced (e.g. wetlands, habitat reservoirs, wildlife corridors and areas with unique flora and fauna).

## Environmentally Sensitive Area (ESA)

Comprised of environmentally sensitive and unique natural areas such as watercourses, cliffs, benchlands, escarpments, forests, geological features, wildlife, wetlands and grasslands.

## Environmentally Valuable Resource

Where all the features, places and species present enhance the biodiversity of an area; range in size from small patches to extensive landscape features; can include rare or common habitats, plants and animals; require special management attention to protect fish and wildlife resources, other natural systems or processes and/or historical, cultural or scenic values.

## Food Security

When a community's residents have access to safe, affordable, culturally-acceptable, nutritionally-adequate diets through a system that maximizes community self-reliance, environmental sustainability and social justice.

## Fragmentation

A process whereby large contiguous ecosystems are transformed into one or more smaller patches surrounded by disturbed areas.

## Greenhouse Gas (GHG)

Refers to an atmosphere gas that contributes to the greenhouse effect by absorbing infrared radiation produced by solar warming of the Earth's surface.

## Green Infrastructure/ Development

A type of infrastructure that uses elements of the natural environment to replace or supplement traditional infrastructure, such as drainage, sewers and water that contributes towards sustainable resource management; a network of facilities that can include parks, local woodlands, gardens, greenway corridors, streams, street trees and built structures such as green roofs.

## Habitat

The natural abode of a plant or animal, including all biotic, climate and edaphic (plant communities distinguished by soil conditions rather than by climate) factors affecting life.

## Mixed-Use Development

Development that incorporates multiple uses within a building or site; can be a combination of residential, commercial, office, institutional and low-impact industrial uses; allows for a range of needs to be met in one location, reducing travel between different locations for housing, employment and services.

**draft**



## V. DEFINITIONS (Cont.)

### Natural Areas

Areas with significant flora and fauna (fish, terrestrial wildlife and bird habitats) and connecting corridors (ravines, treed areas, open fields and bodies of water).

### Pedestrian-Oriented Space

Areas which promote visual and pedestrian access onto the site and which provides pedestrian-oriented amenities and landscaping to enhance the public's use of the space for passive activities.

### Performance-Based Standards

The use of goal-oriented criteria to establish review parameters for proposed land use plans or development projects that help provide flexibility to the development process.

### Streetscape

The visual character of a street, as determined by various elements such as structures, greenery, open space, views, etc.

### Sustainable Development

Development that balances human need with environmental protection so that human and environmental needs can be met in the present and into the indefinite future.

### Transitional Housing

**draft**

Short-term housing for people who, in addition to needing affordable housing, need non-housing support services including meals, housekeeping, medical care, counseling and skills training to enable them to maintain occupancy in permanent housing; may be funded by a variety of provincial programs, including health, social and corrections-based programs.

### Transit-Oriented Development (TOD)

Residential, commercial and mixed-use centres designed to maximize access by transit and non-motorized transportation modes, particularly walking and cycling; ideally provides a wide range of local services in order to reduce the need for using private automobiles.

### Universal Design

The principle that products or designs should be developed with built-in features and flexibility that enables use by all people regardless of age and ability, at no additional cost.

### Watercourse

Includes a natural depression with visible banks, or wetlands with or without visible banks, which contain water at some time; include any lakes, rivers, streams, creeks, spring, swamps, gulches or surface sources of water whether containing fish or not; includes intermittent streams; includes surface drainage works which are inhabited by or provide habitat for fish.

### Wetlands

An area of land consisting of soil that is saturated with moisture, such as a swamp, marsh or bog.

# VI. DEVELOPMENT PERMIT AREAS AND GUIDELINES

*draft*

# DP1 FORM AND CHARACTER DEVELOPMENT PERMIT GUIDELINES

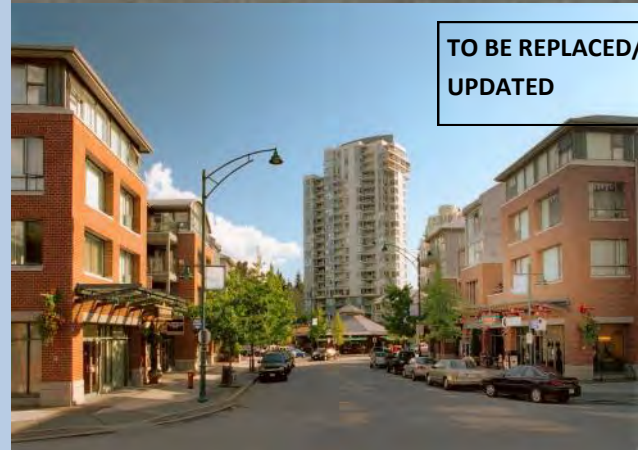
The Form and Character Development Permit Guidelines apply to all areas of the city and are broken down into seven different development types:

- *All Development Types*
- *Townhouses and Duplexes*
- *Multi-Residential/Mixed-Use/Commercial*
- *Retail/Commercial Centres*
- *Mixed Employment (Industrial/Business)*
- *Gas Stations*
- *Public Open Spaces*

*draft*

Where a certain development type is not specifically covered in these guidelines, applicable guidelines from other sections should be combined and used collectively.

Guidelines within this section may be further explained using graphic images or pictures. Where a particular guideline is graphically illustrated, the notation "*(illustr)*" will appear at the end of the text.

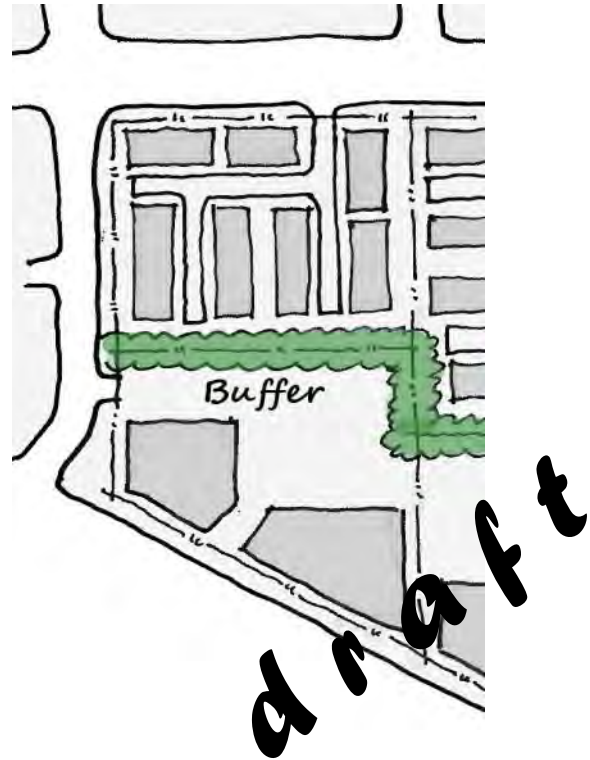


# DP1.1 All Development Types

## Overall Site Design

Within a development, the following elements shall be considered in the overall site design:

1. Provide a transition buffer between adjoining properties containing different uses or intensity of uses through design measures such as landscaping buffers and additional setbacks.  
*(illustr.)*
2. Connect the development to public sidewalks, pathways and trails. When subdividing, these connections should be accounted for in lot layout and overall subdivision design.
3. Provide a street or area of land alongside any publically-accessible pathway.
4. Establish natural surveillance opportunities along publically-accessible pathways by encouraging active uses to locate adjacent to the pathway edge.
5. Provide physical links through development to transit stations and transit stops.
6. Provide bicycle parking facilities at-grade, close to main entrances, with weather protection.
7. Provide a stormwater management strategy for the site at early design stages.
8. For any residential development adjacent to electrical utility wires, demonstrate use of BC Hydro's *Guidelines for Development Near Overhead Transmission Lines in British Columbia*.
9. Site layout should be easy to comprehend and navigate (i.e. strong contrast of colours, paving treatments, bollards, tactile strips around obstacles, etc).
10. Use a high standard of accessible and adaptable design to accommodate the functional needs of all individuals including children, adults, seniors and those with visual, mobility or cognitive challenges.



## Site Grading

Site grading considerations should be incorporated into site design and development as follows:

11. Incorporate topography and other significant natural features into the building, structure and overall site design.
12. Avoid excessive disruption of the natural topography of a site. When subdividing, minimal disruption of the natural topography should be accounted for in lot layout and overall subdivision design.
13. Where retaining walls cannot be avoided, minimize the overall height of the wall and the height of each step. Use attractive materials (e.g. sand-blasted concrete with a reveal pattern) or masonry (brick or stone) and incorporate intensive soft landscaping into the overall wall design. Avoid the use of timber retaining walls, particularly where they are visible within the public realm.

# DP1.1 All Development Types

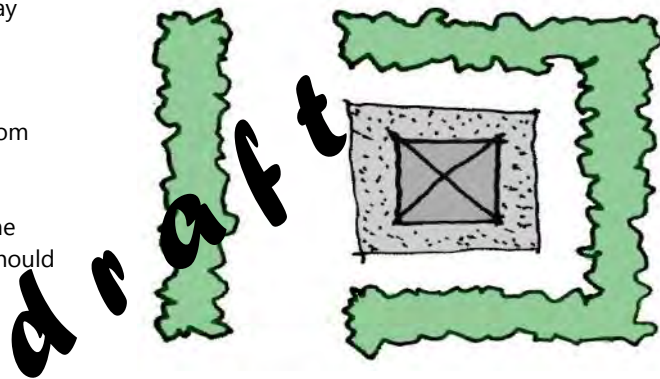
## Site Circulation

See Sections **DP1.2, DP1.3, DP1.4, DP1.5, DP1.6, and DP1.7** for specific guidelines pertaining to Site Circulation guidelines.

## Site Services

For service kiosks, gas meters and refuse, the following elements shall be considered in site design:

14. Locate electrical kiosks and gas meters away from the visible public realm. (*illustr.*)
15. Where refuse cannot be located in underground facilities, locate enclosures away from the visible public realm. Refuse enclosures should be designed to coordinate with the overall design of the development using the same high quality, durable materials and should have a secure gate and roof.



## Site Lighting

Site lighting should be incorporated into development and site design as follows:

70. Incorporate neighbourhood character elements into on-site lighting standards and design.
71. Provide a hierarchy of different lighting types with a coordinated appearance such as lower-scale pedestrian pathways, parking areas, drive aisles, building and site entrances to larger-scale parking lot lighting.
72. Incorporate energy efficiency into the overall lighting plan. Avoid light pollution.
73. Coordinate the location of lighting with other landscape elements such as trees.
74. Ensure overall site lighting accommodates for safe ease of pedestrian movements to and from the site.
75. Design lighting to enhance public safety and not to draw attention to development.
76. Consider lighting a key element in façade design and plan early for it with consideration to the effect on the façade and on neighbouring buildings and open spaces.
77. Provide pathway lighting at a human scale (e.g. light standards of appropriate height for pedestrians). Pedestrian lights should address pedestrian safety, be vandal proof and easy/inexpensive to maintain.
78. provide exterior street lighting that follows the International Dark Sky Model code in order to limit light pollution and save energy.

## Site Furnishings

Site furnishings should be incorporated into development and site design as follows:

79. Provide a coordinated group of furnishings to match the overall character of the development and site features. Examples of furniture include bike racks, signs, garbage enclosures, benches, waste receptacles and tree grates.

# DP1.1 All Development Types

## Site Landscaping

Site lighting should be incorporated into development and site design as follows:

80. Plant trees in parking lots to reduce the heat sink created by expansive sheets of asphalt
81. Parking lots should have shade trees planted at 1 tree per 4 parking stalls.
82. Provide fences and retaining walls with visual interest (e.g. high quality fencing, stone or rock walls) and human scale (e.g. punctuate at regular intervals with vertical elements such as piers or landscaping).
83. Incorporate landscaping that:
  - Compliments and softens the architectural features and edges of buildings
  - Considers the context of surrounding properties where there is a dominant pattern along the street (e.g. provide street trees and landscaping consistent with the established or emerging standards on the street or adjacent neighbourhood)
  - Enhances the pedestrian experience (e.g. aesthetics, relief from weather)
  - Adds texture and three dimensional components to the site (e.g. vegetated canopy)
  - Helps screen parking areas, mechanical functions and garbage and recycling areas
  - Respects required sightlines from roadways and enhances public views
  - Contributes towards a sense of personal safety and security
  - Retains existing healthy, mature trees and vegetation (including those with special character or historical and cultural significance)
  - Utilizes native plants that are drought tolerant
  - Mitigates undesirable architectural elements (e.g. blank walls can be covered with trellis and trained with vines)
  - Defines distinct private outdoor space for all ground-level dwellings.
84. Minimize mown turf areas that are high water use areas (strive for a max of 25%-50% of total landscape areas, with lower percentages preferable) - substitute with areas of lower water use treatments.
85. Provide mulch cover to shrub and groundwater areas, to reduce evaporation from soil.
86. Use re-circulated water systems for any water features such as polls and fountains.

**draft**

## Building—Form and Massing

Building form and massing should be incorporated into development and site design as follows:

30. Incorporate windows with vertical proportions. Horizontal glazed areas should be divided into vertically proportioned windows separated by mullions or building structure.
17. Design building facades with a balance of vertical and horizontal proportions (e.g. vertical elements at regular intervals and strengthen the pedestrian scale of otherwise horizontal buildings).
18. Ensure developments are sensitive to and compatible with the massing of the established and/or known future streetscape. Design with consideration for the effect of building height on shading and views.
20. Use roof overhangs, awnings, louvers, canopies and other window screening techniques.
21. Utilize landscaping treatments to further soften the mass of building form (e.g. strategic placement of trees, shades and vines, trellis and arbors, along with surface materials such as pavers).

# DP1.1 All Development Types

## Building—Form and Massing (cont.)

Building form and massing should be incorporated into development and site design as follows

23. Align architectural features (e.g. window rhythm, cornice lines) to create visual continuity with neighbouring buildings. *(illustr.)*
24. Articulate facades by using indentations and projections of elements (e.g. windows and doors, cornice lines, pilasters, balconies and other detailing). *(illustr.)*
25. Design developments with multiple, separate buildings such that individual buildings are of different but compatible shapes, masses and exterior finishes.
26. Design developments with multiple buildings with architectural unity or cohesiveness.
27. Design for human scale and visual interest in all building elevations. This can be achieved principally by giving emphasis to doors and windows and other signs of human habitation relative to walls and building structure.
22. Mitigate the actual perceived bulk of buildings by utilizing appropriate massing, including
  - Architectural elements (e.g. balconies, bay windows, cantilevered floors, cupolas, dormers)
  - Visually-interesting rooflines (e.g. variations in cornice lines and roof slopes)
  - Step back upper floors to reduce visual impact
  - Detailing that creates a rhythm, and visual interest along the line of the building
  - Wall projections and indentations, windows and siding treatments as well as varied material textures should be utilized to create visual interest and to articulate building facades
  - Building frontages that vary architectural treatment in regular intervals in order to maintain diverse and aesthetically appealing streets.
28. Distinguish key building elements through the use of setbacks, projections, textures, materials and detailing
  - Base: within the first few storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment
  - Middle: the body of the building above the base should contribute to, but not dominate, the physical and visual quality of the overall streetscape
  - Top: the roof should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline
31. Incorporate techniques and treatments that emphasize the transition between inside and outside (e.g. operable windows, overhead rolling doors, canopies, trellises, recessed entrances and extended building planes).



# DP1.1 All Development Types

## Building—Ground Floor Interface

The building ground floor interface should be incorporated into development and site design as follows:

- 33. Allow eclecticism within the streetscape as long as buildings do not visually dominate neighbouring buildings.
  - 34. Locate buildings to provide an effective street edge while respecting the established, desired streetscape rhythm.
  - 35. Avoid split level, raised or sunken parkade entrances.
  - 36. Design buildings with multiple street frontages to give equal emphasis to each frontage with respect to building massing, materials, details, and landscaping. *(illustr.)*
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## Architectural Treatment and Materials

Architectural treatments and materials should be incorporated into development and site design as follows:

- 37. Exterior building materials should be selected for their functional and aesthetic quality and should exhibit qualities of workmanship, durability, longevity and ease of maintenance.
  - 38. Provide visually prominent, accessible and recognizable entrances through attention to location, details, proportions, materials and lighting that act to personalize or lend identity to a building. *(illustr.)*
  - 39. Design any visible sidewalls with visual interest by adding texture, colour, graphics, wall art and lighting.
  - 40. Address phasing when the area is designated for more intensive development and that development proposes to deviate from existing form and character (e.g. blank firewalls should be adequately detailed to provide visual interest in the interim).
  - 41. Continue higher quality materials used on the principal façade around any building corner or edge which is visible to the public.
  - 42. Avoid excessive use of monotone colour palettes.
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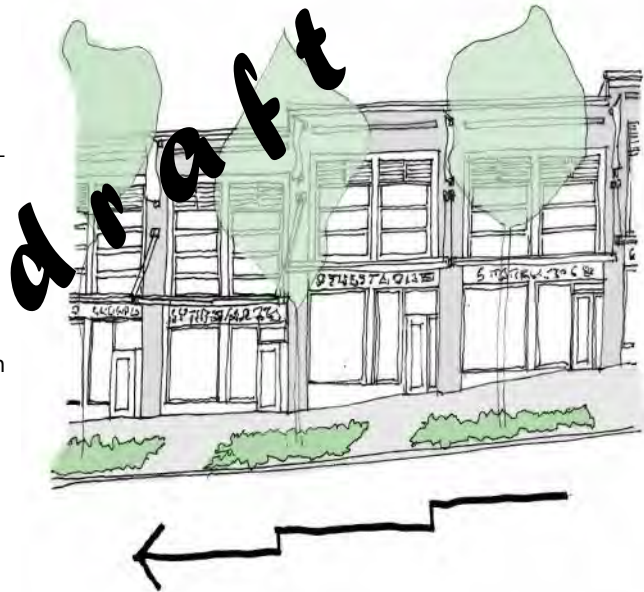


# DP1.1 All Development Types

## Public Realm and Street Interface

Within the public realm and street interface, the following elements shall be considered in site and building design:

43. Provide opportunities for public enjoyment of outdoor spaces.
44. Provide additional beautification opportunities for prominent transportation routes, heritage streets, boundary streets and city gateways.
45. Coordinate the design, function and beautification elements between new development and adjacent public spaces. Include public infrastructure in site plans and building elevations to enable design coordination. Identify the grade requirements of adjacent public property into the proposed development at an early stage of site design.
46. Coordinate a continuous front yard setback along streets, particularly in Town Centres or prominent shopping areas, where buildings abut one another with no side yard. *(illustr.)*
47. Enrich the public realm and street interface with distinctive character elements such as art features and historical references.
48. Develop visual and physical connections between the public street and private buildings (e.g. patios and spill-out activity, views to and from active interior spaces, awnings and canopies)
49. Design varied and interesting public open space to promote social interaction, ensure continuity of pedestrian movement through the site and accommodate a range of uses and activities year-round.
50. Orient public and private open spaces to take advantage of sunlight with the provision of shade and protection from wind and other climatic elements (design for microclimate).
51. Provide amenities such as benches, garbage receptacles, bicycle stands, bollards and community notice boards.
52. provide an appropriate transition between public and private open space (e.g. landscaping, gathering places, architectural elements, varied building line) and orient building elements, such as entrances, lobbies, windows and balconies to face public parks, plazas and open spaces.
53. Respond architecturally to summer sun with buildings that have overhangs and recesses of sufficient depth to provide comfort and shade.



# DP1.1 All Development Types

## Live/Work Interface

See Sections **DP1.2, DP1.3, DP1.4, DP1.5, DP1.6, and DP1.7** for specific guidelines pertaining to Live/Work Circulation guidelines.

## Pedestrian and Active Circulation

Site furnishings should be incorporated into development and site design as follows:

87. Prioritize the safe and convenient movement of pedestrians above all other modes of transportation.
88. Promote the use of alternative modes of transportation in site design (e.g. prominent bicycle racks for convenience and security, orient building entrances to pedestrian areas).
89. Provide public access through sites to maintain or enhance the pattern of active transportation within the neighbourhood (e.g. mid-block crossings).
90. Provide an identifiable and well-lit pathway to the front entrance of every building from all adjoining public sidewalks and all on-site parking areas.
91. Ensure pedestrian circulation is convenient, safe and clearly identifiable to drivers and pedestrians.
92. Design vehicular drop-off/pick-up areas so that pedestrians have priority.
93. provide paved surfaces with visual interest (e.g. eliminate curbs and/or use bollards, stamped concrete, unit pavers, etc).

## Vehicle Circulation—General

See Sections **DP1.2, DP1.3, DP1.4, DP1.5, DP1.6, and DP1.7** for specific guidelines pertaining to Vehicle Circulation-General guidelines.

## Vehicle Circulation—Surface Parking Areas

See Sections **DP1.2, DP1.3, DP1.4, DP1.5, DP1.6, and DP1.7** for specific guidelines pertaining to Vehicle Circulation-Surface Parking Areas guidelines.

## Vehicle Circulation—Structural Parking Areas

See Sections **DP1.2, DP1.3, DP1.4, DP1.5, DP1.6, and DP1.7** for specific guidelines pertaining to Vehicle Parking-Structural Parking Areas guidelines.

## Outdoor Amenity Space

Shared outdoor amenity space should be incorporated into development and site design as follows:

54. For residential development, provide secure and landscaped play areas for children located where they can easily be observed. Allow for a variety of play experiences, included paved areas for surface play.
55. Provide a sheltered, weather protected outdoor area. Provide shade trees at seating areas for summer comfort.

*draft*

# DP1.1 All Development Types

## Outdoor Amenity Space

Shared outdoor amenity space should be incorporated into development and site design as follows:

56. Provide opportunities for urban agriculture in all development. *(illustr.)* ILLUSTRATION GOES HERE
57. For residential developments, provide a variety of passive and active program spaces.
58. Provide sufficient outdoor space at a scale consistent with the size of the development and in consolidated, usable spaces.
59. Locate outdoor amenities adjacent to indoor amenity spaces for observation between both areas.
60. Use roof tops as additional landscaped outdoor amenity space.
61. Provide generous outdoor spaces, including rooftops, balconies, patios and courtyards, to allow residents to benefit from access to outdoor space.

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## Public Open Space

See Sections **DP1.2, DP1.3, DP1.4, DP1.5, DP1.6, and DP1.7** for specific guidelines pertaining to Public Open Space guidelines.

## Residential Livability

Livability details for development and site design shall be considered as follows:

93. For residential development directly abutting an arterial road, a report and recommendations prepared by persons trained in acoustics and current technologies of noise measurements, shall be provided that demonstrates that noise levels for specific portions of a dwelling unit are not exceed. Those specifications include : bedrooms—35 dec; living, dining and recreation rooms—40 dec; and kitchens, bathrooms and hallways—45 dec. For the purposes of this section, noise level is the A-weighted 24-hour equivalent (Leq) sound level and is simply defined as the noise level in decibels (dec.).
93. Take into account negative acoustical impacts that can result when residential uses are located along arterial roadways and when residential and non-residential uses are mixed within the same development. Use methods that will help to buffer residential units from external noises such as:
  - Orienting bedrooms and outdoor areas away from obvious noise sources
  - Providing mechanical ventilation to allow for the choice of keeping windows closed
  - Enclosing balconies or using sound-absorptive materials and sound barriers
  - Using sound-deadening construction techniques or materials such as concrete, acoustically-rated glazing or glass block walls
  - Locating areas not affected by noise, such as stairwells and single-loaded corridors between the noise source and the dwelling unit.

# DP1.1 All Development Types

## Outdoor Storage and Display Areas

See Sections **DP1.2, DP1.3, DP1.4, DP1.5, DP1.6, and DP1.7** for specific guidelines pertaining to Outdoor Storage and Display Areas guidelines.

## Signage

Signage details for development and site design should be considered as follows:

94. Integrate signage that contribute to the overall quality and unique character of a development (e.g. coordinate proportion, materials and color).
95. Do not compromise the scale and visual quality of a building with the size and number of signs.
96. Locate, size and format signs such that they can be easily read by pedestrians.

## Green Development

Development and site design should follow the following guidelines pertaining to sustainable and green development practices:

65. Reduce the amount of storm water that leaves the site through the sewer (e.g. cistern and gray water systems, permeable paving, bio-swales, green roofs, retention ponds and other landscape techniques).
66. Utilize sustainable construction methods and materials, including the reuse, rehabilitation, restoration and recycling of buildings and/or building elements.
63. Minimize solar gain through building orientation and faced elements and/or utilize measures to capitalize on solar exposure (e.g. passive solar water heating, solar mass wall, passive solar heating of intake air). (*illustr.*)
64. Indicate measures taken to enhance building performance and consider designing new buildings to a green building standard (e.g. LEED).
68. Incorporate other green building strategies that enhance building and occupant performance, such as:
  - Green energy supply (e.g. wind, solar PV)
  - Reduced energy consumption for HVAC and building systems
  - Solar oriented design
  - Green roofs
  - Improved indoor air quality
  - Reduced water consumption
  - Mitigation of heat-island effects
69. Use reclaimed or recycled water or rainwater capture from roofs or rain barrels for outdoor water use when such is available, as a substitute for use of potable water use when such is available, as a substitute for use of potable water.
62. Minimize the impact of adverse weather on buildings and the street level microclimate (e.g. excessive heat, generous shade).



# DP1.1 All Development Types

## Green Development (cont.)

Development and site design should follow the following guidelines pertaining to sustainable and green development practices:

64. For development within steep slope areas, incorporate the following measures to visually and physically integrate development appropriately into steep slopes:

- Minimize the visual impact of grading by incorporating the majority of cut and fill within the building envelope to avoid visual scarring
- Ensure that altered slopes appear natural with varied contours and vegetation; avoid sharp edges
- Incorporate landscaping that is natural and that blends in with any existing vegetation; minimize large areas of formal landscaping
- Design building masses to reinforce the sensitivity of the natural topography
- Avoid large, flat parking areas by incorporating required parking into the natural landscape to minimize the requirement for lot grading.
- Design roof slopes to be oriented in the same direction as the natural slope of the lot.
- Minimize visual impact on the hillside from outside areas through the appropriate siting, finishing and use of materials and colors.

65. Use creative building design specifically intended for hillside development that:

- Encourages split-level designs and stepped foundations to avoid large, single-level building platforms
- Varies the height of building elements and minimizes areas of maximum height
- Utilizes vertical and horizontal elements
- Places and designs tall elements toward the centre of the uphill portion of the building
- Incorporates a roof that is broken into smaller components that reflects the irregular natural hillside pattern and protects view corridors
- Avoids large downhill cantilevers and exposed support structures
- Avoids exposing the underside of buildings or decks
- Applies materials and colors that reduces building bulk
- Incorporates dark and earth tone colour schemes, including green, and materials and textures that compliments the natural landscape; avoids bright colors
- Incorporates local, site-specific building and retaining materials
- Limits the use of large expanses of glass, exterior plastic, vinyl siding or any reflective or shiny material.

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# DP1.2 Duplexes and Townhouses

## Overall Site Design

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to duplex and townhouse development:

61. Locate freestanding mail facilities with amenity buildings and outdoor amenity space. Provide weather protection and a design that is consistent with the architectural elements of the site.
62. Provide direct, functional and safe pedestrian pathway systems throughout the site. Connect internal sidewalks to adjacent public streets. Incorporate a hierarchy of primary and secondary pathway systems throughout the development.
63. For duplexes, provide clear access from the street to the front door, particularly if parking is located in the front yard.
64. Extend contrasting, durable concrete sidewalk paving treatments where pathways extend through vehicle circulation areas.
65. Provide pedestrian circulation that is accessible to all users. Provide a minimum 1.8 m unobstructed sidewalk width to accommodate equipment (wheelchairs and strollers used by the disabled).
66. Locate convenient universal access to buildings from parking areas with curb let-downs or other accommodating features. Design areas with consideration for use by the visually impaired.
67. Provide covered bicycle parking at an amenity building.

*draft*

## Site Grading

See Section DP1.1, All Development Types for guidelines pertaining to Site Grading.

## Site Circulation

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to duplex and townhouse development:

68. Create screening elements where apron parking is visible in the public realm.
69. Where private driveways are proposed in lieu of public streets, recreate similar spacing and treatments to mimic the public features.
70. Create markers at site perimeter driveway entrances.
71. Use side-by-side parking as the main provision for parking; specifically minimizing the use of tandem parking.

# DP1.2 Duplexes and Townhouses

## Site Services

See Section DP1.1, All Development Types for guidelines pertaining to Site Services.

## Site Lighting

See Section DP1.1, All Development Types for guidelines pertaining to Site Lighting.

## Site Furnishings

See Section DP1.1, All Development Types for guidelines pertaining to Site Furnishings.

## Site Landscaping

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to duplex and townhouse development:

72. Provide sufficient landscaping along residential developments adjacent to mixed-employment areas.
73. Provide landscaping at each individual entrance and between parking along private driveways; ensure sufficient in-ground planters are provided for adequate tree growth. *(illustr.)*



## Building—Form and Massing

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to duplex and townhouse development:

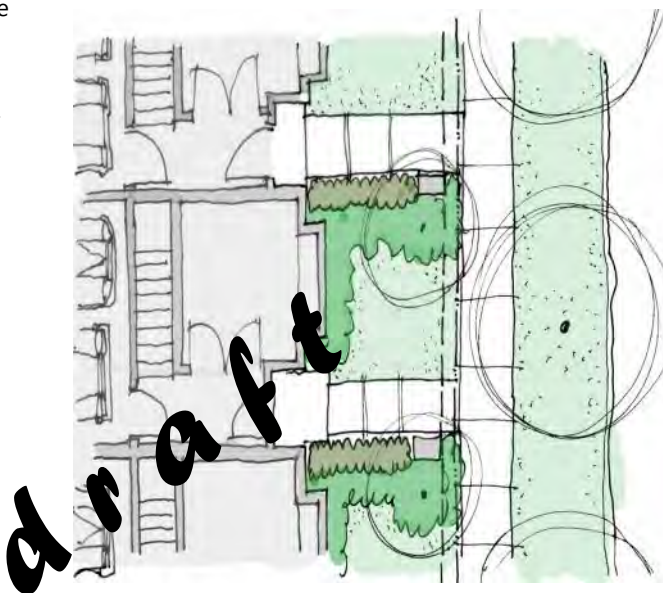
78. Where duplexes and townhouses are proposed adjacent to or across the street from single family areas, design and scale the building size and massing down to that of the single family forms.
78. Design and scale duplexes as two separate distinct forms.
79. Design firewalls to incorporate into the overall building so they are not visible through roof forms.
80. Articulate roof forms by varying height and using dormers.
81. Scale buildings with multiple townhouses to an approximate maximum footprint of 600 sq m or six units.
82. Orient and shape buildings to reduce the shadow impact on outdoor spaces.

## DP1.2 Duplexes and Townhouses

### Building—Ground Floor Interface

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to duplex and townhouse development:

83. For street-facing units, incorporate a habitable room in with the front entrances.
84. Step main floor levels back from the adjacent sidewalk grade; set main floors a minimum of 0.6 m and a maximum of 1.5 m above grade.
85. Express a strong sense of individual entry by using a porch at the street level with weather protection over each entrance.
86. Orient front doors and porches to face the streets with steps aligned with the front door and straight (and not turned) to the street. *(illustr.)*
87. For duplexes located on corners, split the front entrances to face one entrance on each separate street.



### Architectural Treatments and Materials

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to duplex and townhouse development:

88. Incorporate features on corner unit sides such as entrances, bay windows and roof articulation (e.g. gable ends). *(illustr.)*
89. Emphasize the vertical expression and identification of individual units.
90. Integrate individual design features for each unit, avoiding repetition. Provide separate entrances.
91. Provide wider window trim and vary the type of materials used at different levels of the unit (e.g. use masonry at the base, siding on main levels and treat the gable ends with specialty materials).
92. Introduce colour schemes which compliment the architectural character of the development.
93. For duplexes, design each unit to have individual character rather than a mirror image of each other.



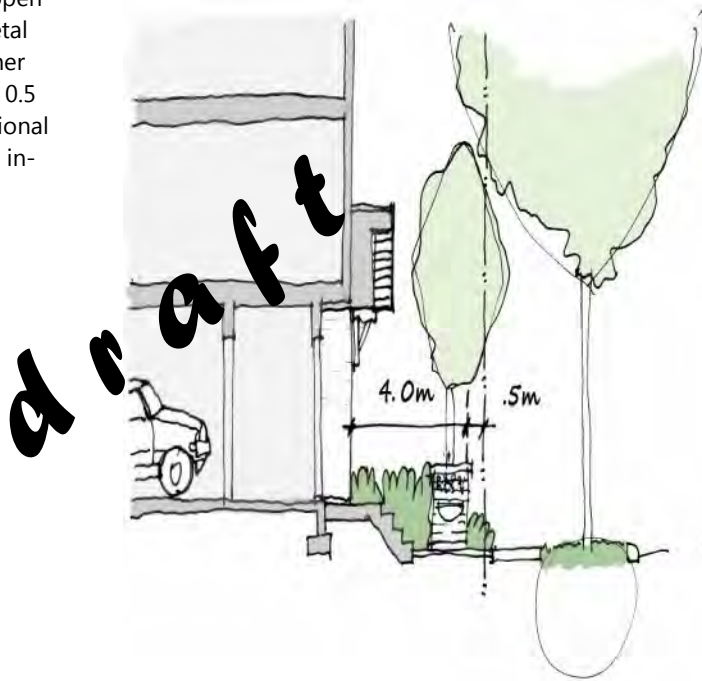


# DP1.2 Duplexes and Townhouses

## Public Realm and Street Interface

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to duplex and townhouse development:

74. For duplexes, maintain clear visibility from the front doors to the street, particularly where parking is located in the front yard.
75. High quality shared spaces should be a standard interface, especially with multifamily development in our town and city centre(s). Placement of these areas on key interfaces with private property (on private property) should be a given.
76. Define the street interface by incorporating low hedge landscaping and/or open fencing (e.g. picket, full lattice or metal fence) in yards along streets and other public areas, set back a minimum of 0.5 m from the property line, with additional setback articulation for added visual interest such as at entrances. *(illustr.)*

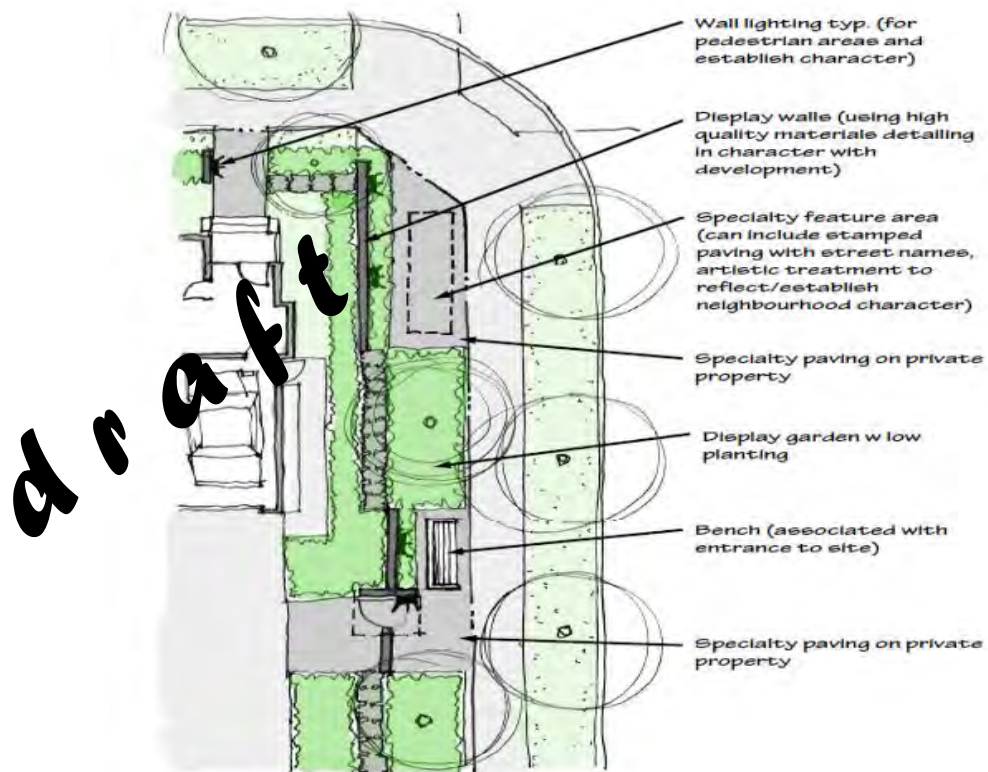


# DP1.2 Duplexes and Townhouses

## Public Realm and Street Interface (cont.)

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to duplex and townhouse development:

- 77. Enhance each townhouse entrance with a tree planted in-ground and specialty treatments such as gate markers. (illustr.)



## Live/Work Interface

See Section DP1.1, All Development Types for guidelines pertaining to Live/Work Interfaces.

## Pedestrian and Active Circulation

See Section DP1.1, All Development Types for guidelines pertaining to Pedestrian and Active Circulation.

## Vehicle Circulation—General

See Section DP1.1, All Development Types for guidelines pertaining to Vehicle Circulation-General.

## Vehicle Circulation—Surface Parking

See Section DP1.1, All Development Types for guidelines pertaining to Vehicle Circulation-Surface Parking Areas.

## DP1.2 Duplexes and Townhouses

### Vehicle Circulation—Structural Parking

See Section DP1.1, All Development Types for guidelines pertaining to Vehicle Circulation-Structural Parking Areas.

### Outdoor Amenity Space

See Section DP1.1, All Development Types for guidelines pertaining to Outdoor Amenity Space.

### Public Open Space

See Section DP1.1, All Development Types for guidelines pertaining to Public Open Space.

### Residential Livability

See Section DP1.1, All Development Types for guidelines pertaining to Residential Livability.

### Outdoor Storage and Display Areas

See Section DP1.1, All Development Types for guidelines pertaining to Shared Outdoor Storage and Display Areas.

### Signage

See Section DP1.1, All Development Types for guidelines pertaining to Signage.

### Green Development

See Section DP1.1, All Development Types for guidelines pertaining to Green Development.

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## DP1.3 Multi-Res/Mixed-Use/Commercial

### Overall Site Design

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

94. Provide additional setbacks for increased pedestrian volumes at major transit stops.
95. Include amenities and features such as visual art, drinking fountains, lighting and street furniture at major transit stops.

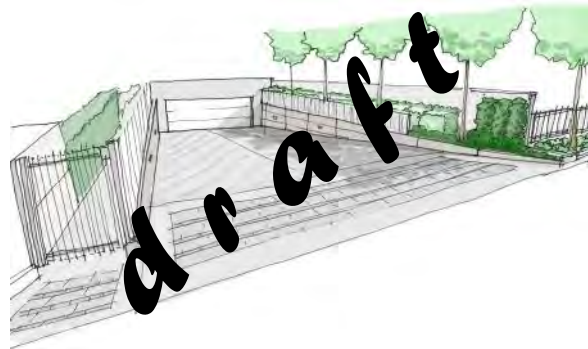
### Site Grading

See Section DP1.1, All Development Types for guidelines pertaining to Site Grading.

### Site Circulation

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

96. Provide a 6 m long parking ramp (maximum 5% slope) where these ramps cross pedestrian walkways.
97. Set parking ramps back from side property lines by a minimum of 1.5 m to allow for a landscaped buffer. *(illustr.)*
98. For corner store residential units, locate surface residential parking close to the residential entrance for convenience and security.



99. For mid-rise and high-rise tower development only, consider providing residential drop-off and short term parking along lanes rather than interrupting pedestrian walkways on streets.

### Site Services

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

104. Locate parking mechanical vents away from the visible public realm and install them flush with the grade
113. Integrate vents, mechanical rooms and equipment and elevator penthouses with the architectural treatment of the roof, and/or screen these elements with materials and finishes compatible with the building's design.

### Site Lighting

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

101. Use down-lighting and avoid overspill to adjacent residential areas. *(illustr.)*
102. Coordinate locating lighting with other landscape elements such as trees.
103. Incorporate lighting poles fitted for hanging baskets with associated irrigation and banners.

# DP1.3 Multi-Res/Mixed-Use/Commercial

## Site Grading

See Section DP1.1, All Development Types for guidelines pertaining to Site Grading.

## Site Landscaping

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

100. Provide sufficient landscaping along residential developments adjacent to mixed-employment areas; ensure sufficient in-ground planters are provided for adequate tree growth. (*illustr.*)



## Building—Form and Massing (*Low-Rise Multi-Residential, Mixed Use and Commercial*)

Over and above Section D1.1, All Development Types, the following additional guidelines apply only to low-rise building form and massing for multiple residential, mixed-use and commercial developments:

142. Create building forms with a strong street enclosure, particularly at corners.
105. In conjunction with multi-residential development, design townhouses to occupy a lower level podium form.
143. Locate higher building forms along more prominent streets and at corners.
144. Create vertical articulation, particularly for buildings higher than 4 storeys, by stepping back portions of the upper storeys. Lower storeys should maintain street enclosure. (*illustr.*)
145. Orient and shape buildings to reduce shadow impact on outdoor spaces.
146. Visually scale down the length of the buildings to 50 m by stepping down the roof forms and articulating the facade.

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## DP1.3 Multi-Res/Mixed-Use/Commercial

### Building—Form and Massing *(Low-Rise Multi-Residential, Mixed Use and Commercial)*

Over and above Section D1.1, All Development Types, the following additional guidelines apply only to low-rise building form and massing for multiple residential, mixed-use and commercial developments:

147. Address prominent and axial sites by shaping buildings for their visual prominence and potential as reference points or landmarks.
148. Where townhouses are incorporated into the base of the building, express the form in the lower floors.
149. Articulate larger roof forms such as varying height and using dormers.
150. Locate elevators internal to the building and incorporate the mechanical penthouse into the roof forms.

### Building—Form and Massing *(Mid- and High-Rise Tower)*

Over and above Section D1.1, All Development Types, the following additional guidelines apply only to mid- and high-rise tower form and massing for multiple residential, mixed-use and commercial developments:

151. Create building forms with a strong street enclosure, particularly at corners.
152. Create a 4-6 storey podium as a base to the higher tower forms and reinforce street enclosure.
152. For wider streets (arterials), create a higher podium to respond to street enclosure proportion.
154. Plan for incremental development of an area over time to avoid sudden changes on a large scale.
155. Minimize the east-west dimension width to 28 m for shadowing.
156. Scale down floors as the height increases with high-rise floor plates at a maximum of 600 sq m.
157. Form tower tops into an expression of the roof function such as a roof garden.
158. Locate high-rise towers (over 12 storeys) in key commercial centres such as the City Centre and Guildford Town Centre.
159. Cluster high-rise towers with the highest forms in the core and taper out to lower forms at the outside of the cluster.
160. Set tower orthogonal to the street for the majority of sites.
163. Reinforce street enclosure by setting towers close to the street with approximately 4 m set back from the podium face and integrating the tower as it meets the podium form.
169. Incorporate features which reduce the impacts of wind such as balconies and articulation on tower forms which capture and slow the wind at upper levels. A wind analysis may be required to \*\*\*\*\*
170. Provide separation of high-rise towers to achieve a minimum distance of 30 m on a diagonal of 50 m face-to-face for residential units.
171. Orient and shape buildings to reduce shadow impact on outdoor spaces.
80. Reduce the visual impact and massing of enclosed elevator shafts with architectural treatments.

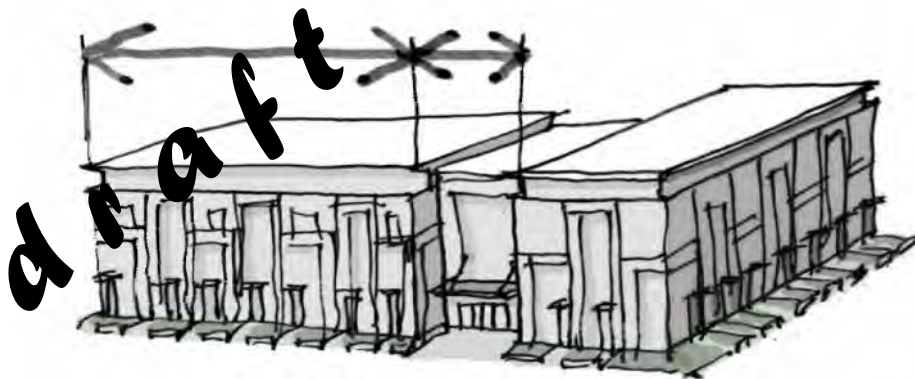
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## DP1.3 Multi-Res/Mixed-Use/Commercial

### Building—Form and Massing (*Mid- and High-Rise Tower*) (cont.)

Over and above Section D1.1, All Development Types, the following additional guidelines apply only to mid- and high-rise tower form and massing for multiple residential, mixed-use and commercial developments:

164. Visually scale down the length of the podium massing to 50 m by stepping down the roof forms and indenting the facade. (*illustr.*)



165. Locate towers to allow views through from surrounding sites and from within the site for multi-tower sites.
166. Step back portions of the upper storeys for buildings higher than 4 storeys. Lower storeys should maintain street enclosure. (*illustr.*)
167. Create a compact tower shape and orient placement and design to reduce shadow impacts and to create passive solar gain on south and west elevations.
168. Minimize the height of elevator roof mechanical and shaping to emphasize the architecture of the building.
106. Design any visible side walls with visual interest by using such features as texture, colour, graphics, wall art and lighting.
114. Enhance large, flat expanses of roof (whether actively used or not) with texture, color and/or landscaping.
161. For specific sites with prominence or axial views, shape buildings to respond to visual interest in the overall City Centre or within Town Centres.
162. Within the City Centre, create landmark tower forms as reference points and create a hierarchy of building forms.

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## DP1.3 Multi-Res/Mixed-Use/Commercial

### Building—Ground Floor Interface

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

110. For non-residential interfaces, maximize active uses, such as shop fronts, along the public interface, including along streets and public pathways.
111. Locate large retail units away from street edges.
112. Where large retail buildings along street edges cannot be avoided, infill smaller retail units along these frontages.
113. Maximize the retail/commercial glass at the street frontage with unique features to break down the scale of long facades.
114. For non-residential interfaces, provide a finer grain of detailing of ground level frontages to add interest and character.
115. Enclose loading and garbage areas within buildings, oriented away from the street and public spaces, with overhead gates to be closed during non-business hours.
116. Provide continuous, architecturally integrated weather protection over public interfaces including sidewalks, public open spaces and along building frontages and building entrances. (*illustr.*)
117. Provide deeper weather protection adjacent to transit stops.
118. Design parking access stairs to be visibly open and expressed as an architectural element.
119. For residential interfaces, step the main floor levels with the adjacent (sidewalk) grade and set a minimum of 0.6 m and a maximum of 1.5 m above grade.
120. Where an improved street interface is proposed with two storey townhouse, incorporate the following into the base of the building: a strong individual expression entry porch at the street level with weather protection over each entrance and front door and porches oriented to face the street with steps aligned with the front door and straight (not turned) from the street.
121. For mid-rise and high-rise tower development only, incorporate lighting on the building to enhance entrances, adjacent streets and public spaces for pedestrians.
122. For mid-rise and high-rise tower development only and for non-residential interfaces, locate non-active uses away from the streets and open spaces to avoid blank walls facing the public realm.

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# DP1.3 Multi-Res/Mixed-Use/Commercial

## Building—Ground Floor Interface (cont.)

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

107. Create a strong sense of a main entrance to the building facing the main street and architecturally coordinate with the overall design. *(illustr.)*
108. Set main building entrances at the sidewalk grade without the need for transitions such as steps or ramps. Steps and ramps can be incorporated inside the main entrance lobby.
109. Locate exit stairs and elevators from underground parking areas to be fully integrated into buildings.

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## Architectural Treatments and Materials

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

123. Design specialty roof-top screening treatments, where a roof is visible from adjacent higher land, higher buildings or elevated transportation. *(illustr.)*
124. Treat roof mechanical systems for acoustics where they are located adjacent to residential units.
126. For mid-rise and high-rise tower development only, incorporate options for mounting cellular equipment and incorporate screening to avoid visual clutter on the tops of buildings.

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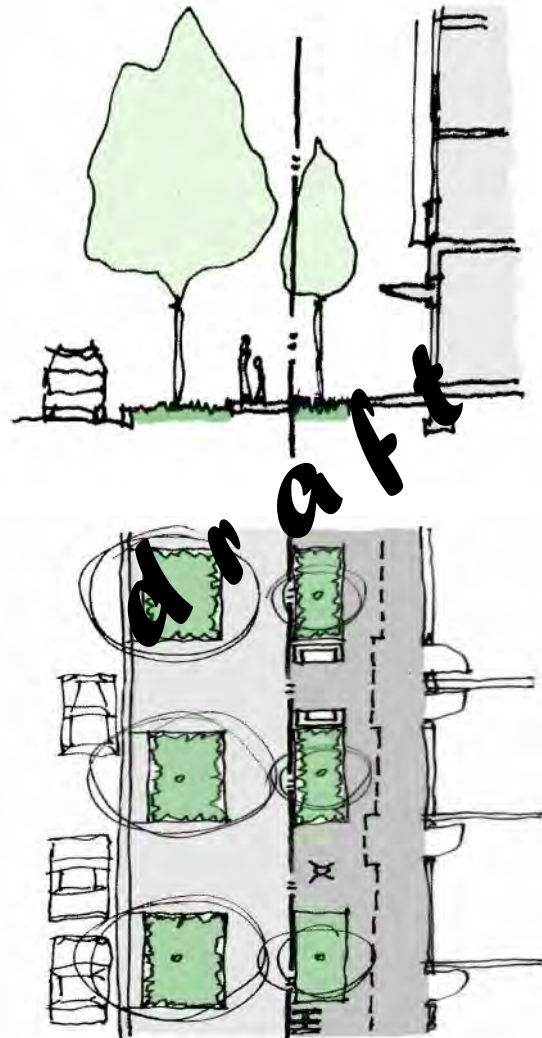
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# DP1.3 Multi-Res/Mixed-Use/Commercial

## Public Realm and Street Interface

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

136. Maintain consistent grades between the sidewalk and non-residential entrances or any public area in front of the building without steps or retaining walls.
137. Set back and lower underground parking, where visible in the public realm, so as to not project above grades including allowances for tree roots, soil and paving depths.
138. For mid-rise and high-rise tower development only and for non-residential interfaces, provide an inside row of trees, on private property, where there is a setback of 3 m or more, to reinforce the formal tree-lined promenade along a street. (*illustr.*)
139. Define residential street interfaces by incorporating low hedge landscaping and/or open fencing (e.g. picket, metal or full lattice fencing) in yards along streets and other public areas a minimum of 0.5 m from the property line with additional setback articulation added for visual interest.
140. Where an improved street interface is proposed with a two-storey townhouse incorporated into the base of the building, a residential interface should: have planters stepped up to raised patios with a maximum of 0.6 m height of wall-faced concrete with high quality material facing, such as masonry stone or brick, or specialty concrete and low planting in front of the wall; enhanced individual townhouse entrances with a tree planted in-ground and specialty treatments used such as gate markers; and enriched, distinctive character elements such as art features and historical references.
141. For non-residential interfaces: provide a minimum building setback along streets and maximize active uses that face the street; provide in-ground planting along the street edge and avoid retaining walls, planter walls and steps; and set back trees 0.5 m from any street property line to facilitate access to underground utilities.



# DP1.3 Multi-Res/Mixed-Use/Commercial

## Live/Work Interface

See Section DP1.1, All Development Types for guidelines pertaining to Live/Work Interface.

## Pedestrian and Active Circulation

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

- 184. Include amenities and features such as visual art, drinking fountains, lighting and street furniture at major transit stops. (see retail and commercial overall site design)
- 185. Provide additional setbacks for pedestrian volumes at major transit stops. (*illustr.*)
- 124. Access ramps and related elements should be visually integrated with the overall building design and site plan so as to not appear as an unintegrated add-on to a building façade.

ILLUSTRATION GOES HERE

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- 123. Access for persons with disabilities should be appropriately designed and clearly visible from the principal entrance and should not be relegated to an alternate building frontage for the sake of architectural convenience.

## Vehicle Circulation—General

See Section DP1.1, All Development Types for guidelines pertaining to Vehicle Circulation—General.

## Vehicle Circulation—Surface Parking

See Section DP1.1, All Development Types for guidelines pertaining to Vehicle Circulation—Surface Parking Areas.

## Vehicle Circulation—Structural Parking

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

- 180. Provide direct access to the street for retail parking and access to the elevator in the underground for residential visitor parking.
- 181. Provide accessible common areas for the storage and collection of refuse and recycling material.
- 182. Provide secure bicycle parking facilities, storage lockers and consider providing amenities such as change rooms with showers.
- 172. Separate large parking facilities into smaller areas that can be secured.
- 173. Provide an overhead gate to parking with separate secure visitor parking.
- 174. In mixed-use developments, provide separate and secure residential parking from non-residential parking.

## DP1.3 Multi-Res/Mixed-Use/Commercial

### Vehicle Circulation—Structural Parking(cont.)

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

175. Separate and secure parking structures where interconnected between sites.
176. Paint parking interiors light colours to improve visibility and lighting efficiencies.
177. Treat the sidewalls of underground parking ramps with sandblasting and reveal patterns.
178. Design exit stairs and elevators with clear visibility such as glass enclosures.
179. Design interior structures to be visibly open with columns. Minimize walls, hidden corners and alcoves.

### Outdoor Amenity Space

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

111. Incorporate decks, balconies and common outdoor amenity spaces into developments.
112. Provide elements such as constructed planters, gazebos, trellises, pergolas and other forms of hard and soft landscaping, including opportunities for urban agriculture, to enhance the usability of deck, balconies and outdoor amenity spaces.

### Public Open Space

See Section DP1.1, All Development Types for guidelines pertaining to Public Open Space.

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### Residential Livability

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

127. Orient residential units to face front or rear yards, not side yards or parking ramps.
128. Design residential corridors with a maximum distance of 30 m from a unit to an elevator.
129. Provide an elevator for approximately every 70 units for convenience.
130. Where stairs are located at the elevator lobby and at the end of a corridor, design visible open and larger than the minimum stairs to encourage walking. The number of units per elevator, as noted in Design Guide-line # (the one above this), can be increased when building design encourages walking.
131. Where exit stairs and lobbies have exterior walls, incorporate windows for daylighting.
132. Incorporate privacy screening between patios and balconies.
133. Incorporate measures to shield and mitigate noise generated from road traffic into buildings and developments that abut or are near arterial roads.
134. Locate mail boxes to be visible to residents. They should be fully visible to the residential elevator rather than located in an enclosed space.
135. In mixed-use developments, design buildings to ensure that each different use is self-contained and has a separate entrance with a focus on security for residential use.

Each bedroom should have a window to provide daylight and ventilation for occupants.

## DP1.3 Multi-Res/Mixed-Use/Commercial

### Outdoor Storage and Display Areas

See Section DP1.1, All Development Types for guidelines pertaining to Outdoor Storage and Display Areas.

### Signage

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

183. Freestanding signs are discouraged.

### Green Development

See Section DP1.1, All Development Types for guidelines pertaining to Green Development.

*draft*

# DP1.4 Retail and Commercial Centres

## Overall Site Design

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

186. Provide additional setbacks for pedestrian volumes at major transit stops.
187. Include amenities and features such as visual art, drinking fountains, lighting and street furniture at major transit stops.
188. When shopping cart storage is necessary, provide for convenient use and return; allow clearances surrounding cart corrals for pedestrians and vehicles and design the structure in character with other site structures and furnishings.

**draft**

## Site Grading

See Section DP1.1, All Development Types for guidelines pertaining to Site Grading.

## Site Circulation

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

189. Provide a minimum 5% slope at ramps for 6 m in length, for parking ramps that cross pedestrian walkways.
190. Set back ramps a minimum of 1.5 m from the side property line for a landscaped buffer.
191. Locate surface loading spaces away from public views, screening and paved with specialty materials.

## Site Services

See Section DP1.1, All Development Types for guidelines pertaining to Site Services.

221. Locate parking mechanical vents away from the visible public realm and make flush with grade.

## Site Lighting

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

219. Use down-lighting and avoid overspill to any adjacent residential areas.
220. Incorporate lighting poles fitted for hanging baskets with associated irrigation and banners.

## Site Furnishings

See Section DP1.1, All Development Types for guidelines pertaining to Site Furnishings.

## Site Landscaping

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

206. Provide curbed landscaped islands throughout the parking area to define parking clusters, visually break-up and screen the scale of the parking area, highlight pedestrian routes, increase human comfort, provide shade and manage stormwater opportunities.
207. Locate islands between, and at the end of, parking rows.
208. Locate one island along the side of a parking space at the end of every 6 spaces in a single row.

# DP1.4 Retail and Commercial Centres

## Site Landscaping (cont.)

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

209. Locate one island at least 3.6 m in length, along the end of each group of 6 paired spaces (i.e. 12 spaces in two adjoining rows of 6 spaces each front to front).
210. Cluster small car spaces and use the extra space to provide a landscaping island.
211. Apply stormwater management techniques on-site.
212. Provide a minimum 1.5 m radius for tree root balls in islands. Where a 1.5 m radius cannot be provided, the minimum landscape strip width should not be less than 1 m with structural soil that surrounds the tree under the paving to protect the roots from vehicles. *(illustr.)*
213. Incorporate wheel stops or other devices to prevent landscaping and tree trunks from vehicle damage.
214. Maximize tree spacing appropriately to correspond with the mature size of the tree species with at least one tree in each island.
215. Use single stem deciduous shade trees a minimum of 5 cm caliper or larger with canopies that begin no less than 2 m above grade.
216. Provide a mix of #1, #2 and #3 pot size shrubs in islands in addition to trees with some evergreen or other plant material for year-round variety.
217. Allow for surveillance through the site between the low shrubs screening the bottom half of the vehicles and the bottom of the tree canopies.



## Building—Form and Massing

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

228. Create building forms with a strong street enclosure, particularly at corners.
229. Locate higher building forms along more prominent streets and at corners.
230. Address prominent and axial sites by shaping buildings for their visual prominence and potential as reference points or landmarks.
231. Orient and shape buildings to reduce shadow impact on outdoor spaces.

## DP1.4 Retail and Commercial Centres

### Building—Ground Floor Interface

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

232. Maximize active uses, such as shop fronts along public interfaces, including streets and public pathways.
233. Express the individuality of each smaller retail frontage with unique features to break down the scale of long facades. (*illustr.*)
234. Provide an enclosed service corridor at the rear of multi-tenant buildings to avoid the need for outdoor walkways that are adjacent to residential areas.
235. Locate large retail units away from street edges.
236. Where large retail buildings along streets cannot be avoided, infill smaller retail units along these frontages.
237. Maximize the retail or commercial glass at the street frontage and avoid overhanging building arcades.
238. Orient primary retail or commercial unit entrances towards the street rather than to parking areas.
239. Provide a finer level of detailing of ground level frontages to add interest and character.
240. Incorporate lighting on the building to enhance entrances, adjacent streets and public spaces for pedestrians.
241. Provide a setback on lanes to allow for a landscaped buffer along the building and use facade variation, textured surfaces, architectural detailing or graphics and colours and graphics to reduce the visual impact of a blank wall.
242. Enclose loading and garbage areas within the building, oriented away from the street and public spaces, with an overhead gate to be closed during non-business hours.
243. Provide continuous, architecturally-integrated weather protection over public interfaces including sidewalks, public open spaces, along building frontages and at building entrances.
244. Provide deeper weather protection adjacent to transit stops.
245. Locate exist stairs and elevators from underground parking to be fully integrated into buildings.
246. Design parking access stairs to be visually open and expressed as an architectural element.

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# DP1.4 Retail and Commercial Centres

## Architectural Treatments and Materials

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

- 247. Design specialty roof treatments where visible from overlook areas, such as from adjacent higher land, higher buildings or elevated transportation.
- 248. Consolidate roof mechanical units into areas and screen from view.
- 249. Treat roof mechanical equipment or acoustics where located adjacent to residential uses.
- 251. Design any visible side walls with visual interest by adding texture, colour, graphics, wall art and lighting.
- 252. Use durable and high quality materials which address weathering and maintenance issues.

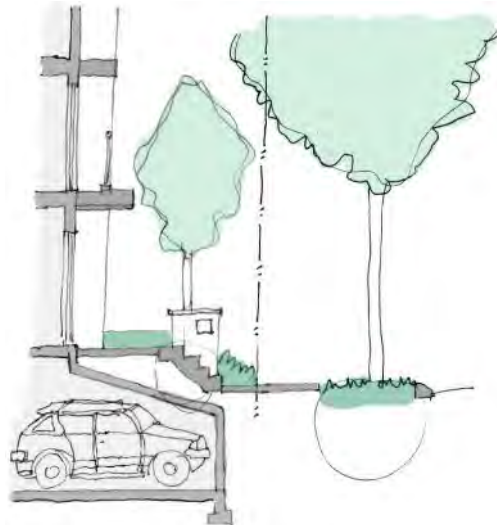
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## Public Realm and Street Interface

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

- 222. Maintain consistent grades between the sidewalk and entrances or to any public areas in front of a building without using steps or retaining walls.
- 223. Set back and lower underground parking, where visible in the public realm, so as to not project above grades including the allowance for tree roots, soil and paving depths. (*illustr.*)
- 224. Provide a minimum building setback along the street and maximize active uses facing the street.
- 225. Provide in-ground planting along the street edges and avoid using retaining walls, planter walls and steps.
- 226. Set back any trees 0.5 m from any street property line to facilitate access to underground utilities.
- 227. Screen all parking areas that are visible from the street with a landscaped buffer a minimum of 3 m wide. Contain a minimum of a double staggered row of evergreen shrubs, growing to a height of 1 m, and deciduous trees with canopies starting at 2 m about grade, spaced to meet the mature tree size. Provide low, open, decorative fencing with solid piers using durable materials such as masonry and incorporate it to better define parking areas and focused pedestrian routes throughout the site.



# DP1.4 Retail and Commercial Centres

## Live/Work Interface

See **Section DP1.1, All Development Types for guidelines pertaining to Live/Work Interface.**

## Pedestrian and Active Circulation

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

198. Provide direct, functional and safe pedestrian pathway systems through parking areas such as between building entrances and parked cars. Connect these areas to the sidewalks of abutting streets.
199. Incorporate a hierarchy of primary and secondary pathway systems throughout the site.
200. Provide a minimum of 3 m wide sidewalks along primary pedestrian pathways at building frontages to allow for tree clearances and weather protection overhangs.
201. Extend contrasting, durable concrete sidewalk paving treatments where pathways extend through parking areas.
202. Provide pedestrian circulation that is accessible to all users.
203. Provide a minimum of a 1.8 m wide unobstructed sidewalk width to accommodate equipment use such as wheelchairs and strollers used by disabled persons. This should be designed with consideration for use by the visually impaired.
204. Locate convenient universal access to buildings from the parking lot with curb let-downs or other accessibility features.
205. Incorporate beautification and amenity features along pedestrian pathways. For example, use distinct durable paving, special landscaping with trees, furnishings such as benches and overhead weather protection.

**draft**

## Vehicle Circulation—General

See **Section DP1.1, All Development Types for guidelines pertaining to Vehicle Circulation—General.**

## Vehicle Circulation—Surface Parking

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

192. Locate parking away from street frontages or at street corners.
193. Divide large surface parking areas into smaller sections defined by a building or a driveway with a sidewalk in landscaped islands on each side.
194. Orient parking rows perpendicular to main entrances for safer pedestrian movements.
195. Locate wheelchair-accessible parking spaces close to main building entrances and address access to the sidewalk with curb let-downs or other accessibility features.
196. Locate employee parking in an accessible and visible location.
197. Locate recreational vehicle or truck parking spaces or compounds away from any public views such as from streets; provide landscape screening of these storage areas.

# DP1.4 Retail and Commercial Centres

## Vehicle Circulation—Structural Parking

For structural parking within retail and commercial development, the following elements shall apply:

253. Locate above-ground parkades away from public views such as streets. Wrap the parkade with commercial units to cover the frontage.
254. Design parkades as a primary architectural facade with an entry using durable, high-quality materials.
255. Control access to parkades with secured exit stairs and access to the ground level leaving only the parking ramp open where a parking attendant may provide access control.
256. Paint parking interiors light colours to improve visibility and lighting efficiency.
257. Treat underground parking ramp sidewalls with sandblasting and reveal patterns.
258. If underground parking freestanding exit stairs and elevators cannot be avoided, fully enclose them and provide higher quality image, details and material treatments (e.g. transparent glazing and vandal-resistant materials).
259. Design exit stairs and elevators with clear visibility, such as glass enclosure.
260. Design interior structures to be visibly open with columns; minimize walls, hidden corners and alcoves.
261. Separate large parking facilities into smaller areas which can be secured.
262. Separate and secure parking structures where interconnected between sites.
263. Provide accessible common areas for storage and the collection of refuse and recycling material.
264. Provide secure bicycle parking facilities, storage lockers and consider adding amenities such as change rooms with showers.

**draft**

## Outdoor Amenity Space

See Section DP1.1, All Development Types for guidelines pertaining to Outdoor Amenity Space.

## Public Open Space

See Section DP1.1, All Development Types for guidelines pertaining to Public Open Space.

## Residential Livability

See Section DP1.1, All Development Types for guidelines pertaining to Residential Livability.

## Outdoor Storage and Display Areas

See Section DP1.1, All Development Types for guidelines pertaining to Outdoor Storage and Display Areas.

# DP1.4 Retail and Commercial Centres

## Signage

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

- 265. Add spotlights or floodlights over building-mounted signs. The source of these lights should be a white light in order to avoid glare. Signs should be illuminated from above, below or from the side in a way that shields the light from direct view of the observer. (*illustr.*)
- 266. The form, size, style, material and location of signs should complement and reinforce the architecture of the building and the landscaping design for the site.
- 267. Contrasting building colours are a possible design feature to use; however, the overall colour scheme of signs and buildings should be coordinated. ILLUSTRATION GOES HERE
- 268. Signs should not obscure or affect important features of the building or its overall architectural integrity.
- 269. Pedestrian-oriented signs should be smaller and consistent with the human scale and speed of movement associated with a pedestrian environment. Typically pedestrian-oriented signs are read from between 4.5 - 6 m (15-20 ft) away.
- 270. Using canopies and awnings as signage should be avoided.
- 271. Wayfinding signs should be provided for larger parking facilities.
- 272. The scale of a fascia sign should be consistent with the scale of store frontage. (*illustr.*) ILLUSTRATION GOES HERE
- 273. Prepare a comprehensive signage concept for the entire site that indicates and uses a coordinated hierarchy of signs.
- 274. Individually illuminate letters. Either internally or backlit solid letters (reverse channel) are supported but should not exceed 45 cm (18 in) in height.
- 280. Freestanding sign bases should be solid and made with durable, high-quality materials, such as masonry, to coordinate with building materials.
- 281. Freestanding marker signs can be designed with a single emblem of the primary retail store and have no more than 1.2 m high of the emblem provided at a primary driveway entrance. ????????
- 282. Pylon signs greater than 1.2 m in height will only be considered where there is retail located at the street level that will also cover retail units at the rear of the site where it is less visible to the street. ????????????

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# DP1.4 Retail and Commercial Centres

## Signage (cont.)

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

- 275. The minimum vertical clearance for canopies and signs should be 2.5 m. *(illustr.)*
- 276. Projecting signs, banners, awnings and wall and window shall be consistent in design.
- 277. Figurative graphics are supported as an effective means of communicating with pedestrians.
- 278. Second storey signs are limited to the main occupying tenant of the building.
- 279. Freestanding signs should be an integral part of the landscaping with shrub planting surrounding the base which is complementary to the sign base.
- 283. Moving and flashing pylon signs are not permitted.
- 284. Displaying up to 6 individual tenant signs or 5 tenant signs plus the name of the shopping centre is permitted on a pylon sign. *(illustr.)*
- 285. Signs panels should be limited in size to the width of the sign's architectural support elements.
- 286. Pylon signs may be internally illuminated; however, only the sign copy is permitted to be illuminated. The sign background or field shall be opaque.
- 287. Signs with individual letters or stencilled panels with push-through graphics are encouraged.

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## Green Development

See Section DP1.1, All Development Types for guidelines pertaining to Green Development.

# DP1.5 Mixed-Employment

## Overall Site Design

See Section DP1.1, All Development Types for guidelines pertaining to Overall Site Design.

## Site Grading

See Section DP1.1, All Development Types for guidelines pertaining to Site Grading.

## Site Circulation

See Section DP1.1, All Development Types for guidelines pertaining to Site Circulation.

## Site Services

See Section DP1.1, All Development Types for guidelines pertaining to Site Services.

## Site Lighting

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

- 329. Use down-lighting and avoid overspill into any adjacent residential areas.
- 330. Locate lighting to assist visual surveillance and include site security measures such as cameras.

## Site Furnishings

See Section DP1.1, All Development Types for guidelines pertaining to Site Furnishings.

## Site Landscaping

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

- 326. Locate a stormwater management swale in the front yard setback with associated planting.
- 327. Provide sufficient landscape buffering where adjacent to residential development, include features as berms, solid residential-type fencing where it will be visible and dense conifer planting. (*illustr.*)
- 328. Where security fencing is necessary, avoid barbed or razor wire; work to integrate hedging along a fence line.
- 310. Provided curbed landscaped islands throughout the parking area to define parking clusters, visually break-up and screen the scale of the parking area, highlight pedestrian routes, increase human comfort, provide shade and manage stormwater opportunities.
- 311. Locate islands between, and at the end of, parking rows.
- 312. Locate one island along the side of a parking space at the end of every 6 spaces in a single row.
- 313. Locate one island at least 3.6 m in length, along the end of each group of 6 paired spaces (i.e. 12 spaces in two adjoining rows of 6 spaces each front to front).
- 314. Cluster small car spaces and use the extra space to provide a landscaping island.
- 320. Provide a mix of #1, #2 and #3 pot size shrubs in islands in addition to trees with some evergreen or other plant material for year-round variety.
- 321. Allow for surveillance through the site between the low shrubs screening the bottom half of the vehicles and the bottom of the tree canopies.
- 322. Ensure visibility between vehicles and pedestrians at crossings with lower shrub plantings at these locations.

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# DP1.5 Mixed-Employment

## Site Landscaping (cont.)

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

- 315. Apply stormwater management techniques on-site.
- 316. Provide a minimum 1.5 m radius for tree root balls in islands. Where a 1.5 m radius cannot be provided, the minimum landscape strip width should not be less than 1 m with structural soil that surrounds the tree under the paving to protect the roots from vehicles. *(illustr.)*
- 317. Incorporate wheel stops or other devices to prevent landscaping and tree trunks from vehicle damage.
- 318. Maximize tree spacing appropriately to correspond with the mature size of the tree species with at least one tree in each island.
- 319. Use single stem deciduous shade trees a minimum of 5 cm caliper or larger with canopies that begin no less than 2 m above grade.



## Building—Form and Massing

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

- 342. Create building forms with a strong street enclosure, particularly at corners.
- 343. Locate higher building forms along more prominent streets and at corners.
- 343. Address prominent and axial sites by shaping buildings for their visual prominence and potential as reference points or landmarks.
- 344. Locate buildings on sites to allow views through and from upland residential areas and to screen views of any outdoor storage areas.
- 345. Visually scale down the length of the buildings to 50 m by stepping down the roof forms and articulating the facade.
- 346. Express the different functions of the building (entrances, second floor office areas, and warehouses) as distinct forms by varying the parapet heights and by stepping forms rather than using an arbitrary application of variations.
- 347. Ancillary or secondary building should be designed to the same architectural level as the principal building.

# DP1.5 Mixed-Employment

## Building—Ground Floor Interface

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

348. Locate active uses to face streets and no active uses to face away from streets to avoid blank walls facing the public realm.
349. Create a strong sense of main entrance to the building by facing the main street and by coordinating the architecture with the overall design.
350. Provide deeper weather protection adjacent to transit stops. (*illustr.*)
351. Incorporate lighting and the building to enhance entrances, adjacent streets and public spaces for pedestrians.
352. Provide a setback from the property line to allow for a landscape buffer along the building. Use facade variations, textured surfaces, architectural detailing or graphics and colours to reduce visual impact of blank walls.
353. Locate loading doors away from public realm interfaces.
354. Where there is no alternative to locating loading doors away from facing streets, provide specialty design of loading doors and integrate design into the architectural design of the overall building.
355. Provide continuous, architecturally-integrated weather protection over public interfaces including sidewalks, public open spaces, along building frontages and at building entrances.
356. Set the main building entrances at the sidewalk grade without the need for transitions such as steps or ramps. Steps and ramps can be incorporated inside the main entrance lobby.

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# DP1.5 Mixed-Employment

## Architectural Treatments and Materials

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

357. Create an overall architectural concept for the building and integrate that concept into the treatment and material design throughout the building.
358. Use durable and high-quality materials which address weathering and maintenance issues.
359. Work with the material to enhance the architectural concept such as concrete reveals, textures and variations.
360. To establish scale, architecturally express the ground floor uses by facing them to the street.
361. Express vertical circulation, such as stairs and atria, as an architectural element.
362. Prefabricated buildings are generally discouraged. Should they be used, significant building improvements will be required to achieve an adequate and acceptable architectural design. Incorporating extensive use of glass (transparent and spandrel) into the design may offset the solid nature of the buildings reaching a more acceptable design level.
363. Design any visible sidewalls with visual interest by using features such as texture, colors, graphics, wall art and lighting.
364. Design specialty roof treatments, where visible, from overlook areas such as from adjacent higher land, higher buildings or elevated transportation.
365. Consolidate roof mechanical units into areas and screen from views.
366. Build Passive Solar, daylighting, energy reduction into the design of the building.

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## Public Realm and Street Interface

See Section DP1.1, All Development Types for guidelines pertaining to Public Realm and Street Interface.

## Live/Work Interface

See Section DP1.1, All Development Types for guidelines pertaining to Live/Work Interface.

## Pedestrian and Active Circulation

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

288. Provide additional setbacks for pedestrian volumes at major transit stops.
289. Include amenities and features such as visual art, drinking fountains, lighting and street furniture at major transit stops.

## DP1.5 Mixed-Employment

### Pedestrian and Active Circulation (cont.)

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

302. Provide direct, functional and safe pedestrian pathway systems through parking areas such as between building entrances and parked cars. Connect these areas to the sidewalks of abutting streets. (*illustr.*)
303. Incorporate a hierarchy of primary and secondary pathway systems throughout the site.
304. Provide a minimum of 3 m wide sidewalks along primary pedestrian pathways at building frontages to allow for tree clearances and weather protection overhangs.
305. Extend contrasting, durable concrete sidewalk paving treatments where pathways extend through parking areas.
306. Provide pedestrian circulation that is accessible to all users.
307. Provide a minimum of a 1.8 m wide unobstructed sidewalk width to accommodate equipment use such as wheelchairs and strollers used by disabled persons. This should be designed with consideration for use by the visually impaired.
308. Locate convenient universal access to buildings from the parking lot with curb let-downs or other accessibility features.
309. Incorporate beautification and amenity features along pedestrian pathways. For example, use distinct durable paving, special landscaping with trees, furnishings such as benches and overhead weather protection.

*draft*

### Vehicular Circulation—General

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

290. Locate driveways for parking off minor streets or lanes rather than on streets to retain a safe, walkable streetscape.
291. Where there is no alternative to providing access from the fronting street, locate and design driveways to minimize disruption of the pedestrian environment along street., minimize the number of driveways, share access and maintain a continuous street orientation of development.
292. Provide a minimum 6 m specialty paved area at each driveway entrance where visible from the public realm using durable materials such as stamped concrete or pavers.
293. Reduce conflicts between heavy vehicles and traffic from visitors and employees.
294. Locate movements for heavy vehicles away from residential interfaces, where possible, and incorporate features to mitigate noise, fumes and visual intrusion. In some cases, an impact study may be required.

# DP1.5 Mixed-Employment

## Vehicle Circulation—Surface Parking

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

295. Locate parking away from street frontages or at street corners.
296. Divide large surface parking areas into smaller sections defined by a building or a driveway, with a sidewalk in landscaped islands on each side.
297. Orient parking rows perpendicular to main entrances for safer pedestrian movements.
298. Re-locate driveways rather than parking in front of main building entrances for safer pedestrian movement.
299. Locate wheelchair-accessible parking spaces close to main building entrances and address access to the sidewalk with curb let-downs or other accessibility features.
300. Locate employee parking in an accessible and visible location.
301. Locate recreational vehicle or truck parking spaces or compounds away from any public views such as from streets; provide landscape screening of these storage areas.

## Vehicle Circulation—Structural Parking

See Section DP1.1, All Development Types for guidelines pertaining to Vehicle Parking—Structural Parking.

## Outdoor Amenity Spaces

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

337. Maintain consistent grades between the sidewalk and entrances or to any public areas in front of a building without using steps or retaining walls.
338. Provided in-ground planting along the street edges and avoid retaining walls, planter walls and steps.
339. Set back any trees 0.5 m from any street property line to facilitate access to underground utilities. (*illustr.*)
340. Define any secure, fenced, compound beyond the front yard to avoid having a fenced front yard.
341. Provide specialty gating design and fencing with landscaped screening; reference the materials of the building, where visible, to the streets or public areas.

**draft**

# DP1.5 Mixed-Employment

## Outdoor Amenity Spaces (cont.)

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

331. Provide a variety of passive and active program spaces.
332. Provide sufficient outdoor space, in a scale consistent with the size of the development, and in consolidated, useable spaces.
333. Locate amenity spaces near entrances or staff areas, such as a lunch room, to encourage observation and engagements of the outdoor space.
334. Provide shade trees at seating areas for summer comfort.
335. Provide a sheltered, weather protected outdoor area.
336. Provide garden plots with associated water source, composting and tool storage.

## Public Open Space

See Section DP1.1, All Development Types for guidelines pertaining to Public Open Space.

## Public Open Space

See Section DP1.1, All Development Types for guidelines pertaining to Public Open Space.

## Outdoor Storage and Display Areas

**draft**

Over and above Section D1.1, All Development Types, the following additional guidelines apply on a specialized basis to multiple residential, mixed-use and commercial developments:

323. Minimize the amount of outdoor storage.
324. Where outdoor storage cannot be avoided, locate it away from public views in rear yards with screening.
325. Consider extensive tree coverage to screen storage areas from above. This is particularly the case in the South Westminster area.

## Signage

See Section DP1.1, All Development Types for guidelines pertaining to Signage.

## Green Development

See Section DP1.1, All Development Types for guidelines pertaining to Green Development.

# DP1.6 Gas Stations

## CANOPIES

### Residential Areas

The following canopy design elements shall be considered in building site and design within residential areas:

- 367. Large/high canopies should be avoided. The underside clearance of the canopy should be minimized. Canopies and any convenience stores located on site should be integrated and connected. The size of the canopy should be reduced to fit in with a residential neighbourhood by using multiple canopies, different roof forms, off-set canopies, skylights, etc.
- 368. The setback of the canopy should align with the setback of the buildings on the block. ILLUSTRATION GOES HERE
- 369. Form of the canopy should reflect the residential context. Gables and sloping roof lines, thin fascia board, etc. should be used where those elements are present in the immediate residential neighbourhood.
- 370. Materials used for canopies should reflect those used in the immediate residential context (cedar shingles, glass, wood, brick, etc.).
- 371. Proportions of the canopy supporting structure should relate to the size of canopy. If necessary, sections of the columns should be exaggerated to relate to the canopy.
- 372. The entire fascia band should not be illuminated. Fascia height should be minimized and present a simple profile. The corporate logo should be restricted to two sides of the canopy only. Spot lie fascia signage is optional.
- 373. Lighting intensity level, measured at the surface of the pavement area defined by the projection of the canopy should not exceed 200 lux (20 foot-candle). Lighting levels towards the periphery of the site should blend with the illumination level of abutting residential streets. Use non-reflective materials and recessed fixtures on the underside of the canopy to reduce glare.

*draft*

### Commercial Centres

The following canopy design elements shall be considered in building and site design within commercial centre areas:

- 374. Large canopies should be avoided. The use of multiple canopies, glass and thin fascias are strongly recommended to relate to the character of a commercial context. roof lines and materials should be carefully chosen to respond to potential views from above.
- 375. Canopies should align with the building on the block. In no case should the setback for the canopy be less than 3 m.

# DP1.6 Gas Stations

## CANOPIES

### Commercial Centres (cont.)

The following canopy design elements shall be considered in building and site design within commercial centre areas:

376. The size of the canopy should be reduced to its minimum. Underside clearance of the canopy should be no more than 4.2 m and the canopy and convenience stores should be architecturally integrated. Materials should be used that reflect the immediate urban context (metal roofing, canopy skylights, stucco, etc.).
377. Stepped, sloped, partial flat roof forms, etc. should be used to reflect the mixed-use context and improve potential views from above. Apparent size of the canopy structure should relate to the scale and design of the buildings in the immediate context. The use of multiple canopies, exposed space frame structures, off-set canopies, etc. should be considered.
378. Properties of the support structure should relate to the apparent size of the canopy. If necessary, the support structure should be exaggerated to relate to the size of the canopy.
379. The fascia profile should be simple and its height should be minimized. Alternative design solutions (e.g. shed roof, skylights, discontinuous fascia band) should be considered. Corporate logos should be restricted to two sides of the canopy. Backlighting of the entire fascia is not permitted. Spotlighting or neon may be considered at some locations.
26. Lighting intensity level, measured at the surface of the pavement area defined by the projection of the canopy should not exceed 300 lux (30 footcandle). Lighting levels towards the periphery of the site should not exceed those established for the City Centre, or for commercial zones. Use of non-reflective materials and recessed lighting on the underside of the canopy is recommended.

### Highway Commercial Zones

*draft*

The following canopy design elements shall be considered in building and site design within highway commercial zones:

20. Support the importance of the canopy as a building landmark element by making the canopy a component of a larger commercial development. The canopy should incorporate or maintain coordination with the dominant forms of the building that define its background.
21. The minimum setback to be 7.5 m from the front property line. Reduced setbacks can be provided under a Comprehensive Development zoning involving Highway Commercial uses.
22. Canopies and convenience stores should be linked. Scale coordination with other buildings that form part of the complex.
23. Roof form coordination is required among the various buildings on the site. Apparent size of the canopy structure should relate to the scale and design of the buildings in the immediate context. Where appropriate, links between the canopy and the commercial component of the project should be considered. Coordination of materials with adjacent buildings is required.
24. Proportions of the canopy support structure should relate to the apparent size of canopy. If necessary, the support structure should be exaggerated to relate to the size of the canopy.

# DP1.6 Gas Stations

## CANOPIES

### Highway Commercial Zones (cont.)

The following canopy design elements shall be considered in building and site design within highway commercial zones:

25. Fascia should relate to other buildings on the site. Corporate logos should be restricted to two sides of the canopy only. Backlighting the entire fascia is not permitted.
26. Lighting intensity level, measured at the surface of the pavement area defined by the projection of the canopy should not exceed 300 lux (30 footcandle). Lighting levels towards the periphery of the site should blend with the illumination level for streets in commercial zones. Use of non-reflective materials and recessed lighting on the underside of the canopy is recommended.

# draft

## SERVICE BUILDINGS

### Residential Areas

The following service buildings design elements shall be considered in building site and design within residential areas:

20. Where possible, service building side and rear yard setbacks should be increased to allow for additional landscaped buffering between adjacent properties.
21. Accessory buildings should relate to the size, form and height of the canopy. Integration of the buildings is recommended.
22. The same materials should be used for accessory buildings and the canopy. Choose materials of common-use in residential areas (brick, stucco, wood, etc.). All elevations should be consistent in the use of materials.
23. Residential roof forms (sloping, gables, hip roof, etc) should be used for the canopy and service buildings. Facade treatment and materials should be consistent in all sides of the building. Use residential style windows (mullions, trims, etc.). Provide weather protection for pedestrians by building overhangs and canopies. Store entrances should be recessed to allow adequate maneuvering space for wheelchairs in front of the doors. Provide clear pedestrian linkages to the public sidewalk.
24. Strategically locate and maximize areas to facilitate casual surveillance of the site.
25. Backlit fascia signs are not permitted on any service buildings.

# DP1.6 Gas Stations

## SERVICE BUILDINGS

### Commercial Centres

The following service building design elements shall be considered in building and site design within commercial centre areas:

20. Setbacks should be consistent with abutting land use yard requirements (e.g. no side yard setback in a block of continuous commercial frontage).
21. Accessory buildings should relate to the size and height of the canopy. At certain locations, a larger and taller accessory building may be desirable to relate to the commercial context. Where appropriate, the commercial component should be located toward the corner of the site to maintain the continuity of building frontage.
22. Similar materials should be used in the canopy and service buildings. Choose materials used in commercial areas (glass, metal, stucco, etc.). All elevations should be consistent in the use of materials.
23. Commercial roof forms should be used for the canopy and the convenience store/service building. Facade treatment should be consistent on all sides of the building exposed to views. Provide weather protection for pedestrians around the convenience store and service buildings. Commercial window types are desirable.
24. Maximize window area for casual surveillance and increased visibility of both staff and the customers.
25. Backlit fascia signs or canopies of the convenience store and/or service building are acceptable if compatible with the immediate context.

### Highway Commercial Zones

**draft**

The following service building design elements shall be considered in building and site design within highway commercial zones:

20. Accessory buildings should relate to the size and height of the canopy and other buildings on the site. Similar materials should be used for the canopy and accessory buildings.
21. Commercial roof forms should be used for the canopy, the convenience store, accessory buildings and other components of the site. Facade treatment and materials should be consistent on all sides of the building exposed to views. Provide weather protection for pedestrians along the convenience store frontage and other buildings on the site. Covered, direct pedestrian links amongst buildings is encouraged. Recess entrance doors to the convenience/retail store for easy manoeuvring of wheelchairs.
22. Maximize and strategically locate window areas for casual surveillance of the site. Backlit fascia/canopy is acceptable if compatible with the immediate context.



# DP1.6 Gas Stations

## DRIVEWAY ACCESS

### Residential Areas

The following driveway access design elements shall be considered in building site and design within residential areas:

20. The overall site should be planned based on the functional requirements of an average size vehicle. Large delivery tanker trucks should be restricted to a dedicated outside lane. Service to trucks should not be provided at these gas stations.
21. Minimize the number and width of the entry points to the site to limit open views over the large paved areas. Access driveways to the site should be restricted to one from each of the streets abutting the site (for corner lots). Access driveways should be located as far away from the intersection as possible.
22. Raised curbs should be used to slow vehicular movement, minimize view corridors over paved areas, and narrow the gap in the continuity of the sidewalk.

**draft**

### Commercial Centres

The following driveway access design elements shall be considered in building and site design within commercial centre areas:

20. Site layout should be based on the functional requirements of an average size vehicle. Large delivery trucks should be restricted to a dedicated or outside lane.
21. Minimize the number of the width of the entry points to the site to limit open views over the large paved areas. Access driveways to the site should be restricted to two from the primary street and to one from the secondary one. Access driveways should be located as far away from the intersection as possible.
22. Raised curbs should be used to slow vehicles entering the site, minimize the interruption of the sidewalk and reduce views toward the paved areas.

### Highway Commercial Zones

The following driveway access design elements shall be considered in building and site design within highway commercial zones:

20. Layout should permit easy access and exit and internal maneuvering of vehicles on the site. Service of trucks and large vehicles should be restricted to a dedicated our outside lane.
21. Two access points from the road. The site layout should aim to minimize the width and number of the entry points to the site. Access driveways should be located as far away from the intersection as possible.
22. Wherever possible, raised curbs should be used at the entrance to the site. Flared let-down access points are recommended where vehicular ease of access is a concern.

# DP1.6 Gas Stations

## PAVEMENT STANDARDS

### Residential Areas

The following pavement standards design elements shall be considered in building and site design within residential areas:

20. Use concrete bands and pavers of contrasting colour to break up the areas of asphalt. The area of asphalt paving should be minimized and landscaping increased to be compatible with the landscaped front yard in residential areas.
21. Use other types of paving (contrasting texture, color) to identify customer parking areas, gas pump service areas and pedestrian routes from the sidewalk to the commercial store, etc.
22. Use different pavements in combination with landscaped aisles to define vehicular routes/lanes through the site. For example, a pavement change can identify the 'tanker truck/large vehicle lane'.
23. Concrete sidewalks should be identified across the entry points to the site. A level sidewalk should continue across the upper part of the driveway.

*draft*

### Commercial Centres

The following driveway access design elements shall be considered in building and site design within commercial centre areas:

20. Break up the asphalt areas with concrete bands and/or pavers of contrasting color to reduce the impact of large paved areas viewed from above.
21. Use different pavement material to identify functional areas of the site (e.g. customer parking, pedestrian routes toward the commercial/convenience store from the sidewalk, etc.).
22. Continuity of the public sidewalk should be maintained and reinforced across the access driveways to the site with contrasting pavement.

### Highway Commercial Zones

The following driveway access design elements shall be considered in building and site design within highway commercial zones:

20. Break up the asphalt areas with concrete bands at site entries and at specific functional areas to reduce the impact of large paved areas.
21. Use different pavement material to identify functional areas of the site (e.g. customer parking, pedestrian routes to retail commercial, and among buildings).
22. Use contrasting color and texture pavement and landscaped aisles to identify vehicular and pedestrian movements through the site.
23. Continuity of the public sidewalk should be maintained and reinforced across the access driveway.

# DP1.6 Gas Stations

## SERVICE AREAS

### Residential Areas

The following pavement standards design elements shall be considered in building and site design within residential areas:

20. Garbage container enclosures should be of the same materials and finish than the rest of the building and shall have gates. The enclosure should be screened by landscaping and located out of direct view from the street, away from abutting residential properties.
21. Outdoor storage is not permitted. Space should be provided inside the convenience store or a dedicated storage area should be used that is integrated with the building.
22. The garbage container enclosure should have easy access by collection vehicles. Loading bays should have direct access to the storage area and be well identified.
23. Underground placement of tanks is required. The tanks should not be located within the required setback.

### Commercial Centres

The following driveway access design elements shall be considered in building and site design within commercial centre areas:

**draft**

20. A covered enclosure, with gates, should be provided for the garbage containers to avoid exposure to views from the street and from above. This enclosure should be located away from direct views from the street and be built of the same materials and finish as the rest of the building. Landscaped screening may be appropriate.
21. The commercial/service buildings should include a separate room for the storage of goods; with direct access from the outside. The loading and unloading area should be well identified with contrasting pavement. Outdoor storage is not permitted.
22. Storage areas and garbage container enclosures should be located for ease of access by delivery and collection vehicles.
23. Propane tanks should be located underground outside the setback areas.

### Highway Commercial Zones

The following driveway access design elements shall be considered in building and site design within highway commercial zones:

20. Garbage enclosures are to be built of the same material, have the same finish and color as other buildings on the site. Gates and landscaped screening is required.
21. Outdoor storage areas are not permitted.
22. Propane tanks should not be located within the required set-back. Visibility toward the tanks should be minimized by providing a substantial landscaping screen. Vertical positioning of the tanks should be avoided.

# DP1.6 Gas Stations

## LIGHTING AND SIGNS

### Residential Areas

The following pavement standards design elements shall be considered in building and site design within residential areas:

20. Lighting should be directed toward the interior of the site. Use landscaping to avoid the impact of reflected light from the canopy, signs, and car head lamps on adjacent sites.
21. Diffuse lighting, focused toward the inside of the site, should be used to minimize the glare towards adjacent properties.
22. One free standing sign per lot frontage will be permitted on the site and must be integrated with landscaping. The sign should be designed as a feature and incorporate materials and forms used in other structures on site. Pole signs supported by one or two vertical posts and snap-on signs attached to light fixtures are not permitted.
23. Free standing and monument signs should be located a minimum of 2 m from the street property line to retain visual continuity of the landscaping. A permanent base should also be provided for changeable temporary signs or advertisements.
24. Wall-mounted signs should be limited to two sides of the building. Back-lit Plexiglas box signs, mounted on the fascia of the convenience store, are not permitted. Any box sign must be flush mounted.
25. Corporate logo on the canopy should be limited to two sides.

*draft*

### Commercial Centres

The following driveway access design elements shall be considered in building and site design within commercial centre areas:

20. All lighting should be directed toward the interior of the site.
21. It is recommended that diffuse lighting, focused toward the inside of the site, be used to soften glare and spillage over adjacent properties.
22. One (1) monument sign should be provided for identification purposes integrated with the landscaping. Sign should use the form and materials found in other structures on the site. Other signs are not permitted.
23. Monument signs should be located a minimum of 2 m from the street property line or at the building line where the streetscape requires that a continuous street frontage be maintained. A permanent base should also be provided for changeable temporary signs to avoid the unplanned proliferation of spontaneous advertisement.
24. Corporate logos on the canopy should be limited to two sides.
25. Signage for the commercial/service buildings should relate to the signs used in the commercial context and shall be limited to two sides of the building. Backlit Plexiglas wall mounted signs are not permitted. Illuminated single channel letters mounted directly on the fascia or wall are recommended.

# DP1.6 Gas Stations

## LIGHTING AND SIGNS

### Highway Commercial Zones

The following driveway access design elements shall be considered in building and site design within highway commercial zones:

20. Freestanding signs, without a single pole, should be integrated with the landscaping and provided with a strong base. Signs should use the materials and forms found in other structures on the site or in the immediate area. The use of the sign as a feature landmark along the highway is encouraged.
21. Signs should be located a minimum of 2 m from the front property line. A permanent base should also be provided for changeable temporary signs. Corporate logos on the canopy should be limited to two sides.
22. Signage for the accessory/commercial building on the site and gas stations signage should be coordinated. Backlit Plexiglas fascia mounted signs are not permitted unless they constitute a continuous fascia band. Backlit channel letters are recommended. Surface mounted box signs are not permitted.
23. Lighting of the site should be directed toward the interior and should be consistent throughout the development.
24. It is recommended that diffused lighting, focused toward the interior of the site, be used to reduce glare over adjacent properties.

**draft**

## LANDSCAPING

### Residential Areas

The following pavement standards design elements shall be considered in building and site design within residential areas:

20. For site definition and screening of views, a 3 m wide landscaped areas should be provided along street frontages. Existing trees within this strip should be retained.
21. A transitional landscaped area is required along the street, immediately abutting residential uses. This area should decrease in width from 7.5 m at the property line with residential uses, to the required 3 m of landscaping along the streets.
22. Define the edges of the site with low raised planters, berms, decorative low transparent fences and/or continuous landscaping.
23. Shrubs, in combination with trees, should be provided along the street. High canopy trees are recommended along the street frontage for security reasons. These trees should be 8 cm calliper, planted at 6 m o. c. and located within the property line. Some conifers and specimen trees should be provided as accents. "Weeping" tree types are not permitted.
24. Retain existing trees as the perimeter of the site and integrate them with the new landscaping to provide a buffer toward adjacent properties and the street.

# DP1.6 Gas Stations

## LANDSCAPING

### Residential Areas (cont.)

The following driveway access design elements shall be considered in building and site design within high-way commercial zones:

25. All landscaped areas within the site must be defined by raised curbs. Use these landscaped areas to direct the flow of vehicles on the site and reduce pavement.
26. High hedges and conifers should be used along areas abutting residential land uses. Feature landscaping should be provided at site entrances and corners. Thorny shrubs are recommended in low visibility landscaped areas to discourage loitering and potential vandalism.

### Commercial Centres

The following driveway access design elements shall be considered in building and site design within commercial centre areas:

*draft*

20. A 3 m wide landscaped area should be provided along street frontages for site definition and screening of views toward the site. In some locations, retention of existing trees may be appropriate.
21. A transitional area, made up of a combination of soft and hard landscaping, should be provided toward the street frontage in areas abutting adjacent land uses.
22. At Town Centres or in the City Centre, low raised landscaped planters and low decorative fences in combination with landscaping should be used for site definition to maintain the more formal streetscape character. In these specific cases, the width of the landscaped area may be narrower.
23. Shrubs, in combination with high canopy trees, should be provided along the street frontage to complement the boulevard trees. These trees should be 8 cm calliper planted at 6 m o. c. and located within the property line. Some conifers and specimen trees should be provided as accent. "Weeping" tree types are not permitted.
24. Some of the existing trees on the perimeter of the site may be identified for retention and integrated with new tree and shrub planting along the boulevards.
25. Landscaped areas defined by a raised curb should be provided within the site. These islands should be used to direct the flow of vehicles through the site and soften the paved areas.
26. Landscaping should reflect the urban character of the area. Low hedging and shrubs of a regular height (approximately 1 m) is recommended along the street. Deciduous trees should be planted in groups as accents on the site. Overall landscaping concepts should be coordinated with the landscaping on abutting land uses and building forms (i.e. views from above).
27. If required, solid, high-quality fencing or low walls in combination with landscaping should be provided along inside property lines. Materials should be compatible and coordinated with the materials used in the buildings.

# DP1.6 Gas Stations

## LANDSCAPING

### Highway Commercial Zones

The following driveway access design elements shall be considered in building and site design within highway commercial zones:

20. A 3 m wide landscaped area should be provided along the street frontage. Existing trees within this area should be retained and incorporated in the new landscaping. Coniferous trees should be planted in this area.
21. A front yard transitional area with substantial landscaping should be provided in the area immediately abutting adjacent sites.
22. A combination of low berm or low feature wall and landscaping should be considered along the street, or highway, frontage of the site. No solid fences are permitted along the street or highway.
23. Landscaping should reflect the car-oriented character of the area. Deciduous trees, with conifer accents, should be planted along the street frontage. High canopy trees located within the property line should be considered along the highway frontage.
24. All existing trees at the perimeter of the site should be retained and integrated with new tree and shrub planting.
25. Landscaped areas provided within the site should be defined by a raised curb. These islands should be used to direct the flow of vehicles through the site.
26. Deciduous trees should be planted on the interior of the site and side yards to achieve certain degree of integration with adjacent developments. Thorny shrubs should be considered in isolated areas which are hidden from surveillance and may be subject of potential vandalism.
27. No solid fences are permitted. If required, low transparent fences in combination with landscaping are recommended. The fence should permit pedestrian movement between sites.

ILLUSTRATION GOES HERE

*draft*

# DP1.7 Public Open Spaces

## Site Analysis

***The site should be analyzed prior to undertaking any design work.***

20. Pathways - examine how people get to the site, why they go there, and how they get there (walking, cycling, driving to, natural pathways, cut-throughs etc.). Open spaces should be linked with pedestrian linkages made a priority.
21. Uses and Activities - what are the surrounding uses, edges or boundaries, evidence of crime and nuisance (e.g. graffiti). Consider daily, weekly, seasonal yearly, lifetime of site and associated developments. Link public open spaces and interior spaces, such as lobbies, to create a dynamic pedestrian network. These links will make the open space more useful and will provide a more dynamic, coherent urban environment.
22. Neighbourhood Characteristics - who goes there and who will go there? What are the demographics, neighbourhood input? Refer to any strategic plans that have already been prepared.
23. Natural Features - identify unique environmental niches or rare ecosystems needing protection and that could be connected to a larger natural system, corridor or node via a linear park or Riparian setback area. Open spaces should also take advantage of distant views to the mountains and other natural landmarks.
24. Sun Access - create sun access to open spaces, particularly during non-summer months. Sun paths, sun altitudes and shadow patterns in the plaza should be examined for all seasons, particularly the spring and fall. Sunlight is particularly valued at lunch time in commercial business areas as well as areas with shade cover for the summer months.
25. Wind - higher wind speeds from surrounding high-rise buildings can cause user discomfort and should be prevented or reduced through specific design measures.
26. Noise - high levels of traffic and other ambient noises detract from the enjoyment of using a plaza. Noise can be partially mitigated by detracting attention from the noise source through the introduction of fountains of waterfalls.

## Concept and Programming

**draft**

**Public open spaces are invaluable to creating a beautiful city as they create places where people can get out and engage in a public manner. Public open spaces can also be at the heart of every Town Centre or neighbourhood.**

20. Public open spaces require a strong concept and program. Careful thought should be given to the overall concept.
21. Identify what purpose the plaza will generally serve, for example, used for pedestrians; access to viewpoints or needed to enhance a building's setting.
22. Unless there is a specific symbolic or functional desire to accommodate large-scale activities, large open spaces should be spatially defined into smaller, more easily identifiable and relatable areas. These smaller areas facilitate orientation and territory definition.
23. Strive to achieve a distinct Sense of Place by defining edges and establishing a sense of enclosure through the use of canopies, trees, arcades and trellises which must be balanced with issues of visibility and defensibility.



# DP1.7 Public Open Spaces

## Activity Generators

***The site should be analyzed prior to undertaking any design work.***

Public open spaces should be designed to encourage primary activity generators such as: people moving to and from open spaces; people gathering around commercial outlets that surround open spaces; people gathered at articulated edges in or around a plaza, open air cafes to see and be seen; street vendors; people seeking areas to relax or for shade and weather protection; community gardens; festivals and events that help facilitate dance, street theatre, musicians and exhibitors; games tables; children's play areas; and focal points and flexible space for multi-uses.

## Open Space Design

***The site should be analyzed prior to undertaking any design work.***

**draft**

20. Consider providing outdoor space to permit a use or activity taking place in a building to be extended onto the sidewalks without obstructing regular pedestrian flow. These can include outdoor restaurants, display areas and retail sale areas.
21. Building setbacks should be adjusted to provide outdoor urban spaces for features such as plazas, water features, public art and restaurant seating areas.
22. Design buildings to create outdoor urban spaces, where appropriate. Designs with neighbouring buildings should be coordinated to enhance any existing urban spaces. Urban spaces should be designed to support or accommodate a variety of pedestrian-oriented uses and activities and should have a regard for weather protection including protection from wind and sun penetration.
23. In mixed-use developments, design building and outdoor spaces to enhance visual privacy and reduce the transmission of sound between different uses.
24. Plazas and open spaces are needed to fulfill gaps that exist in urban centres from having a lack of parks spaces and passive play areas. Each development site should be considered for an opportunity to contribute to public open space. The proportion of open space should increase with density.
25. When located on City Greenways, rest areas should be located in highly visible locations, such as intersections, with connecting streets or other Greenways.

## Visibility and Safety

**Good visibility from public areas, such as streets, announces the internal attraction of the open space, signifies that it is a public area and permits users to watch street activity.**

20. Good visibility can be achieved by minimizing walls and raised planters and locating the plaza at street level with a seamless connection to the street and with clear sightlines across the open space.
21. Public spaces should be surrounded by streets on 2-4 sides and have clear sightlines across the open space. Commercial shop fronts or residential townhouses (with front doors) must be front facing to the open space and should not interface with parking lots.
22. Maximize active users of the plaza by orienting lobbies and entrances onto the open space. Consider the users of the plaza during different times of the day, week and seasons. Consider conflicting users such as passive and active interfaces. Unintended uses of open space, such as skateboarding, may not be a desirable activity in a more passive plaza.

# DP1.7 Public Open Spaces

## Visibility and Safety (cont.)

Good visibility from public areas, such as streets, announces the internal attraction of the open space, signifies that it is a public area and permits users to watch street activity.

23. Define public, private, semi-public spaces with low fencing. Use fencing only when access control is needed and then only low fencing should be used.
24. Conduct a use analysis and consider youth active uses and how these spaces may be pressured for nuisance activity.

## Natural Elements

To create an image of a green city, open spaces should exhibit important ecological values and should be connected to a larger, continuous natural corridor. Provision of landscaped areas for habitat, song birds and large trees is essential. Emphasize natural landscapes where children can also interact easily. Natural elements that reflect seasonal elements should be provided, and whenever, appropriate, lawns should be provided to soften the urban environment. Vegetation should never create substantial enclosures from the street. Irrigation should be incorporated into the design and site to ensure the survival and best appearance of the landscaped areas over time.

## Sustainable Design

Drought-resistant plants should be used as much as possible to lessen dependency on automatic irrigation. Seasonal change can be achieved by selecting a variety of flowering or colourful shrubs and perennials rather than just relying on annuals.

## Amenity Features

*draft*

A plaza furnished with a variety of amenity features encourages general public use and creates a sense of liveliness and excitement. Art work should provide a focal point for the plaza or become an integral component of the overall design of the plaza. Bike racks, drinking fountains and waste receptacles are practical, essential amenities. Weather protection should be considered for open space, particularly where commercial uses line the edges. Such protection should be provided at waiting points and along major pedestrian routes.

## Lighting

Good night time generalized lighting is important to enhance safety of a plaza, particularly if it functions as a shortcut or as a through route for pedestrians. Subtle, but effective, pedestrian lighting should be incorporated into the overall site design.

## Wayfinding, Seating and Amenities

Easy to find directions and access to public phones and washrooms is vital to having a highly functional public space. Good seating is important for plaza users, particularly when enjoying programming. The absence of good seating discourages use. Good seating should: maximize opportunities for sitting (walls, steps, planters, pool edges, lawns, etc.); be located toward the street, oriented to a view, near building entrances, and next to attractions, amenities, shade and sun; be grouped, fixed, moveable, and accessible to the disabled; and should provide warmth (wood over concrete is preferred).

# DP1.7 Public Open Spaces

## Universal Access

Selection of surface materials should result in easy access for the elderly and disabled and should also discourage incompatible plaza activities such as skateboarders. Placement of planters

## Management and Maintenance

Good plaza management should be provided with emphasis on maintenance, operation and activity programming. By keeping the grounds clean, maintaining the lighting, seating and surface areas, providing seasonal planting and by operating a food service, the management will create a safe, lively and attractive space.

ILLUSTRATION GOES HERE

*draft*

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# DP2 HAZARD LANDS

## DEVELOPMENT PERMIT GUIDELINES

The Hazard Lands Development Permit Guidelines are organized into the following sections:

- *Steep Slope Hazards*
- *Flood Prone Hazards*

*draft*



## Definitions

Specific definitions and references are used throughout this Development Permit section that are unique to hazard areas. Definitions for further clarification are also provided in **Chapter IV. Interpretation and Definitions under this Section.**

<b>Arborist</b>	An Arborist certified by the International Society of Arboriculture.
<b>QP  Qualified Professional</b>	<b>STEEP SLOPE HAZARDS:</b> A Professional Engineer (PEng) or a Professional Geoscientist (PGeo) with demonstrated professional expertise and knowledge in geotechnical and/or steep slope development hazards. <b>FLOOD PRONE HAZARDS:</b> A Professional Engineer (PEng) with demonstrated expertise and knowledge in water resources, drainage and stormwater management. <b>BOTH:</b> A QP must: be registered with an appropriate professional organization in British Columbia; act under that association's Code of Ethics; be subject to disciplinary action by that association; and be reasonably relied on, through demonstrated suitable education, experience, accreditation and knowledge relevant to the subject matter, to provide advice within their area of expertise.

## Guidelines:

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Development Permits issued for development within Steep Slope Hazard Lands shall be in accordance with the following guidelines:

## Steep Slope Hazard Lands

1. Prior to any development taking place on steep slopes, areas immediately nearby and/or those areas shown as 'steep slopes' on **Figure 50**, a Development Feasibility Study is required to be prepared and/or approved by a *Qualified Professional (QP)*.
2. Every Development Feasibility Study must include:
  - a) a comprehensive geotechnical report providing soil stability analysis in relation to the slope and its ability to accommodate development. Aspects to be addressed in this report include, but are not limited to, information about soil bearing capacity, recommendations on foundation types, provisions about permanent and/or temporary placement of soil, stipulations on stormwater management (both during and after construction) and recommendations related to accessory buildings, landscaping, vegetation and slope maintenance.
  - b) measures, including sequencing and timing of earthworks, that will be put into place to prevent and mitigate possible erosion, sloughing, rock falling, flooding or land slipping during ALL (pre, during and post) stages of development
  - c) information on how site grading will provide for a smooth and stable transition between the development site and adjacent properties
  - d) a plan showing selected cross-sections through the site
  - e) a plan showing what areas are to be cleared, what areas of cut and fill are proposed and the estimated sequence and timing of the clearing and re-contouring operation.
  - f) A site report prepared by an Arborist detailing the number of trees, the species or species mix and the condition and health of existing trees and detailing how tree removal will impact any remaining trees or landscaping, whether on site or immediately adjacent to the site
  - g) report detailing the type of drainage system that will be used to specifically prevent erosion, protect natural watercourses and protect properties that are either above, below or adjacent to the development site.

## Steep Slope Hazard Lands (cont.)

3. No development shall be permitted that may result in the creation of a natural hazard such as erosion, sloughing, rock fall, flooding or land slippage.
4. Building, structure and paved surfaces shall be sited:
  - a) Away from areas subject to any natural hazard, including, but not limited to, erosion, sloughing, rock fall, flooding or land slippage
  - b) To minimize cutting into slopes
  - c) To avoid the use of retaining walls over 1.2 m in height. Retaining higher than 1.2 m shall be tiered or used with a landscaped break which complements the natural slope of the land
  - d) To avoid encroaching into the critical root zones of those trees being retained.
5. Prohibit habitable buildings on hazardous lands where future danger cannot or should not be mitigated.
6. Provide a detailed report, prepared by a *Qualified Professional*, illustrating how the development meets a minimum level of safety for geotechnical failures, with no more than a 2 percent probability of failure occurring in a 50 year period (a return period of 1:2500 years), or adhere to the prevailing standard as set out in the BC Building Code, whichever is greater. The City reserves the right to modify this standard to suit the proposed development.
7. Ensure the site is revegetated, post construction, with species best suited to provide and support slope stabilization.
8. Ensure subdivision planning and design allows for as much untouched native and natural green space as possible.
9. As a condition of a Building Permit for development within hazard lands identified in **Figure 50**, the owner of the development site must retain the *QP* who prepared the Development Feasibility Study to carry out field inspections during the construction of the project, to confirm that the construction is in compliance with the recommendations of the Feasibility Study. The *QP* must provide the Building Inspector with field reports related to the geotechnical aspects of the project and at the time of final inspection of the completed building project, the *QP* must certify, in writing to the Building Inspector, that all aspects of the construction have been completed in compliance with their design and recommendations.
10. Further to No. 9 of these Hazard Lands Development Permit Guidelines, Restrictive Covenants may be required as part of the development approval process to ensure any technical reports and specifications for the site, during and after construction, run with the lands and are followed as required by any future property owners.
11. During and after construction, protect, to the greatest extent possible, the natural vegetation on the site. For disturbed portions, a *Registered Professional Biologist* must indicate measures that should be taken for site rehabilitation, including landscaping, retaining walls and other suitable methods.
12. Ensure hillside subdivision layouts and specifications recognize severe climate conditions, the difficulty of road maintenance, and the movement of pedestrians and other environmental factors that can contribute to an overall sustainable development.
13. If roads are required to access development, ensure road construction is done safely, preserving any slopes greater than 25% as undisturbed areas.
14. Minimize cut and fill excavation to preserve the natural topography of the hillside.
15. Vegetate existing plant materials of significant size and/or relocate within the same development site.

**draft**

## Steep Slope Hazard Lands (cont.)

16. Incorporate required parking into the natural landscape to minimize the requirement for lot grading (e.g. avoid large, flat parking areas).
17. As part of an application for a Building Permit on an infill lot (e.g. any lot that is not part of a recent subdivision for which a tree survey was submitted) the application is required to submit a tree survey and related report prepared by an *Arborist*. The tree survey shall identify trees that are protected under Surrey's Tree Protection By-law making recommendations as to the retention or removal of trees where it is necessary to accommodate construction that cannot be located elsewhere. The *Arborist* must confirm that the grading and servicing plans for the development have been reviewed and that there are no conflicts with the trees proposed to be retained. Resolution of conflicts, if any exist, shall be undertaken before a Building Permit is issued.
18. Depending on the size of the development and complexity of the site conditions, a Stormwater Management Plan may be required for the entire site and downstream drainage areas. For hillsides, special attention must be paid to:
  - a) Hydrological conditions prior to and after development
  - b) Existing groundwater conditions, especially spring and interflow areas prior to and after development.
  - c) Protection of natural flow paths, volumes and storage reservoirs
  - d) Impacts on trees, vegetation and other environmental features due to changes in drainage patterns
  - e) Water quality prior to, during and after development
  - f) Sediment and erosion control
  - g) On and off-site drainage impacts (e.g. drainage from an upper lot to a lower lot)
19. Develop an understanding of the environmental and geological conditions of the site prior to any construction to ensure that the most appropriate methods and materials are used to develop a site.
20. Protect the important ecological and aesthetic values of environmentally significant features such as wildlife trees and ecologically rare vegetative communities as the Best Management Practice to maintaining slope stability and preventing drainage and erosion problems.
21. Create larger lots or cluster developments to avoid significant disturbances to steep slope sites. Direct more density to less sensitive parts of a site striving to achieve a minimum of 35 percent of the gross site as permanent open space. Avoid including portions of a site, with 30 percent slope or greater, in the lot size calculation, or where sufficient land with a slope less than 30 percent is not available.
22. Ensure the location and construction of any underground structures, such as parkades, do not create conflicts with underground streams or other sub-surface water movements.

*draft*



## Guidelines:

Development Permits issued for development within Flood Prone Hazard Lands shall be in accordance with the following guidelines:

# Flood Prone Hazard Lands *draft*

23. In flood prone areas, any excavation, site filling or building construction shall be undertaken in accordance with City By-laws or Council Policies, as amended. General development in flood prone areas is prohibited
24. Restrictive Covenants may be used for areas fall within floodplain areas.
25. Prohibit habitable buildings on hazardous condition lands where future danger cannot, or should not, be mitigated.
26. Areas subject to flooding, outlined in **Figure 51**, must remain free of development or be strictly developed, in accordance with Surrey **Council Policy No. O-55**.
27. Where a building or structure intrudes partially or completely within a floodplain any modification to the building foundation should be consistent with current Surrey By-laws and Council policies, as amended. Consistency with all floodplain requirements shall be met prior to the issuance of a Building Permit.
28. Subdivision within flood prone areas, excluding agricultural lands, shall not be allowed except where the realignment of lot lines would improve building location and lessen the impact of flooding.
29. No new large or greenfield developments will be permitted within flood prone areas of the City, as shown in **Figure 51**.
30. Land should remain free of buildings and structures for human habitation except where:
  - The foundation is out of the area of the floodplain
  - Those portions of the a building or structure capable of being used for human habitation are located above the floodplain elevation
31. Minor modifications to an existing building or structure may be considered provided the area of the addition does not exceed 20 percent of the existing Gross Floor Area and the foundations within the floodplain are designed to minimize the loss of floodplain storage.
32. In existing areas, new development shall build to sufficiently meet the recommended Provincial Flood Construction Level (FCL) or as determined by a *Qualified Professional* or the City of Surrey.
33. In lowland areas, including in agricultural lands, fill placement shall be consistent with existing Surrey By-laws, as amended, including the Stormwater Drainage Regulations and Charger By-law and the Soil Conservation and Protection By-law.
34. Development within flood prone areas must take a coordinated approach to ensure soil and Building Permit issues and requirements are jointly met.

*draft*

# DP3 SENSITIVE ECOSYSTEMS DEVELOPMENT PERMIT GUIDELINES

The Sensitive Ecosystems Development Permit Guidelines are organized into the following sections:

- *Sensitive Ecosystems*
- *Riparian Areas*

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*draft*

# DP4 AGRICULTURAL DEVELOPMENT PERMIT GUIDELINES

The Agricultural Development Permit Guidelines are organized into the following sections:

- *General Guidelines*
- *Setback Requirements*
- *Buffer Requirements*

*draft*



# DP4: Agricultural

## SUBMISSION REQUIREMENTS

DP4.1 Where appropriate to the application, Development Permit submissions shall details: parking, access and vehicular circulation, pedestrian circulation and access, landscaping, buffers, building elevations, site layout, street elevations (including buffers) and street enhancements.

## DEVELOPMENT GUIDELINES

For development adjacent to agricultural land, the following development guidelines shall be considered:

### General Guidelines

- DP4.2 Reduce encroachment into farming areas by avoiding road ends or road frontage next to agricultural lands, except as may be necessary for access by farm vehicles.
- DP4.3 If stormwater detention is a planned use of identified open space, then the detention ponds should be constructed in conjunction with a local area Integrated Stormwater Management Plan (ISMP) to ensure the drainage does not affect the agricultural land adjacent to development.
- DP4.4 Clustered residential development on a hillside that overlooks agricultural land requires additional building upgrades to minimize noise conflicts. Buffer residential units from external noise by:
- Orienting bedrooms and outdoor areas from noise sources
  - Providing mechanical ventilation (to allow the choice of keeping windows closed)
  - Enclosing balconies or using sound absorptive materials and sound barriers
  - Using sound-deadening construction materials (e.g. concrete, acoustically-rated glazing or glass block walls) and other techniques
  - Locating areas not affected by noise, such as stairwells and single-loaded corridors, between the noise source and dwelling unit
  - Maximizing the setback between agricultural land and buildings and structures
  - Reducing the number of doors, windows and outdoor patios from facing agricultural lands.
- DP4.5 Register a Restrictive Covenant on property titles within **300m of the ALR** to inform potential home purchaser that farm operations are in the area and that farm practices, such as noise, odour and dust, should be expected as part of acceptable farm practices.

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## DP4: Agricultural (cont.)

### Setback Requirements

- DP4.6 Locate principal buildings a minimum of 30 m from the edge of agricultural land.
- DP4.7 For lots abutting agricultural land having no further subdivision potential or having site constraints, the minimum 30 m setback may be reduced to 4.6 m (or a minimum setback required by Zoning) provided that the principal building is located and designed to reduce impact from the activities associated with a farm operation. Can include avoiding or reducing the number of doors, windows or outdoor patios facing the agricultural land.
- DP4.8 Minimum separation distance between institutional buildings and the ALR boundary shall be 37.5m
- DP4.9 Minimum separation distance between industrial, commercial and recreational buildings and the ALR boundary shall be 15m.
- DP4.10 Minimum separation distance between residential buildings and the ALR boundary shall be as follows:
- **Single Family—Rear Yard as Parkland:** minimum 37.5m
  - **Single Family—Rear Yard with Strata Control:** minimum 37.5 m
  - **Single Family—With Road Separation:** minimum 37.5 m
  - **Multiple Family—Rear Yard:** minimum 37.5 m
  - **Multiple Family—Rear Yard with Natural Area:** minimum 37.5 m; can be extended 50 m + from ALR edge to accommodate natural features such as watercourses, steep slopes, valuable upland tree hubs, sensitive soils etc.
  - **Multiple Family—With Road Separation:** minimum 37.5 m

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### Buffer Requirements

- DP4.11 Install, retain and maintain natural buffers in residential areas, along the urban side of the ALR boundary, as follows:
- a) **Single Family—Rear Yard as Parkland:**
- ⇒ minimum 20 m wide buffer, particularly where there is already natural areas (e.g. riparian areas, ravines, woodlots, wetlands and natural vegetation)
  - ⇒ incorporate a mix of deciduous and coniferous trees at a minimum of 2-4 m apart, as per Ministry of Agriculture Standards
  - ⇒ if a trail is provided it must: be **1.2 m wide**, placed on the inner most half of the buffer a minimum of 10 m away from the ALR on the urban side, be accompanied with a 1.2m high green or black chain link fence at property line, be for passive recreation only and not be paved or intended for multi-users
  - ⇒ designed with common, identifiable plant species to provide a natural look that is aesthetically pleasing for the homeowners and more typical of a residential garden

## DP4: Agricultural (cont.)

### Buffer Requirements (cont.)

**b) Single Family—Rear Yard with Strata Control:**

- ⇒ minimum 20 m wide buffer maintained by Strata Corporation in common ownership
- ⇒ designed with common, identifiable plant species to provide a natural look that is aesthetically pleasing for the homeowner and more typical of a residential garden
- ⇒ consider a community garden for the Strata's use as part of the buffer area
- ⇒ if drainage ditch is outside the ALR, it may make up a part of the required buffer

**c) Single Family—With Road Separation:**

- ⇒ Minimum 12 m—7.5 m wide undulating buffer on private property; must average to 10 m wide
- ⇒ designed with common, identifiable plant species to provide a natural look that is aesthetically pleasing for the homeowner and more typical of a residential garden
- ⇒ Consider the use of rock boulders and fences between the buffer and residential landscaped areas
- ⇒ If lots are front facing with double frontage or lane access, the sidewalk or pathway will access to the front of home
- ⇒ Fences only permitted along property line at 1.2—1.4 m (high?)

**d) Multiple Family—Rear Yard:**

- ⇒ Minimum 20 m wide buffer as passive space
- ⇒ Trespass-inhibiting page-wire fence installed along ALR edge 1.8m if needed by farmer
- ⇒ If a trail is provided it must: be placed on the inner most half of the buffer a minimum of 10 m away from the ALR on the urban side and be accompanied by a second 1.3m fence adjacent to the residential development
- ⇒ incorporate a mix of deciduous and coniferous trees at a minimum of 2-4 m apart, as per Ministry of Agriculture Standards
- ⇒ Consider infill planting to create a fuller landscaped buffer

**e) Multiple Family—Rear Yard with Natural Area:**

- ⇒ Minimum 30 m wide, taking into account slopes, trees, ridges, terrain, soils, viewscape
- ⇒ Trespass-inhibiting page-wire fence installed along ALR edge 1.8m if needed by farmer
- ⇒ If a trail is provided it must: be placed on the inner most half of the buffer a minimum of 10 m away from the ALR on the urban side and be accompanied by a second 1.3m fence adjacent to the residential development
- ⇒ incorporate a mix of deciduous and coniferous trees at a minimum of 2-4 m apart, as per Ministry of Agriculture Standards
- ⇒ Consider infill planting to create a fuller landscaped buffer
- ⇒ Where available, use existing natural established trees greater than 1.8 meters to form part of buffer



## DP4: Agriculture (cont.)

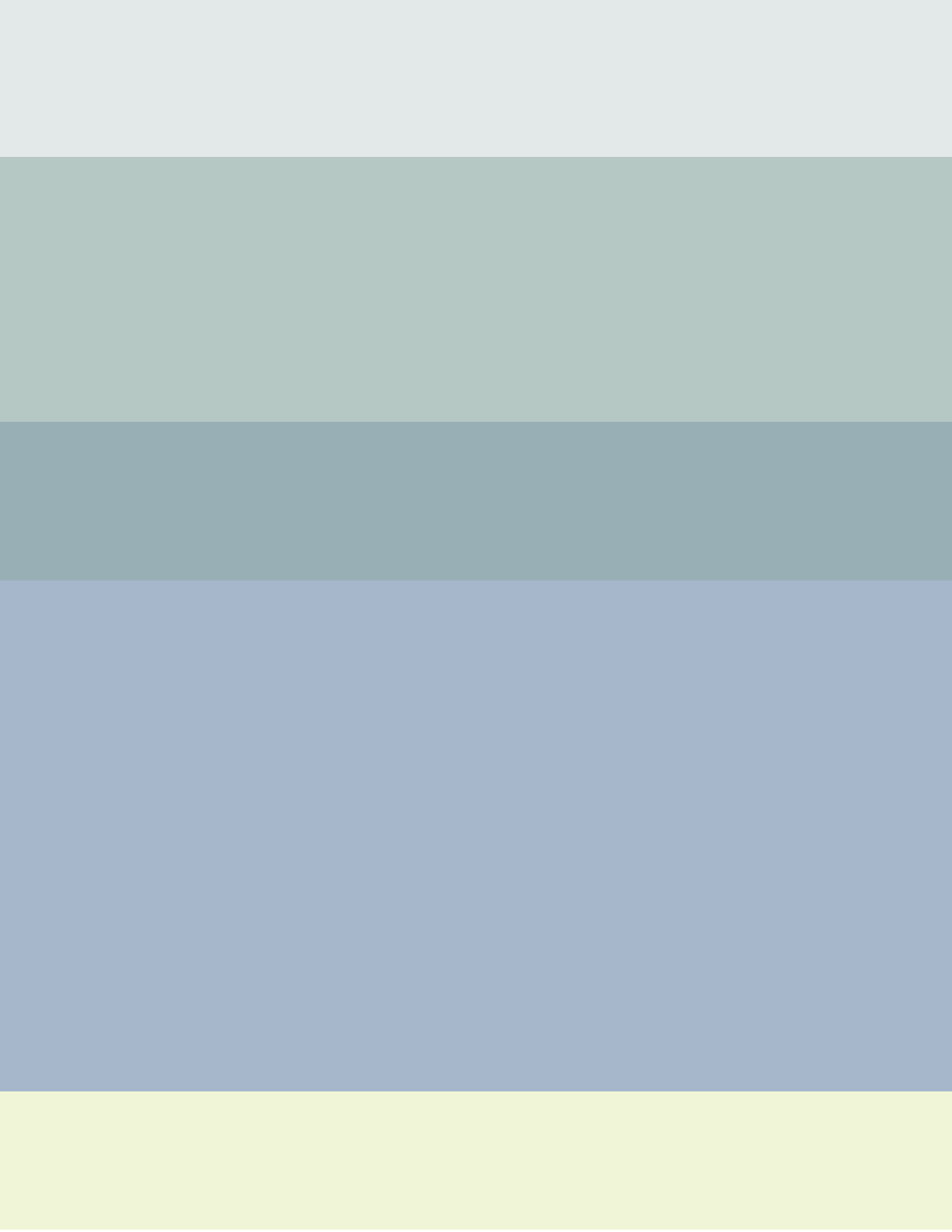
### Buffer Requirements (cont.)

- d) Multiple Family—With Road Separation:
- ⇒ Minimum 10 m wide buffer; minimum 3.5 m front yard space for townhouses along collector roads and a minimum of 7.5 m front yard space for townhouses along local roads
  - ⇒ Use 4 m multi-use pathway along urban side of roadway and eliminate sidewalk component of road ROW
  - ⇒ incorporate a mix of deciduous and coniferous trees at a minimum of 2-4 m apart, as per Ministry of Agriculture Standards
  - ⇒ Consider infill planting or planting older and larger trees to create a fuller landscaped buffer
  - ⇒ Add picket fence adjacent to residential development along Property Line
  - ⇒ Restrict Driveway Access from roadway, permit from rear lanes only
- DP4.12 All landscaping shall be maintained in good condition in conformance with the approved landscape plan. In the event of failure to comply, the City may enter upon the site and maintain the landscaping at the expense of the property owner, the cost of which will be added to the owner's current year's taxes.
- DP4.13 Preserve all healthy existing mature trees located within the agricultural buffer area.
- DP4.14 Retain and enhance natural buffer features along the urban side of the ALR boundary (e.g. riparian areas, ravines, woodlots, wetlands and natural vegetation).
- DP4.15 Use, where appropriate, roads, topographic features, watercourses, ditching, no-build areas, vegetated and fenced barriers as buffers to preserve larger farm units and areas from the encroachment of non-agricultural uses. Use Statutory Covenants to ensure that buffers are established and maintained. Where natural buffers are not feasible, create buffers and/or compatible uses on the urban side of the ALR boundary (e.g. roads, railways, Hydro Rights-of-Way, berms, fences, open spaces and rain-water management facilities and features).
- DP4.16 Where appropriate, and where it is likely to not create conflicts with farming, consider incorporating passive recreation such as parks and trails into the buffer. With this approach, the depth of the buffers should be increased to a minimum 20 m in width. Trails should be a minimum 4 m wide and located away from the ALR edge. Walkways, bikeways or passive recreation uses may be located in the buffer if they occupy a maximum of one third of the buffer width and are located away from the agricultural edge.
- DP4.17 Consider clustering buildings and structures away from the ALR to provide larger continuous landscaped buffers in return for a proportional density transfer.
- DP4.19 Landscape buffers held in private ownership should include:
- Triple row trespass-inhibiting shrubs
  - Minimum double row of deciduous/coniferous trees
  - Minimum double row screening shrubs
  - 2.4 m minimum height solid wood fence along ALR boundary
- DP4.20 Buffer planning and layout will follow Schedule A of the Ministry of Agriculture Edge Planning Guide, as amended.

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Proposed Type 3 Minor Amendments to the Metro Vancouver Regional Growth Strategy

Figure 1 – Locations of Proposed Regional Growth Strategy Amendments

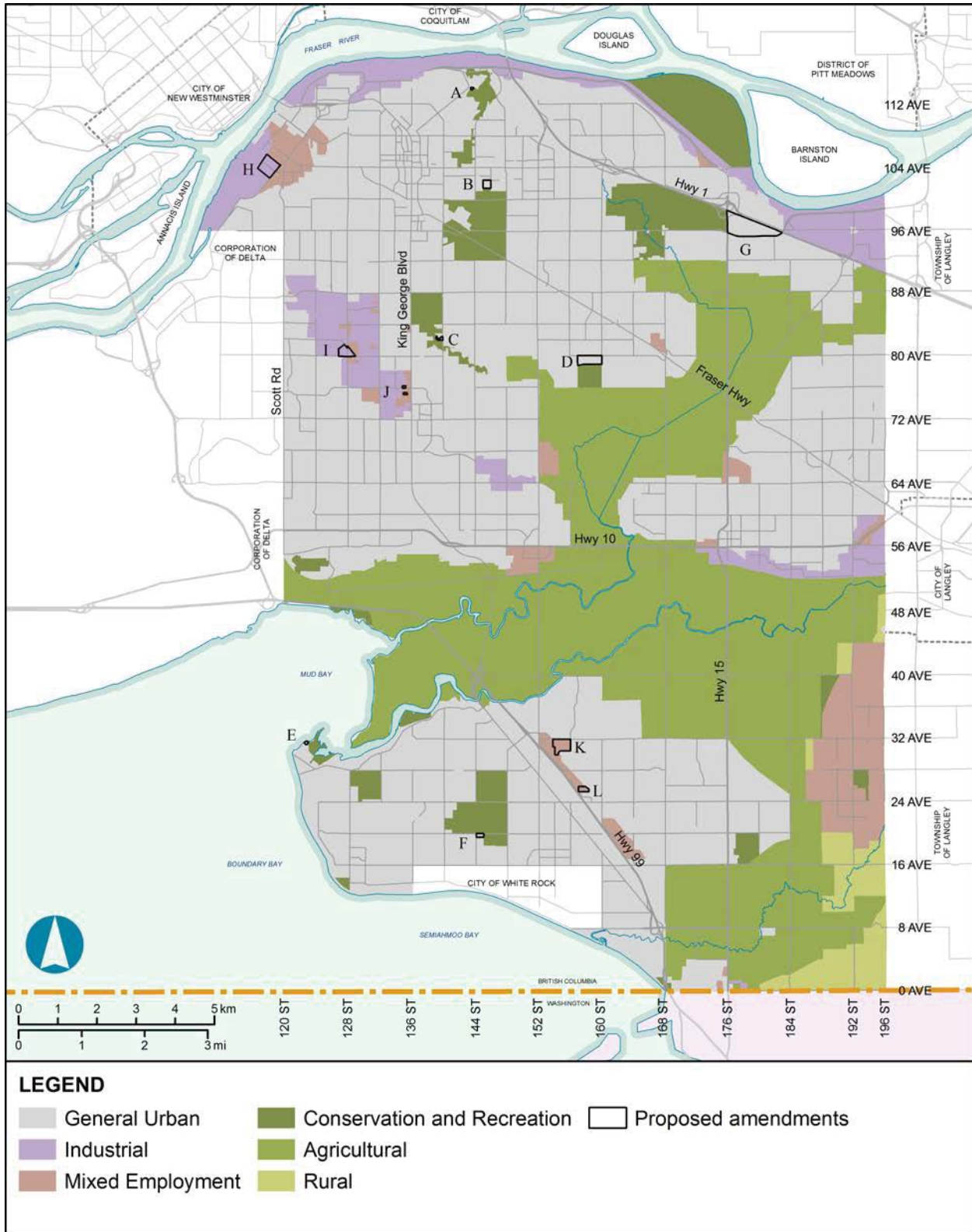


Figure 2A – Proposed Regional Growth Strategy Amendment in Invergarry Park

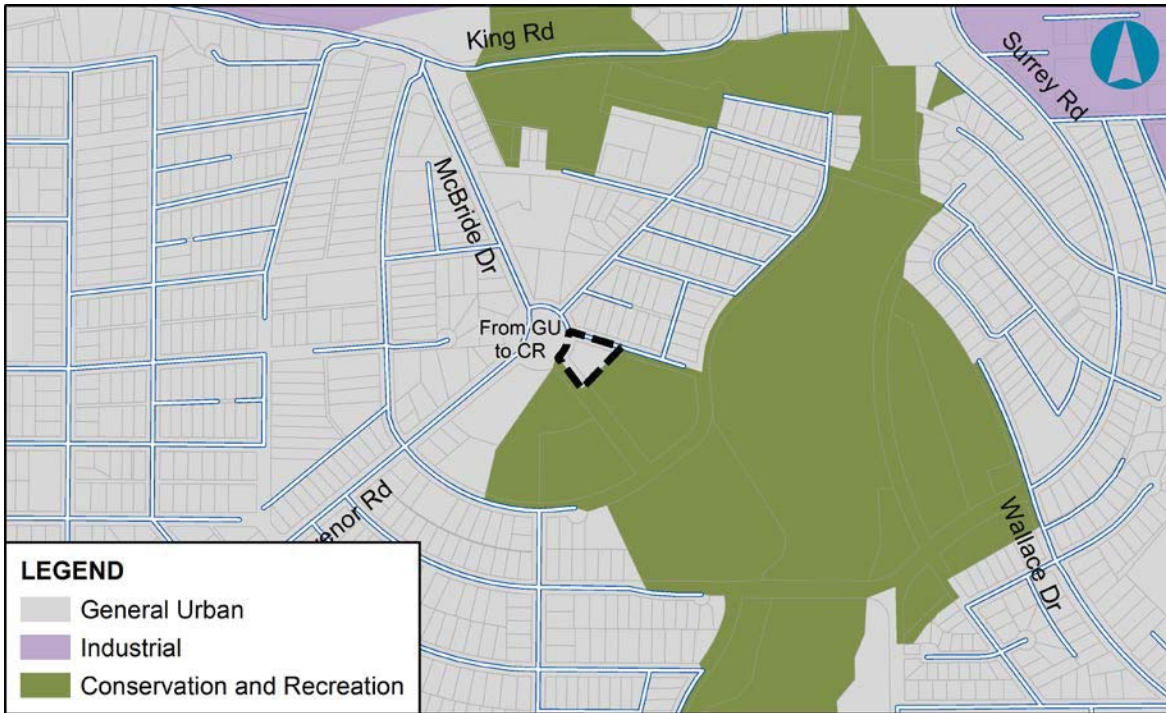


Figure 2B – Proposed Regional Growth Strategy Amendment in Green Timbers Urban Forest Park



Figure 2C – Proposed Regional Growth Strategy Amendment in Bear Creek Park

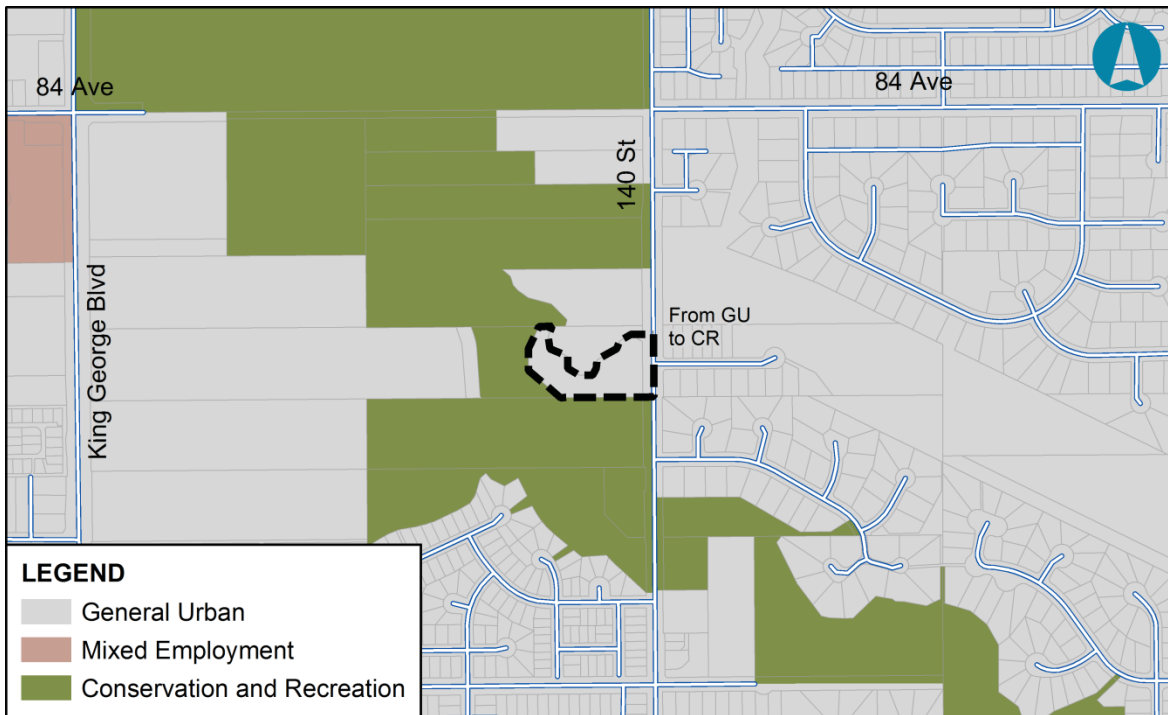


Figure 2D – Proposed Regional Growth Strategy Amendment in Fleetwood Park



Figure 2E – Proposed Regional Growth Strategy Amendment in Blackie Spit Park

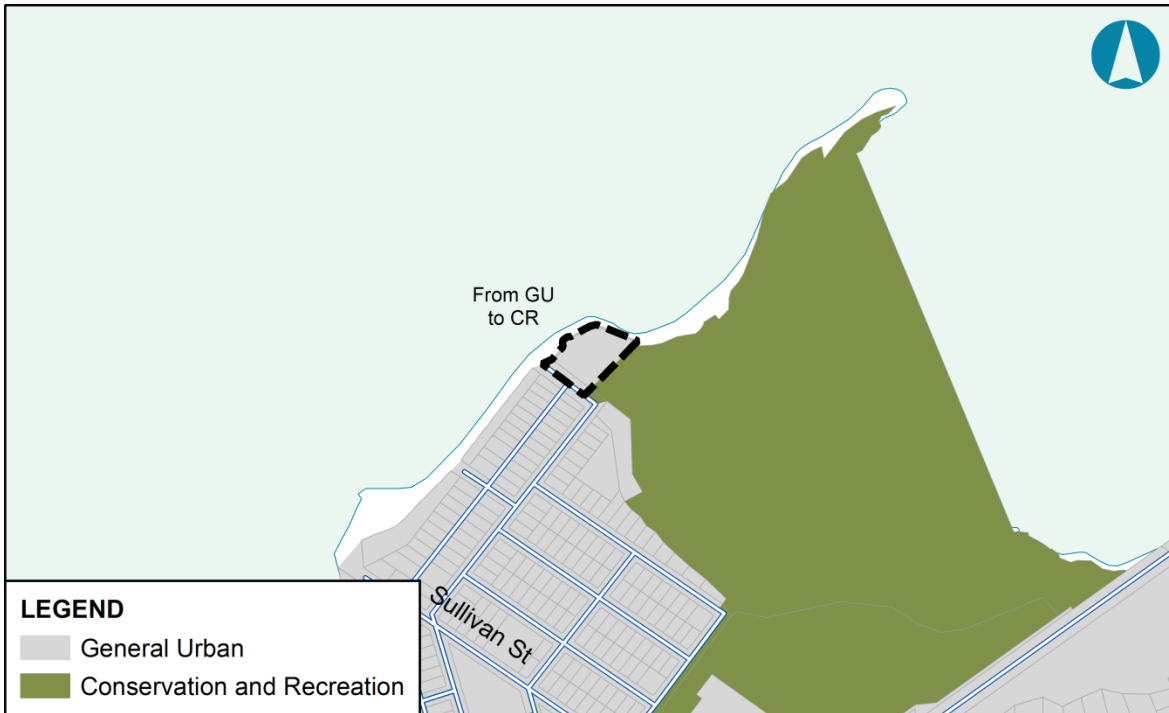


Figure 2F – Proposed Regional Growth Strategy Amendment in Sunnyside Acres Urban Forest Park

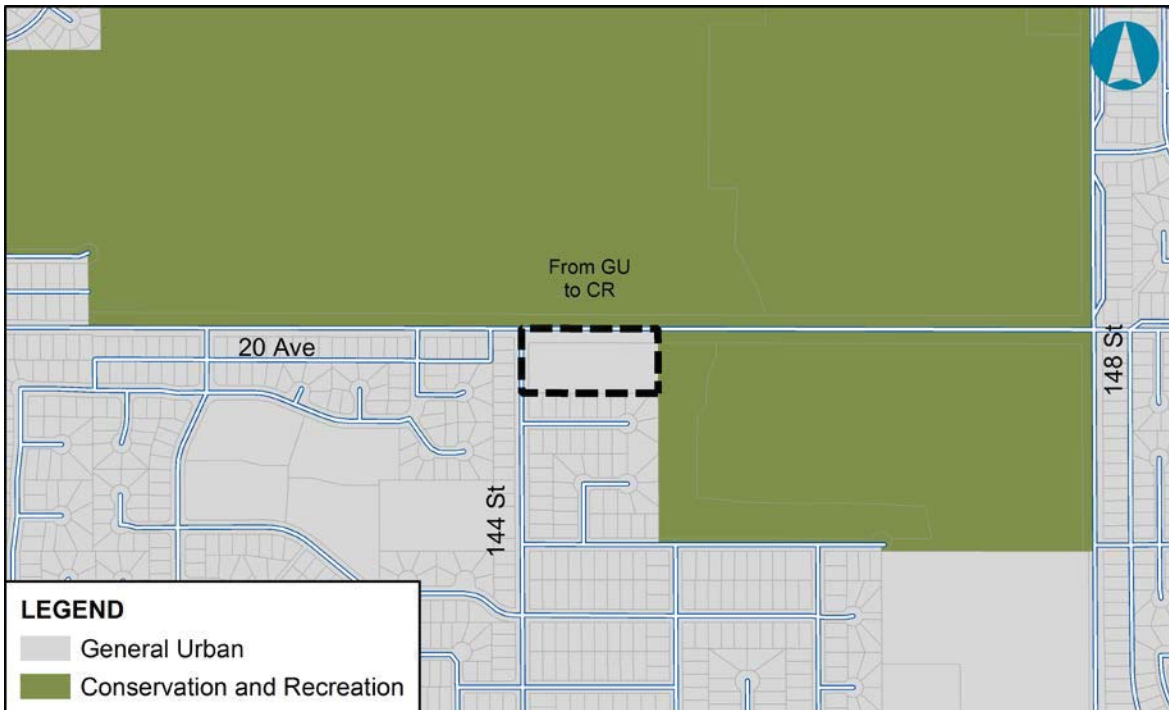




Figure 2G – Proposed Regional Growth Strategy Amendment in Anniedale-Tynehead

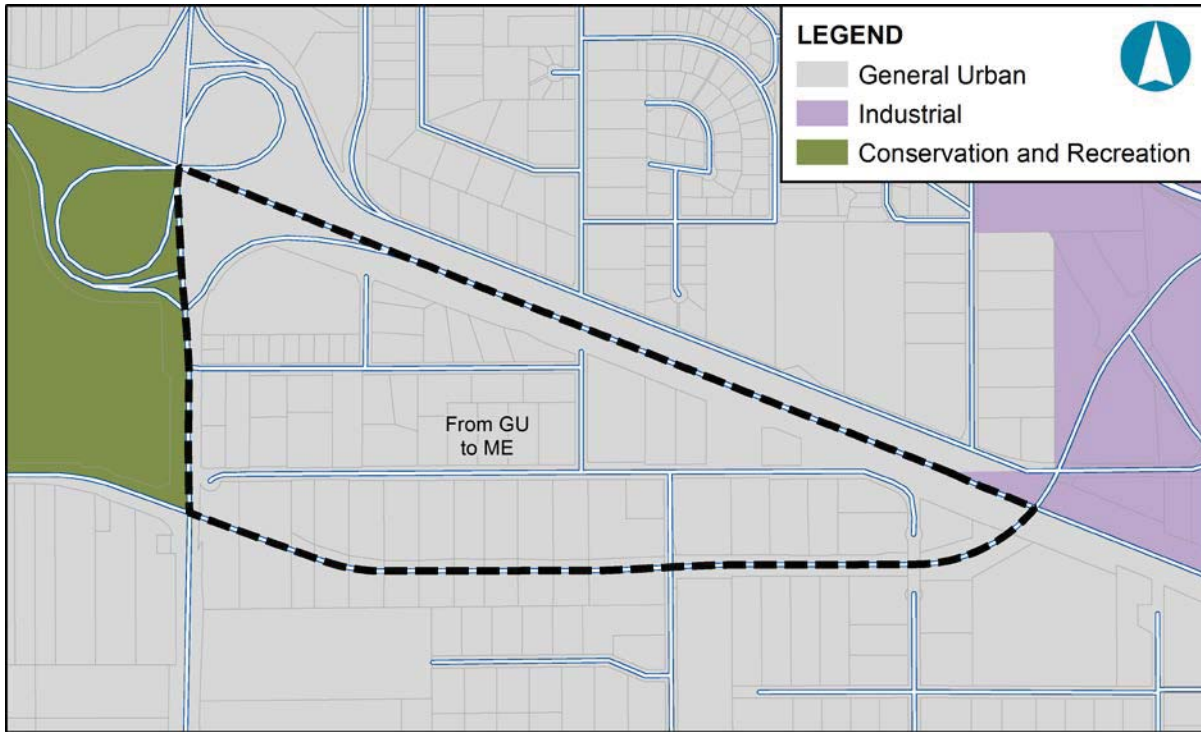


Figure 2H – Proposed Regional Growth Strategy Amendment in the Central Newton Cultural Commercial District



Figure 2I – Proposed Regional Growth Strategy Amendment in Rosemary Heights

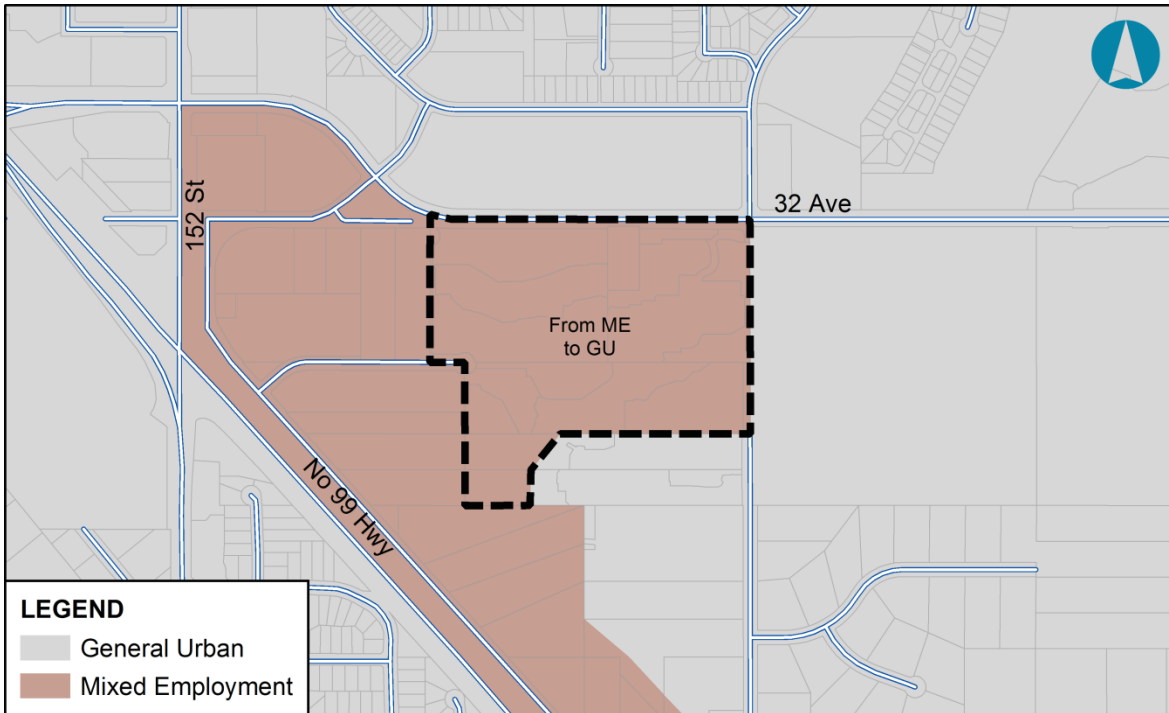
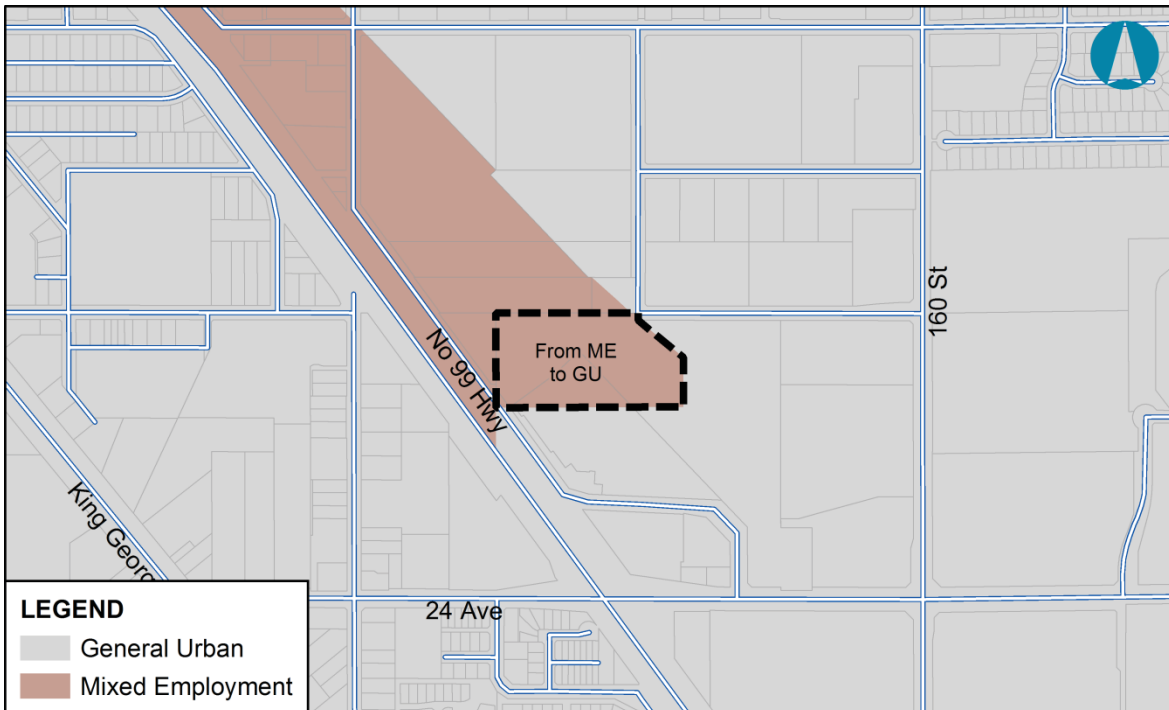


Figure 2J – Proposed Regional Growth Strategy Amendment at Morgan Crossing Development





## CORPORATE REPORT

NO: **R120**COUNCIL DATE: **June 17, 2013**

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**REGULAR COUNCIL**TO: **Mayor & Council**DATE: **June 17, 2013**FROM: **General Manager, Planning and Development**FILE: **3900-20-12900**SUBJECT: **Major Review of the Surrey Official Community Plan**

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**RECOMMENDATION**

The Planning and Development Department recommends that Council:

1. Receive this report as information; and
2. Authorize staff to conduct further public consultation as described in this report to receive comments from the public on the draft Official Community Plan and related Regional Context Statement, both of which are attached as Appendix I to this report, prior to finalizing each of these documents for formal consideration by Council.

**INTENT**

The purpose of this report is to discuss the draft of an updated Official Community Plan (the "draft OCP") for the City and a related Regional Context Statement ("RCS"), both of which are attached as Appendix I to this report, and to seek authorization to conduct a public information meeting to receive comments on these documents.

**POLICY CONSIDERATIONS**

The OCP is a foundational plan for the City and is adopted by bylaw as required in the *Local Government Act*. The adoption of a new OCP Bylaw will replace the existing OCP, which has been in place since 1996, with a major amendment in 2002. The scope of proposed changes to the OCP and its alignment with the Sustainability Charter (2008) and the Metro Vancouver Regional Growth Strategy (2011) necessitate a new bylaw rather than an amendment to the existing OCP By-law.

*The Local Government Act* (Sections 875 through 878) sets out the required and optional content of an OCP, and establishes that while a local government is not obligated to implement the actions or policies set out in the OCP, any bylaw passed subsequent to the adoption of an OCP must be consistent with the OCP.

An RCS is a required component of an OCP. The RCS sets out how the OCP aligns with the Regional Growth Strategy adopted by the Regional District (Metro Vancouver, in this case). The Metro Vancouver Regional Growth Strategy was adopted on July 29, 2011. *The Local Government Act* requires local governments to submit their RCS within two years of the adoption of a Regional Growth Strategy.

## **BACKGROUND**

A new OCP for the City has been in development for several years, and has been the subject of significant public consultation and review during the various stages of its development. Council endorsed the Terms of Reference for the review and preparation of the OCP.

A number of background studies, master plans and strategies have been developed and approved by Council in the past few years that have assisted in shaping the new OCP, including the:

- Ecosystem Management Study;
- Transportation Strategic Plan;
- Walking Plan;
- Surrey Cycling Plan;
- Crime Reduction Strategy;
- Plan for Social Well-Being of Surrey Residents;
- Child and Youth Friendly City Strategy;
- Parks, Recreation & Culture 10-Year Strategic Plan;
- Cultural Plan;
- Agricultural Development Strategy;
- Employment Lands Strategy; and
- Economic Development Strategy.

In addition, the Biodiversity Conservation Strategy and the Master Plan for Housing the Homeless are complete in draft form, the Community Energy and Emissions Plan is nearing completion, and the City has been working as a partner with TransLink on the Surrey Rapid Transit Study.

The OCP incorporates and synthesizes the directions and policy recommendations of these master plans and strategies, under the guiding framework of the Sustainability Charter (2008).

## **DISCUSSION**

The OCP sets out the City's vision and its long-range plan for community development, including land uses and densities, urban development and housing, infrastructure, environmental protection and social and economic development. The OCP responds to existing and emerging planning issues and challenges including:

- accommodating sustained population and employment growth without compromising quality of life or the integrity of the natural environment;
- increasing public transit and active (walking and cycling) transportation choices and reducing residents' reliance on the private automobile;
- preparing for an uncertain energy future and the likely effects of climate change; and
- serving the needs of an aging population and an increasingly diverse community.

The draft OCP, attached to this report as Appendix I, is structured into the following sections:

### ***Introduction and Authority***

This section outlines the legislative authority of the OCP, the required and optional elements of the OCP, and the public consultation that was undertaken in its formation,

### ***Planning Challenges***

This section discusses the most significant emerging planning challenges facing the City that are addressed in the OCP, including:

- accommodating continued population and employment growth through the next 30 years while protecting the integrity of the natural environment;
- reducing reliance on private automobiles in order to reduce congestion and greenhouse gas emissions;
- responding to issues related to energy cost increases and the likely effects of climate change; and
- serving the social and cultural needs of an aging and increasingly diverse community.

### ***Vision***

This section identifies the Sustainability Charter as the guiding document for the OCP, and describes a vision for the City of Surrey as a "green, compact, connected, complete, healthy, safe, inclusive, resilient and beautiful City". All of the land use plans and policies contained in the OCP are focused on achieving this vision.

### ***Land Uses and Densities***

This section, which is often considered the "meat" of the OCP, sets out 12 land use designations that establish permitted uses and densities in general terms for every parcel of land in Surrey. The Future Land Use Map shows how the entire City is divided using these designations. The land use designations include the following:

- Agricultural – protected primarily for farming activity;
- Conservation – Recreation – areas protected as primarily natural environments, usually within extensive regional or City parks;
- Rural – low-density residential areas not serviced with municipal infrastructure;
- Suburban – low density residential areas that may be serviced, and that are expected to remain suburban in character;
- Suburban Future Urban Reserve – low density areas that may be planned for urban uses in the future through NCP processes;
- Industrial – areas set aside primarily for industrial uses such as manufacturing and warehousing;
- Mixed Employment – areas permitting industrial uses along with some hybrid industrial/commercial uses;
- Commercial – areas intended as primarily commercial (office or retail) with mixed commercial/residential development permitted;
- Urban – low and medium density residential neighbourhood areas (detached homes and townhouses) with local neighbourhood services and schools;

- Multiple Residential – areas of higher-density, primarily residential development, mostly in the form of apartment buildings;
- Town Centre – higher-density, transit oriented centres encouraging mixed commercial-residential development along with civic and institutional uses (e.g., Semiahmoo, Cloverdale, Fleetwood, Newton and Guildford Town Centres);
- Central Business District – the core areas of Surrey City Centre, encouraging the highest density of mixed-use, transit-oriented development in the City, along with major, region-serving institutions.

In addition, this section introduces the concept of Frequent Transit Development Areas (FTDA). These are locations outside of Town Centres that are at existing or planned rapid transit stations where higher densities may be permitted within the land use designations described above. These areas are identified in the City's RCS in consultation with TransLink. There are four FTDA proposed in the draft OCP, as follows:

- Scott Road SkyTrain Station in South Westminster;
- along 104 Avenue between City Centre and Guildford Town Centre;
- 152 Street and Fraser Highway in Fleetwood; and
- 192 Street and Fraser Highway in the Clayton area of Cloverdale.

### ***Policies***

This section contains the policies and actions guiding community development. The section is structured into six themes, as follows:

#### **Urban Structure Themes**

- A: Growth Management
- B: Centres, Corridors and Neighbourhoods
- C: Infrastructure

#### **Sustainability Themes**

- D: Ecosystems
- E: Economy
- F: Society & Culture

Each theme is articulated by way of several objectives, which in turn contain a series of specific policies and actions.

### ***Implementation***

This section describes the various ways in which the OCP is implemented, including Secondary Plans such as Neighbourhood Concept Plans ("NCP") and Town Centre Plans, various Master Plans and Strategies on select topics, amendments to the Zoning By-law, and the issuance of Temporary Use Permits and Development Permits. The designation, justification and intent of Development Permit Areas are included in this section, as authorized by the *Local Government Act* (Sections 919.1 and 920).

### ***Regional Context Statement***

The RCS is a required component of the OCP, and is separately submitted to the Metro Vancouver Board for approval. The RCS indicates how the OCP aligns with and supports the Metro Vancouver Regional Growth Strategy, as approved by the Metro Vancouver Board in 2011.

### ***Development Permit Guidelines***

Development Permit guidelines set out the special considerations that apply to particular classes of development within defined Development Permit Areas. The draft OCP identifies four Development Permit Areas:

- DP#1 – Form and Character of Commercial, Industrial and Multifamily Residential Development: The entire City (with some exceptions for industrial development) is designated as DP#1 to assist in ensuring a high quality of urban and site design for these classes of development;
- DP#2 – Hazard Lands: Areas of the City that are on or adjacent to steep slopes or floodplains are designated as DP#2, to ensure mitigation of natural hazards associated with landslide or flooding related to new development;
- DP#3 – Sensitive Ecosystems: Areas of the City that contain or are adjacent to Riparian Areas associated with fisheries habitat and/or areas that contain or are adjacent to the Green Infrastructure Network in the Biodiversity Conservation Strategy (BCS) will be designated as DP#3, following Council approval of the RCS. It is expected that the new OCP will be amended to incorporate the designation of DP#3 along with associated Development Permit Guidelines at that time; and
- DP#4 -- Agricultural: Areas of the City that are adjacent to the Agricultural designation comprise DP#4, to ensure an appropriate interface between urban areas and agricultural areas, for the protection of farming activity.

### **Changes from the Existing OCP**

While there is a strong continuity between the existing OCP and the draft new OCP, there are several areas of difference, and areas of differing emphasis.

### **Major Differences**

The following is a list of the more significant changes that are proposed in the draft new OCP in comparison to the current OCP:

- Permitting higher densities in the City Centre and in most Town Centres and in areas adjacent to existing and planned rapid transit stations (FTDA);
- Calculation of density on gross site areas for commercial developments, high-density apartment developments and mixed-use developments to encourage the dedication of lands for public purposes such as roads, walkways and public open spaces;

- Creating a new OCP designation for Mixed Employment as distinct from the Industrial designation to direct the location of business parks and hybrid office/industrial and warehouse/retail establishments and reduce the erosion of industrial lands;
- Creating a new OCP designation labelled “Suburban – Future Urban Reserve” to clearly distinguish suburban areas that are expected to remain unchanged on a more permanent basis from areas expected to transition to urban densities through future NCP processes;
- Amending the Future Land Use Map to reflect the general land uses approved by Council through existing Secondary Plans;
- Reduction of “red tape” by authorizing Temporary Use Permits (“TUP”) without requiring an OCP amendment to accompany each TUP, as permitted by legislation;
- Designating new Development Permit Areas and development guidelines for Hazard Lands (Steep Slopes and Floodplains) and for Environmental Protection (Riparian Areas and Sensitive Ecosystems) to provide consistent and transparent requirements for development within and adjacent to these areas; and
- Incorporating an entirely new RCS, as required by the adoption of the Metro Vancouver Regional Growth Strategy. The proposed RCS identifies several minor amendments to the Metro Vancouver Regional Growth Strategy that are required to maintain consistency between Surrey’s OCP and the Regional Growth Strategy. Subject to Council approval, these amendments will be forwarded to the Metro Vancouver Board along with the RCS. It is expected that these minor amendments will be considered and approved by the MV Board in conjunction with its approval of the Surrey RCS.

### **Changes in Emphasis**

**The following identifies where emphasis is being shifted in the draft new OCP in comparison to the current OCP:**

- A greater emphasis on directing higher-density growth to locations along existing and future transit corridors, particularly rapid transit corridors along Fraser Highway, 104 Avenue and King George Boulevard;
- A greater emphasis on the development of City Centre and the Town Centres as transit-oriented places with high standards of urban design;
- A greater emphasis on policies supporting the development of a finer-grained block network to improve pedestrian connections and local traffic distribution;
- A greater emphasis on energy conservation and greenhouse gas reductions, including the addition of energy-efficient design guidelines into development permit requirements;
- More prominent policies related to greenways, public art, civic beautification, heritage conservation, walking and cycling infrastructure and district energy systems;
- More policy emphasis related to civic engagement, literacy, post-secondary education, skills training, affordable housing, social services and crime reduction initiatives; and



- A greater emphasis on tree retention and replanting, biodiversity conservation and ecological restoration, including the setting of tree canopy targets for the City.

These changes in policy emphasis are consistent with Council's direction, with the Sustainability Charter, and with contemporary "best practices" in community planning..

### **Next Steps**

The draft OCP is being presented to Council to seek authorization for a final round of public consultation prior to finalizing the new OCP and RCS for formal consideration by Council. The public consultation will include:

- the public at large through a public open house in late June;
- information on the City's website; and
- a workshop with a group of community stakeholders drawn from community associations, business associations, social agencies, the education sector and environmental groups.

Following this consultation, staff will make further adjustments to the draft OCP before presenting it to Council as a bylaw for first and second readings. If Council gives the bylaw these readings, the draft RCS will be submitted to Metro Vancouver for consideration by the Metro Vancouver Board as required in legislation.

A public hearing on the draft OCP Bylaw will follow in the fall, along with the consideration of Surrey's RCS and proposed minor amendments to the Regional Growth Strategy by the Metro Vancouver Board.

The City is also required by legislation to consult with the Ministry of Transportation, the Agricultural Land Commission and neighbouring local governments (Langley City, Langley Township, White Rock and Delta) prior to bringing the bylaw forward for third reading and final adoption. It is expected that these processes will be completed in the fall of 2013.

### **SUSTAINABILITY CONSIDERATIONS**

The draft OCP includes numerous policies that align with the City's Sustainability Charter, including:

- policies focussed on protecting ecosystems and environmentally sensitive areas;
- policies and the land base for employment uses and agriculture;
- policies encouraging transit-supportive development; and
- policies encouraging the provision of affordable housing.

The draft OCP explicitly identifies the City's Sustainability Charter as the over-arching, guiding document for the development of the OCP.

### **CONCLUSION**

The draft OCP, attached as Appendix I to this report, has been developed with extensive community consultation, and incorporates and synthesizes a number of plans and strategies that

have been recently approved by Council. The draft OCP emphasizes the development of a green, transit-oriented City structured around distinctive Town Centres.

Based on the above discussion, it is recommended that Council authorize staff to conduct further public consultation as described in the “Next Steps” section of this report to receive comments from the public on the draft Official Community Plan and related Regional Context Statement, both of which are attached as Appendix I to this report, prior to finalizing each of these documents for formal consideration by Council.

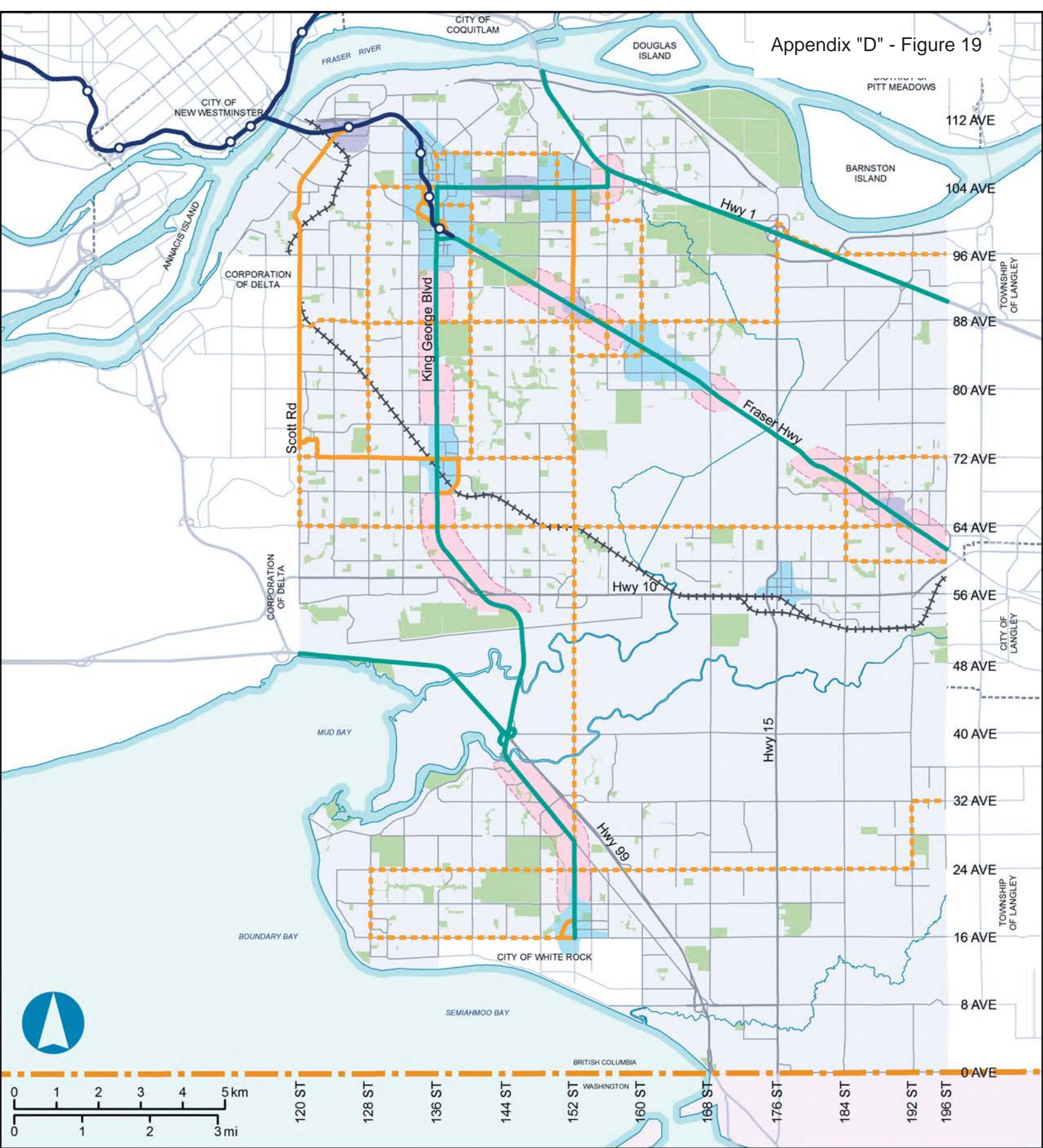
*Original signed by*  
Jean Lamontagne  
General Manager  
Planning and Development

DL:saw

Attachments:

Appendix I Draft Official Community Plan and Regional Context Statement

Appendix "D" - Figure 19



**LEGEND**

- Existing SkyTrain
  - Proposed rapid transit\*
  - Existing Frequent Transit Network
  - Future Frequent Transit Network\*
  - Proposed interurban\*
  - Urban Centres
  - Frequent Transit Development Areas
  - Future land use plan areas
- \* Alignments are conceptual