

# SURREY CITY CENTRE

Plan Update

**Surrey City Centre Plan**

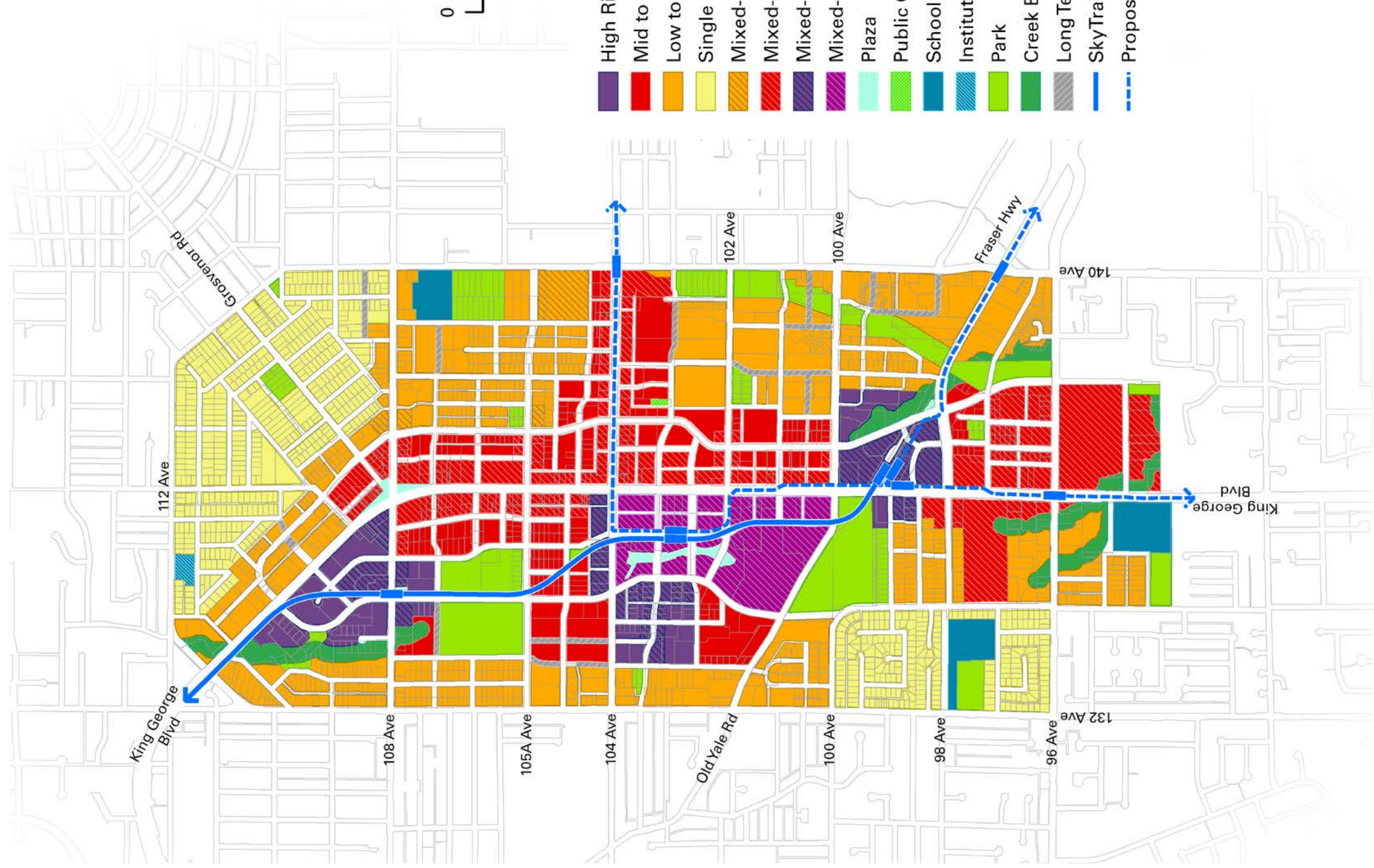
Planning and Development,  
Parks Planning & Design and  
Engineering Departments

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

**APPROVED BY COUNCIL JANUARY 2017**














- High Rise 5.5 FAR
- Mid to High Rise 3.5 FAR
- Low to Mid Rise up to 2.5 FAR
- Single Family/Duplex 0.6 FAR
- Mixed-Use 2.5 FAR
- Mixed-Use 3.5 FAR
- Mixed-Use 5.5 FAR
- Mixed-Use 7.5 FAR
- Plaza
- Public Open Space
- School
- Institutional
- Park
- Creek Buffers
- Long Term Road
- SkyTrain
- Proposed Light Rail

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# INTRODUCTION

Over the last 15 years an identifiable downtown core has started to take shape in Surrey City Centre. This transformation largely stems from new public sector investment, which is renewing private sector development interest and helping to facilitate key land assemblies in the downtown.

Along with this redevelopment, the transportation context is evolving. There is now a stronger focus on multi-modal street design that facilitates movement for all users including pedestrians and cyclist. Transit plans include improvements to existing facilities and plans for a future at grade rapid train system are underway.

The first City Centre Plan was completed in 1991, and is now 25 years old. Since its approval, the intended vision did not fully materialize as development in the area was erratic and sparse.

Fifteen years after the original plan was adopted, there was a renewed interest in development in this area. However, the downtown context and development assumptions had changed from that identified in the original plan. As a result a renewed vision was needed and in 2006 the City Centre Plan Update began.

The City Centre Plan update was undertaken in three phases and the final phase is now complete. Phase one began in 2006 and included background studies and an analysis of existing conditions. Phase two involved the development of the land use concept, road network, establishment of park and green space areas and an interim development strategy to provide guidance for development application. This phase was completed in 2009. The final phase involved refinements to the plan, development of design guidelines and implementation strategies for servicing and financing.

This plan document is a culmination of the three phases and forms the final and complete City Centre Plan that will guide development in this area over the next 30 years. The plan includes a comprehensive renewal of the City Centre vision and sets out a policy direction that builds on the current development momentum in Surrey's downtown.

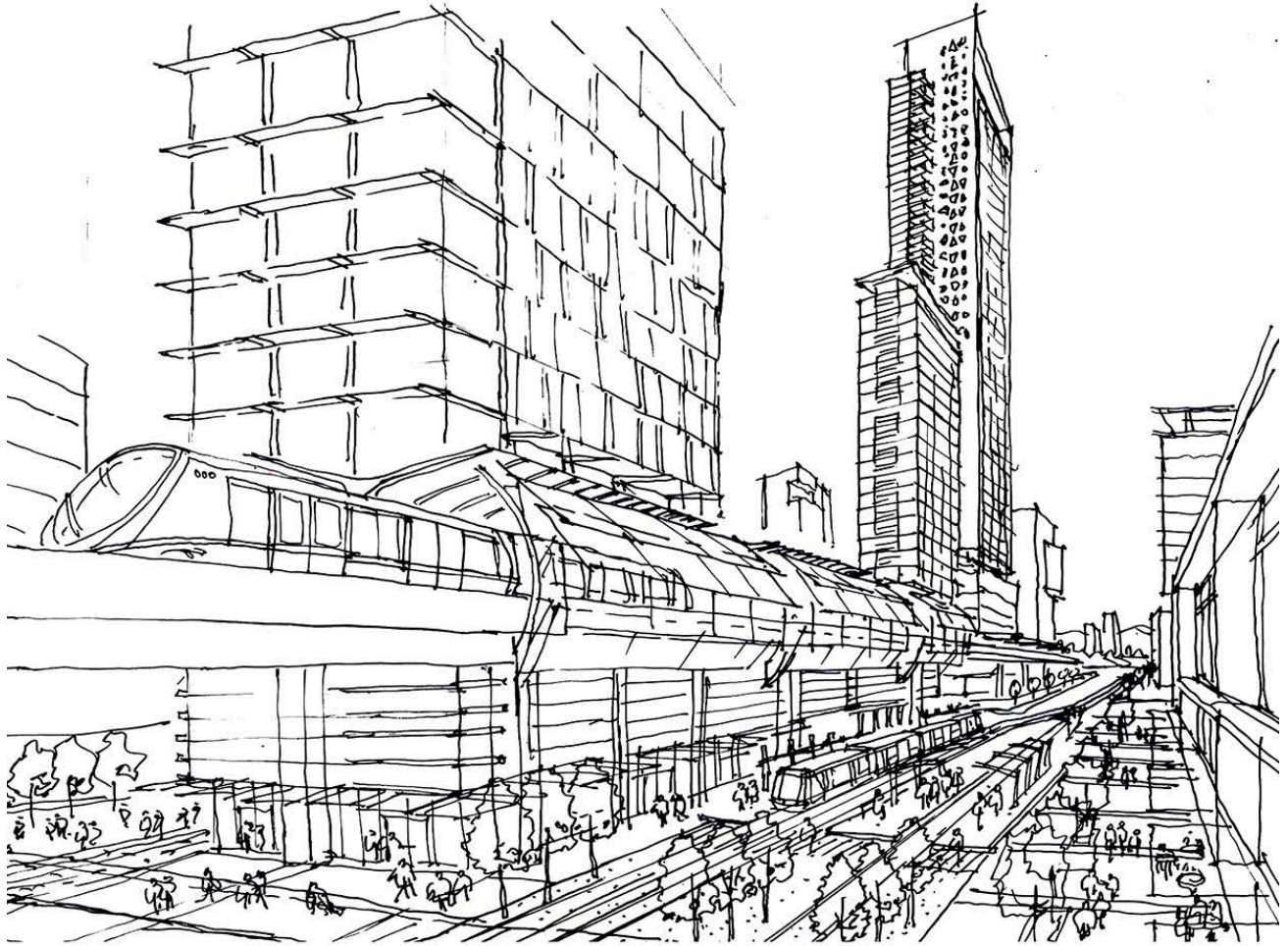
The plan is organized into 4 parts:

- Foundation
- Framework
- Implementation
- Appendices



# PART A

## Foundation



# SECTION 1

## Vision & Guiding Principles



# 1

## VISION & GUIDING PRINCIPLES

This section outlines the vision and guiding principles that will transform Surrey City Centre into a vibrant and robust downtown for the South of Fraser Region.

# 1.1 VISION

**Surrey City Centre is undergoing a bold transformation from a suburban town centre to a walkable, high density, transit-oriented downtown for the South of the Fraser area. These remarkable changes have been driven by a new vision for the area.**

Surrey City Centre will be the Fraser Valley's metropolitan centre, connected to major regional destinations by rapid transit and a safer finer grained road network designed to support walking, cycling and transit. It will be a centre for major employment, services, higher-density housing, commercial, cultural, entertainment and institutional activity. City Centre will be home to a diverse population, including new immigrants & established residents, young professionals, families and children, youth, and seniors.

Distinct and vibrant neighbourhoods including a dynamic and innovative business sector, university, hospital, civic and historic districts will form the framework of the City Centre. Each of these areas will have its own unique character that will create a diverse, authentic and interesting downtown.

The downtown will be known for its green urban infrastructure of parks & plazas, greenways, and planted boulevards. Natural features including fish bearing creeks, riparian areas and spectacular views to the North Shore mountains will be enhanced and maintained.



Looking North along City Parkway-Future Concept

# 1.2

## GUIDING PRINCIPLES

The plan is guided by a set of principles that drive the strategic direction, policy framework, and implementation strategies that shape development in the City Centre.

A set of eight guiding principles have been established to support the transformational vision for a vibrant, urban and green downtown:

Build Density & Mixed Use

Encourage Housing Diversity

Break Up the Block Size

Design Roads for Multiple Modes

Create Vibrant Urban Spaces

Green the Downtown

Encourage Office & Employment

Promote Identity & Sense of Place

## Build Density & Mixed Use

Higher residential densities and a diverse mix of land uses close to transit differentiate the downtown from other parts of the city. These high density mixed use areas provide residents with easy access to urban amenities, shopping, entertainment, education and employment and also support higher levels of walking, cycling and transit use.

This density and mix of uses creates a City Centre that is more animated, livable and a place that thrives economically where residents can work, play and live in their neighbourhood.



## Encourage Housing Diversity

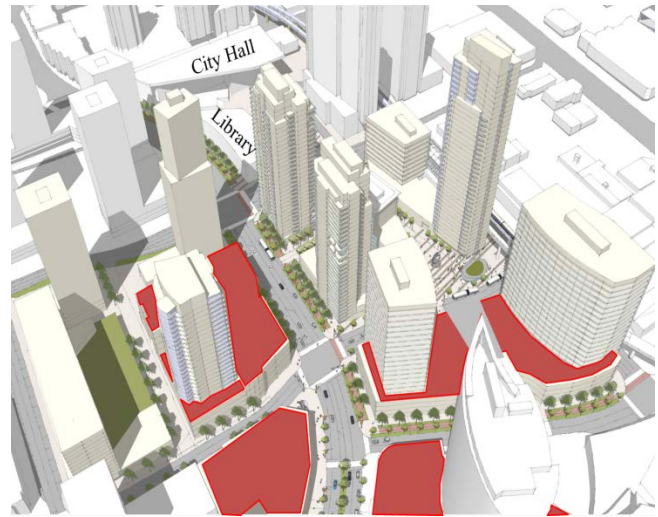
Thriving downtowns have a range of housing types and tenures to support a diverse metropolitan population. Housing diversity in City Centre helps to provide housing choice for families, students, seniors, working professionals, and vulnerable populations. Land use designations accommodate a variety of housing forms and a range of unit sizes and types. This housing supports a full spectrum of tenures including ownership and rental as well as supportive and social housing.



## Break Up the Block Size

A network of regularly spaced and interconnected streets with small, urban-sized blocks allows increased connectivity between residential, commercial, cultural, civic and social activities in the City Centre. This fine-grained street network of small blocks creates frequent intersections, and provides a variety of routes that increase mobility choices for pedestrians, cyclists and motorists alike.

Smaller block sizes encourage pedestrian movement by providing shorter walking distances and direct connections to amenities. Small blocks provide greater flexibility for transit operations and bus routings and create multiple channels and turning options for motor vehicles, giving drivers more route choices. Ideal block sizes vary depending on the form of development and site size, generally block length should be no longer than 80 to 100 metres before a connection is provided.



## Design Roads for Multiple Modes

Well-designed, 'complete' streets improve safety, facilitate mobility for all modes, and provide the framework for sustainable and economically robust places. Streets in City Centre are designed to serve multiple roles: connecting people, improving the public realm, sustaining a healthy tree canopy, and supporting economic activity. Streets will be designed so that people of all ages and abilities can safely, conveniently, and comfortably get around regardless of their mode of transportation.

While the conventional role of arterial roads is to facilitate through-movement of cars, the urban street network planned for City Centre will move all road users. Arterial roads will continue to be major corridors for vehicular traffic and transit, but will balance average speeds to enhance the safety of diverse users and encourage walking, cycling, and transit. Collector and local roads will feature improved designs that prioritize active transportation.





## Create Vibrant Urban Spaces

A high quality public realm with continuous active streetscapes, urban amenities, and cultural activities and facilities contributes to the vibrancy and livability of the downtown. As redevelopment occurs, urban design standards require high quality architectural aesthetics and amenities such as plazas public art, street furniture, and elements of green infrastructure to encourage people to linger and interact in the public realm. The pedestrian scale will be reinforced through building design; the base of high rise buildings will typically have a two to four storey podium and weather protection to increase pedestrian comfort. Active retail uses, and a continuous 'streetwall' adds pedestrian interest and rhythm to the streetscape.



## Green the Downtown

Access to natural and recreational space is one of the defining elements that contribute to urban livability. These spaces, either natural or human-made, provide relief from city density by softening the urban hardscape. The City Centre plan includes a wide range of parks, plazas and natural areas within walking distance to all neighbourhoods and districts. These include large scale urban parks, athletic parks, neighbourhood parks and mini-parks and plazas.

Natural areas create a unique identity in the downtown. Two fish bearing creeks are located in the City Centre: Bolivar Creek in the north and Quibble Creek in the south. As development occurs, these creeks will be protected as parkland through riparian setbacks, and will provide enjoyment for residents through the development of viewing areas, pathways and natural area rehabilitation projects.



## Encourage Office & Employment

A key factor that defines the City Centre is its economic significance. The downtown will house a concentration of office, retail, cultural and other employment uses in Surrey. Public sector investment will continue to be an important economic component of the City Centre. Expansion of universities, government offices and the Medical District will attract related health technology, office and retail uses that strengthen economic activity in the downtown.

Convenient access to rapid transit contributes to the attraction of office and employment uses into the downtown. The existing SkyTrain and future light rail will serve as catalysts for continued investment in the downtown economy.

To support office and retail expansion in the downtown the City Centre Plan facilitates residential redevelopment and densification to provide a sufficient population to support retail and office and enliven public spaces. Redevelopment will increase investment in urban amenities that attract office employment, such as public art, street furniture, public realm beautification, plazas and parks.



## Promote Identity & Sense of Place

Fostering a sense of place and identity in the City Centre creates a downtown that is unique, interesting and memorable. However, since the plan area is 1,300 acres in size, the downtown is too extensive to have a single recognizable identity. To promote and foster a sense of place, the City Centre area needs to be understood at a smaller scale, with small diverse sub-areas that can be experienced at the pedestrian level.

To support this framework, the City Centre Plan area has been organized into different districts and neighbourhoods that are small enough to be experienced by walking. Each area has its own identity, form and function. While some of these areas have an existing character and history, in other areas a distinct identity is newly emerging through redevelopment. Together, these unique character areas will create a downtown that is authentic and memorable.







## SECTION 2

# Background & Context

# 2

## BACKGROUND & CONTEXT

This Section provides background on the plan update process and also outlines the historic, current and policy contexts including the demographic profile of the City Centre today.

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## BACKGROUND

### **Need for an Updated Plan**

Since the first City Centre plan was completed in 1991, the anticipated pattern of development has evolved and changed stemming from new public sector investment, renewed development interest and key land assemblies. The transportation context has also evolved with a recent focus on multi-modal pedestrian oriented street design and plans for a future Light Rail Transit (LRT) system.

The original City Centre Plan was coordinated by Ray Spaxman in consultation with city staff. Key recommendations of the 1991 plan included concentration of density at the SkyTrain stations, construction of a ring road system and implementation of urban design and streetscape features. This work was supplemented with the Whalley Enhancement Strategy and Urban Design Concept in 2003.

Development after the adoption of the 1991 plan ranged between almost no activity, to periods of intense activity which was not always concentrated at or near the skytrain stations as was intended in the 1991 plan. The resulting development pattern did not create a complete and identifiable City Centre.

In order to redefine the vision and establish a desirable development pattern for the downtown, an updated City Centre Plan was needed. On July 24, 2006, Council authorized staff to proceed with an update to the 1991 Surrey City Centre Plan.



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## PLAN AREA

### Plan Update Process

The new plan update was proposed in three phases:

- Phase One: Analyzing Conditions
- Phase Two: Stage 1 Developing the Plan
- Phase Three: Stage 2 Implementing the Plan

**Phase One** included an analysis of existing conditions and initiation of dialogue with stakeholders to identify key issues. Bing Thom Architects firm were engaged to provide land use and urban design consulting services.

During this phase, the Surrey Central Transit Village Plan (which was initiated in 2004 under the Transport Canada Urban Transportation Showcase Program) was also underway. This study examined the area immediately around the Surrey Central Skytrain Station.

A key recommendation of the Surrey Transit Village Plan proposed relocation of the existing bus loop to a transit couplet, which is a system of two parallel streets with pick up and drop off on city streets that are lined with active retail and public uses. The land occupied by the bus loop was proposed to be redeveloped with high density uses to bring vibrancy to the area. These recommendations were incorporated into phase one of Surrey City Centre Plan update process.

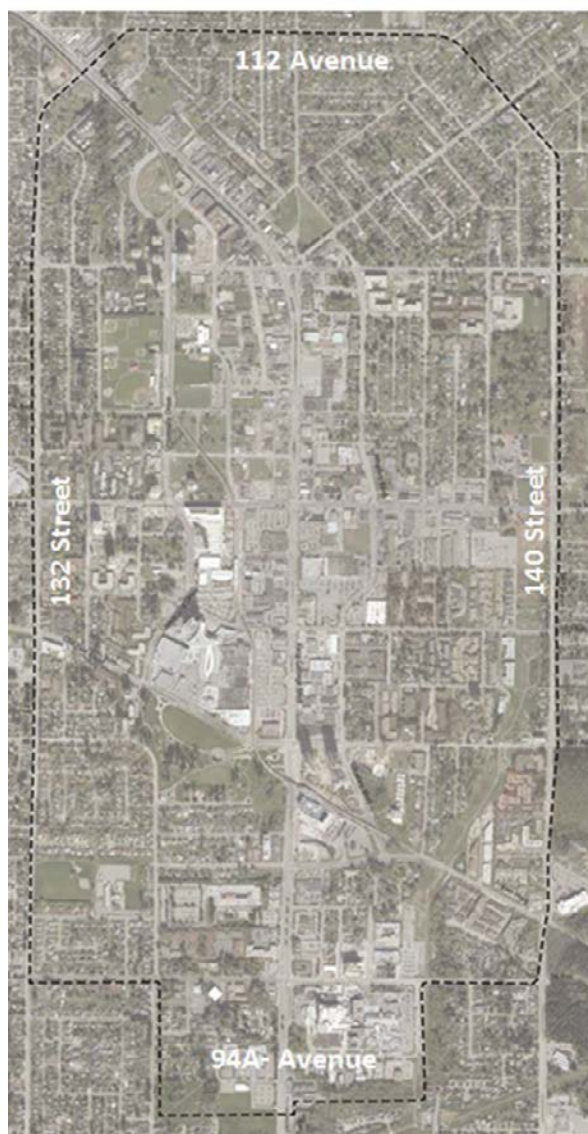
**Phase Two** involved generating several land use options and receiving public feedback on these options through public open houses, meetings with a Citizen's Advisory Committee, landowners, developers, and other stakeholders.

Finalization of the second phase included a Land Use and Density Concept, a Basic Road Network framework, a Road Width Concept, a Parks and Open Space Concept, and an Interim Implementation Strategy.

**Phase Three** of the City Centre Plan update involved undertaking additional background studies including a 3-D Modeling Study to inform the urban design guidelines and Building Heights Concept; a Green Network Study to further develop the Parks and Open Space Concept; a Heritage Study to help supplement the neighbourhoods and placemaking work; the development of City Centre Road Standards; and a detailed servicing and financial strategy.

### Plan Boundaries

Surrey's City Centre is located in northern Surrey and is approximately 540 hectares (1,300 acres) in size. The plan area is generally rectangular in shape with King George Boulevard, a former Provincial highway and major goods movement route, running north/south through its centre. The Plan area is bound by 112th Avenue to the north, 94A- Avenue to the south, 132nd Street to the west and 140th Street to the east. **Map 1** shows these boundaries.



**Map 1 Surrey City Centre Plan Boundaries**

# 23

## PLAN CONTEXT

### Area History

#### Kwantlen First Nation

The Kwantlen First Nation came to the Surrey-New Westminster area many hundreds of years ago. By three hundred years ago they were a powerful nation with a large community called Squaimetl (sx\_woyimehl) where New Westminster is now located. The Royal Kwantlen Park area, immediately west of Surrey City Centre, was a place of refuge for the Kwantlen nation.

In 1871, the Kwantlen nation was deeded a 40 acre (16 hectare) site on Old Yale Road as part of their treaty lands (Kwantlen Indian Reserve #7).

In 1954, the City of Surrey purchased the 40 acre reserve from the Kwantlen nation for \$40,000. By 1956, K.B. Woodward Elementary School was built on the site.

The opening of West Whalley Junior Secondary followed in 1957. In 1959, Surrey decided to use the remaining portion of the former Kwantlen Reserve to create a park for Whalley. Today, this park is known as Royal Kwantlen Park.

#### Early Settlement

Originally, the City Centre area was a rural farming and logging community. Settlers began pre-empting land in the vicinity of present-day Surrey City Centre as early as the 1880s.

In 1908, Surrey Council requested a grant to build a road from the old Fraser Bridge in South Westminster, southward up Peterson Hill to present-day 108th Avenue. In 1923, the Pacific Highway (passing through future Whalley) had been paved all the way to the U.S. Border.

With the proliferation of the automobile already evident, Arthur Whalley built a service station in 1925 at the present day corner of 108 Avenue and King George Boulevard. It included a small general store, soft drink stand, and tourist cabins. The intersecting roads did not exist at that time but this was the first gas station outside of New Westminster at the time, and the area became known as Whalley's Corner.

#### Post War Suburb

Major auto-oriented growth of the current-day City Centre was largely facilitated by the construction of new bridge connections: the Pattullo and Port Mann. The opening of the Pattullo Bridge in November 1937 provided the impetus for more rapid settlement of North Surrey. When the tolls were removed from the Pattullo Bridge in 1952, the Whalley area saw a major commercial and residential building boom.

Tom Binnie established the first real estate office in Whalley. In 1947, his "Binnie Block" was one of the first commercial buildings along King George Highway, with the Cameo Theatre and a branch of the Bank of Nova Scotia. The same year also marked the official opening of a post office at Whalley's Corner.

Surrey's oldest shopping mall, the Dell Shopping Centre, opened in the late 1950's. It was designed as a shopping plaza oriented to the King George Highway.

Surrey's first hospital opened in 1959. Prior to that, Surrey residents were served by Peace Arch Hospital in White Rock.

In 1972, Surrey's first enclosed shopping mall opened with the construction of Surrey Place Mall (now Central City Mall).

#### Moving Toward an Urban Centre

Beginning in the 1990s, major investment in rapid transit infrastructure laid the foundation for the development of a more "urban" framework in City Centre. This was realized through the extension of an elevated rapid train system, the SkyTrain, into Surrey. As part of this network, four skytrain stations were planned for Surrey, three of which were located in City Centre. The Surrey SkyTrain stations opened in 1994.

The opening of Skytrain was followed by the construction of Simon Fraser University's Surrey Campus and a Triple-A office tower in 2003 and the redevelopment of a 29-acre urban park, Holland Park. These developments started to change the energy in the downtown resulting from a greater presence of employees and students in the core area.

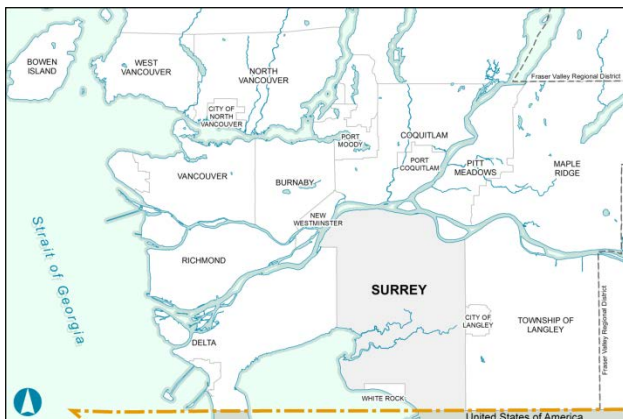
## City Centre Today

### Regional Framework

Situated at the heart of the region, Surrey's City Centre area is designated as the region's second metropolitan centre in the Metro Vancouver 2040 Regional Growth Strategy.

The City Centre's central location allows for a number of major locational advantages which include:

- Direct SkyTrain connection on the Expo Line with two Regional City Centres and a Municipal Town Centre ending in Downtown Vancouver in 35 minutes, and with rail and SeaBus transfer connections to 3 other Regional City Centres and 4 other Municipal Town Centres;
- The hub of a future Light Rail Transit network that will connect Surrey City Centre with Guildford, Newton and Langley, transforming Surrey City Centre into one of the most accessible City Centres in the Region;
- Similar driving proximity (35 minutes) to two international airports- Vancouver and Abbotsford; and easy access to the US-Canada Border, and,
- Views of natural regional features such as mountain ranges and the Fraser River to the north.



Map 2 Surrey's Location in the Region

### Development Context

Walking through Surrey's City Centre today, one can see and feel the transformation of the once suburban area into the beginnings of a higher-density, transit-oriented community. The changes have been driven by significant public sector investment that has catalyzed private development.

Although development changes toward a higher density downtown began in the late 1990s, the development momentum in the City Centre did not fully emerge until over a decade later with the construction of key public sector developments. These developments include the Central Library that opened in 2011, the RCMP E Division in 2013, expansion of the Surrey Memorial Hospital and Outpatient Care Facility in 2011 & 2013, and the City Hall and Civic Plaza in 2014,

These public sector investment have created a centre of gravity in the downtown core that is attracting residential and office development. Over 4,100 new residential units have been built in the past 10 years and the area has approximately 10 million square feet of office and commercial space. There are currently over 40 major projects in-stream in City Centre. This increasing density is creating a impetus to re-shape the area with a finer-grained road network and greenways to enable safer walking and cycling.

## Transportation Infrastructure

### Street & Block Structure

City Centre's street network dates back to Surrey's agricultural beginnings based on a one-mile (1,600m) grid of arterials. Many connector roads within City Centre are short and discontinuous, creating very large blocks that service large-format highway-style retail and commercial developments fronted by street-facing parking lots. The absence of a fully completed network and alternatives for through traffic from other parts of the City and other municipalities creates additional congestion within City Centre and a less safe and pleasant environment for pedestrians and cyclists.

Although the current street network is still largely suburban in nature, changes are evident as redevelopment over the past decade has started to help establish the beginnings of a finer-grain street network. Through continued redevelopment, the larger suburban street grid will transform into smaller urban block sizes which will create a more walkable downtown.

### Rapid Transit Infrastructure

Rapid transit is an important feature of the City Centre including both the existing SkyTrain stations and future Light Rail Transit (LRT) network.

A new LRT network is planned to expand rapid transit service to, and through, City Centre. This network consists of two lines: the 10 kilometre Surrey-Newton-Guildford line and the 17 kilometre Surrey Langley line. Both of these lines will connect thorough the City Centre. To further increase the areas served by rapid transit, the network of Bus Rapid Transit lines will also be extended

### Pedestrian and Cyclist Safety

City Centre is currently a study in contrasts. In areas next to the SkyTrain stations there are active transportation facilities and significant pedestrian volumes supporting nodes of mixed uses and higher densities. In other areas there are fewer pedestrian crossings often due to the block size and jaywalking is seen more often.

Sidewalk cycling is also common and a consequence of fast moving traffic and a general absence of all ages and abilities facilities. Per trip cycling injury rates are 50% higher in Surrey than the regional average. Citywide, from 2008-2012 38% of fatalities involved pedestrians, cyclists, or motorcyclists despite these modes accounting for less than 20% of all trips in Surrey. In 2013 there were over 13,200 injured victims on Surrey's roads.

City Centre has a large number of the City's injury hotspots, for example the intersection of 96 Ave and King George Boulevard had 259 casualty crashes resulting in injury in the 5 year period from 2009-2013.. **Map 3** shows concentrations of pedestrian collisions in City Centre in the 10 year period from 2006 to 2015.





Map 3 Pedestrian Collisions in City Centre- 2006-2015



## Natural and Sustainability Features

### Geographic Features

Two major natural features give this area a unique and identifying character. These are the area's elevation and its natural creeks systems.

The City Centre is the third highest point of land in Surrey, peaking at an approximate elevation of 105 metres in the north east portion of the plan area. This elevation provides panoramic views of the Fraser River and mountains to the north.

Two fish bearing creeks are located in the downtown area: Bolivar Creek in the northwest and Quibble Creek in the south east. The open water creeks provide a natural amenity for residents, and also contribute to creating a unique "green" identity for the downtown.



**Bird-Eye View Looking North to City Centre**

### District Energy

In 2012 Surrey established Surrey City Energy, a City-owned district energy utility that supplies heat and hot water to high density developments in City Centre. The utility provides energy in a manner that is more efficient than having each building generate its own heat and hot water and eliminates the need for boilers and furnaces in individual buildings.

This will help Surrey to achieve its greenhouse gas reduction targets. New high density developments in City Centre, are required to provide hydronic heating capability, either fully or partially compatible with the district energy system.



**Rendering of West Village District Energy Centre**

## Demographic Profile

### Population

According to the 2011 Census, the City Centre population has increased by 68% over the past decade, growing from 13,665 in 2001 to 22,925 in 2011. The share of Surrey's population living in City Centre (approximately 5%) remained relatively constant. According to the City's data, the City Centre population reached 33,790 people in 2015.

### Household Size

City Centre has smaller households compared to Surrey's average household size. According to 2011 census data, the average household size in City Centre is 2.2 persons per household, compared with 3-person households for Surrey. This is in large part due to the fact that the proportion of City Centre households that include just one person (39%) is nearly double that for Surrey as a whole (20%).

### Age Distribution

Similar to other urban areas, the City Centre population includes a significantly higher proportion of young adults, compared to the city average. In City Centre, 18.5% of the population is between the ages of 20-29, compared to the Surrey average (11.3%). Growth in this age category is likely to increase with construction of high rise residential buildings, retail and office construction, and expansion of post-secondary institutions which will bring more working professionals and students into the area.

City Centre has a smaller proportion of children, not unlike other urban neighbourhoods. Only 19% of City Centre residents are under 20 years of age compared with 26% overall for Surrey. Seniors (65 years and over) make up 12% of the City Centre population, the same as in the rest of Surrey.

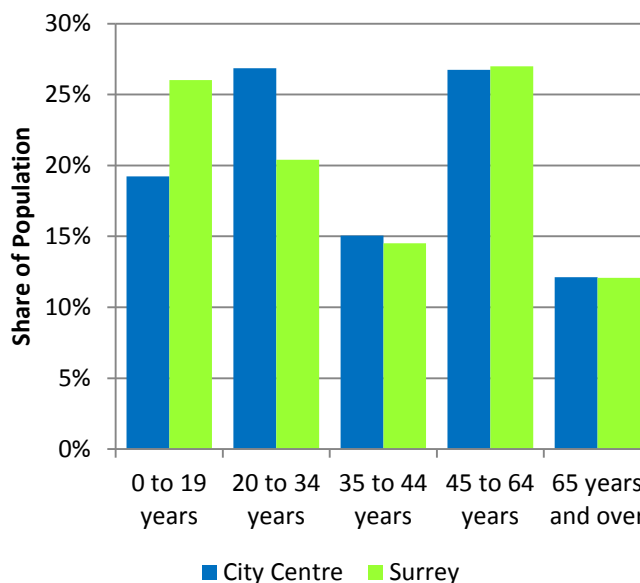
### Aboriginal Population

Although small in numbers, the largest proportion of Aboriginal residents in Surrey, live in City Centre. According to Statistics Canada, 2011 National Household Survey, Aboriginal people comprise 5.5% of City Centre's population. This accounts for approximately 1,260 people. Comparatively, less than 3.1% of the population in Surrey's other communities identified as Aboriginal.

### Income

City Centre has the lowest economic family total income (refers to the sum of the total incomes of all family members) compared to all other Surrey communities. In 2010, the average income of economic families in Surrey was \$92,446, while the average family income in City Centre was \$61,799.

Age Distribution City Centre Compared to Surrey-2011



## Policy Context

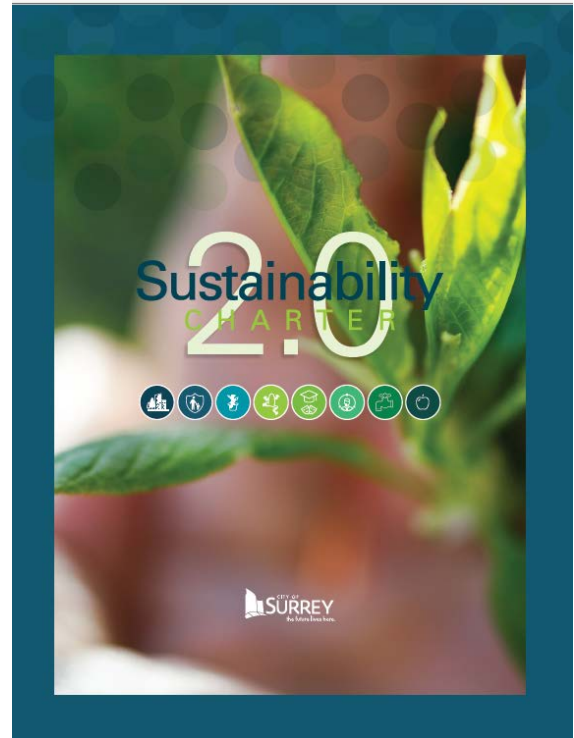
Several City of Surrey strategies have been considered in the development of the Plan. The key strategies are described in the section below.

### Sustainability Charter

An overarching strategy that guides the City Centre Plan is Surrey's Sustainability Charter 2.0. It sets out a 40-year vision for sustainability in Surrey to become a thriving, green, inclusive city.

The Charter has eight overlapping themes and outlines the City's goals, desired outcomes and strategic directions looking to the year 2058. The eight themes in the Sustainability Charter 2.0 are:

1. **Inclusion:** A caring community that encourages a sense of belonging and access to opportunity for all Surrey residents to realize their full potential.
2. **Built Environment and Neighbourhoods:** A beautiful, accessible and well-connected city of distinct and complete neighbourhoods that are walkable, engaging and resilient.
3. **Public Safety:** A city in which all people live, work and play in a safe and engaging environment.
4. **Economic Prosperity and Livelihoods:** Continued prosperity and thriving livelihoods and a strong, equitable and diverse economy.
5. **Ecosystems:** Healthy, protected and well-maintained ecosystems and biodiversity.
6. **Education and Culture:** Access to diverse, high quality learning opportunities, and vibrant arts, heritage and cultural experiences for all Surrey residents.
7. **Health and Wellness:** A community in which all residents are healthy, active and connected.
8. **Infrastructure:** Effective infrastructure and services that meet the current and future needs of the city, while protecting the natural environment and supporting urban growth.



## Official Community Plan

The **Official Community Plan (OCP)** establishes the role of the City Centre as a major high density centre that supports office development, commercial and business services for the City of Surrey and for the South Fraser Region. Mixed use facilities including commercial, retail, high density residential and civic and cultural facilities such as the Central Library, Centre Stage and City Hall are located in the City Centre.

The policy framework set out in the Official Community Plan creates the development direction for the City Centre Plan Update.

## Transportation Strategic Plan

The Transportation Strategic Plan (2008) establishes the long-term vision, objectives, and priorities for the City's Transportation direction. Priorities include increasing the number of walking, cycling and transit trips throughout the City, reducing the over-reliance on the automobile and ensuring there is a robust network for moving goods and services associated with a successful economy.

The Transportation Strategic Plan outlines a hierarchy of considerations to be used to help ensure that the needs and safety of each group of road users are sequentially considered:

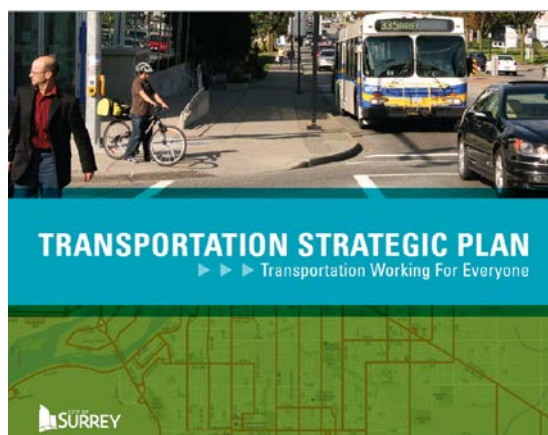
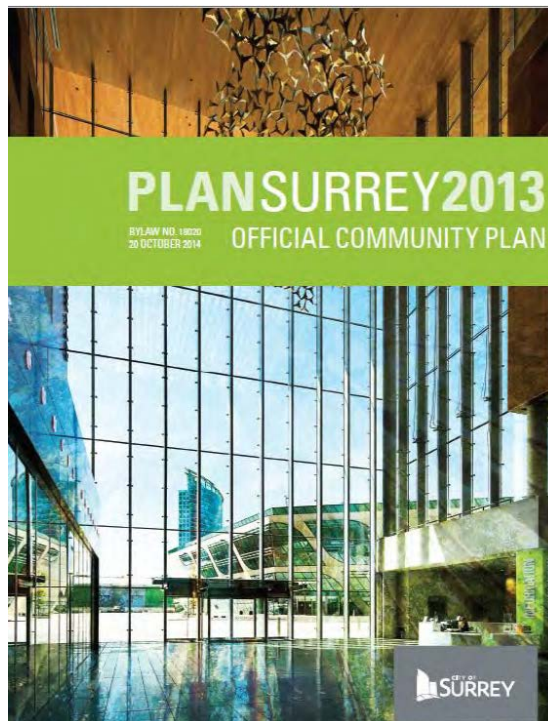
1. Walking
2. Transit
3. Bicycles
4. Commercial traffic and trucks
5. High occupancy vehicles
6. Single occupancy vehicles

## Public Safety Strategy

The Public Safety Strategy outlines a vision where everyone feels safe and engaged. The City Centre Plan puts a particular emphasis on those measures that reduce injuries and fatalities, and address both perceived and measured safety barriers to active transportation.

## Parks, Recreation & Culture Strategic Plan

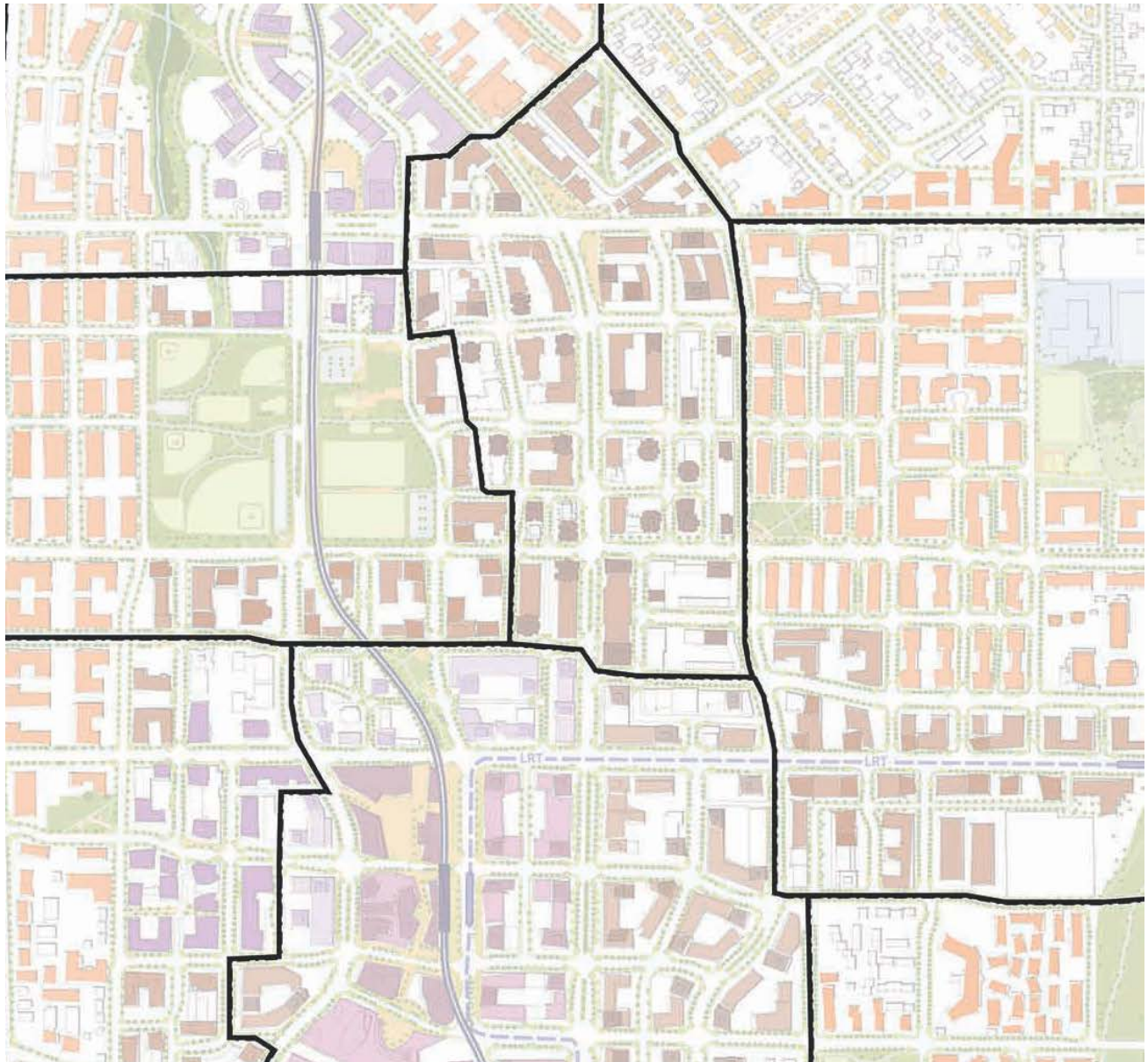
The Parks, Recreation & Culture Strategic Plan (2008) establishes the long-term vision, objectives, and priorities for the City's recreation and culture needs. Priorities include parks, recreation and cultural services, facilities and programs that advance a vision of a community where individuals, culture and the environment thrive.



## Biodiversity Conservation Strategy

The Biodiversity Conservation Strategy (BCS) identifies the highest priority biodiversity and habitat resources in the City, and outlines management criteria and strategies for conservation and enhancement. This Plan incorporates key components and management criteria from the BCS to advance the goal of a green and sustainable City Centre.





# SECTION 3

## Districts & Neighbourhoods



# 3

## DISTRICTS & NEIGHBOURHOODS

The plan area has been organized into a number of different neighbourhoods and districts, each with its own emerging identity, function, and scale.

The following section describes the future vision for the districts & neighbourhoods in City Centre and outlines the future framework of streets, parks and general urban form. It also includes specific policies to promote both the preservation of existing recognizable features as well as development of new and distinct urban character that is unique, authentic and memorable.



# 3.1

## OVERVIEW OF DISTRICTS & NEIGHBOURHOODS

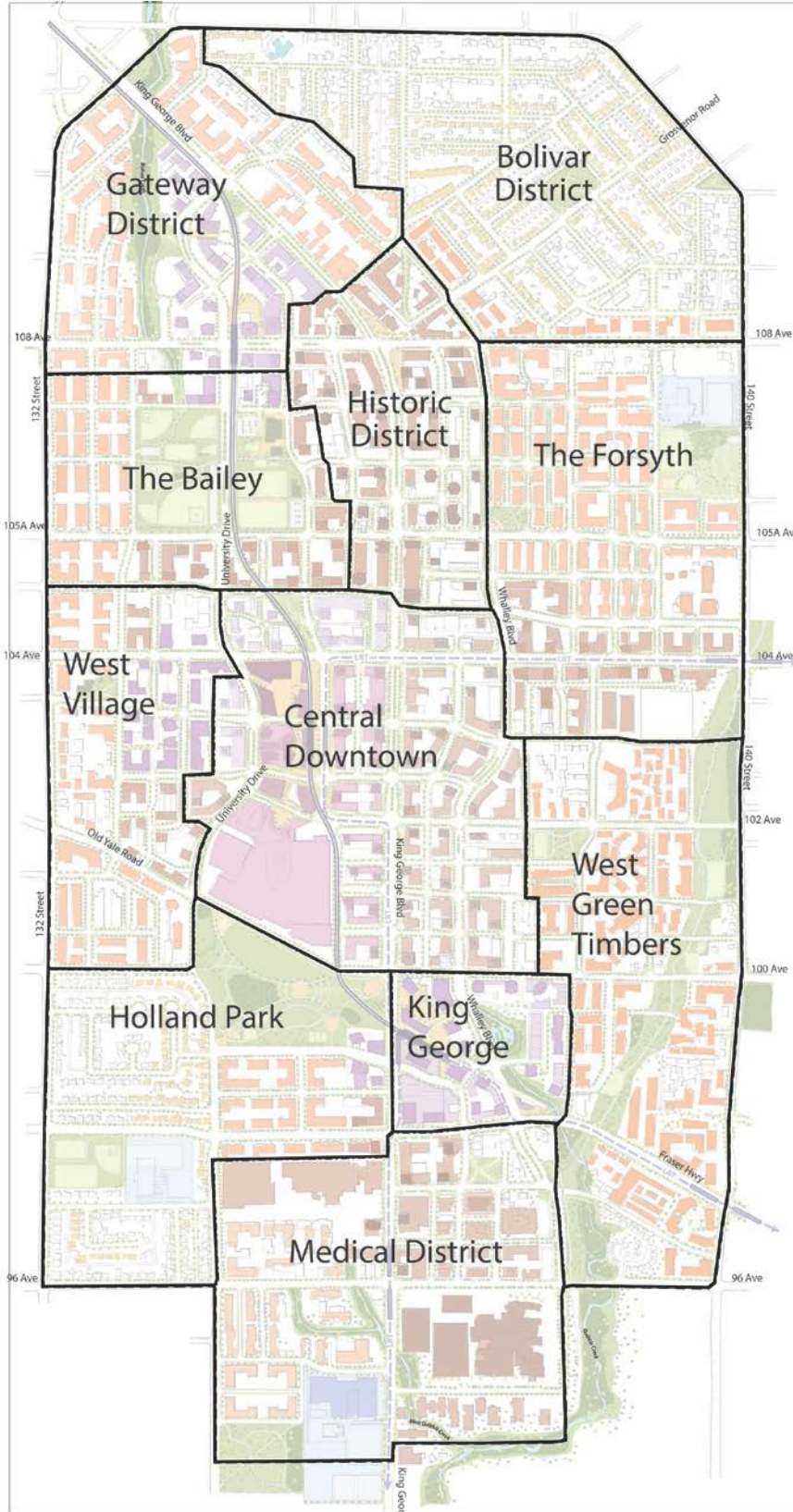
**The plan area has been organized into a number of different residential neighbourhoods and mixed-use districts, each with its own emerging identity, function, and scale.**

Most memorable and vibrant urban places are understood at a pedestrian scale, providing opportunities to walk, sit, interact and experience attractions that appeal to the senses. However, Surrey's City Centre mainly developed during the post-war era, when car movement was a major priority; this resulted in a downtown landscape that was geographically large and spread out, not scaled for the pedestrian. In order to create a focussed, vibrant, and more urban downtown, the plan area needed to be defined and understood through a smaller scale and framework.

Over the past decade, private and public sector redevelopment efforts in Surrey's downtown have started to shape a framework toward a finer-grained, pedestrian-oriented city centre. Redevelopments are injecting more density into the downtown, as well as breaking up some of the suburban sized blocks and introducing higher quality urban buildings and public spaces.

To continue shaping the City Centre towards one that is truly urban, more compact, and a place with distinct and diverse character, additional policies that promote place-making have been included in the overall city building approach. The plan area has been organized into a number of different residential neighbourhoods and mixed-use districts, each with its own emerging identity, function, and scale.

This section describes each of the districts and neighbourhoods. The policy information in this section should be cross-referenced with the Design Guidelines, Development Policies, Land Use and Density, and Arts, Culture & Community sections of the document.



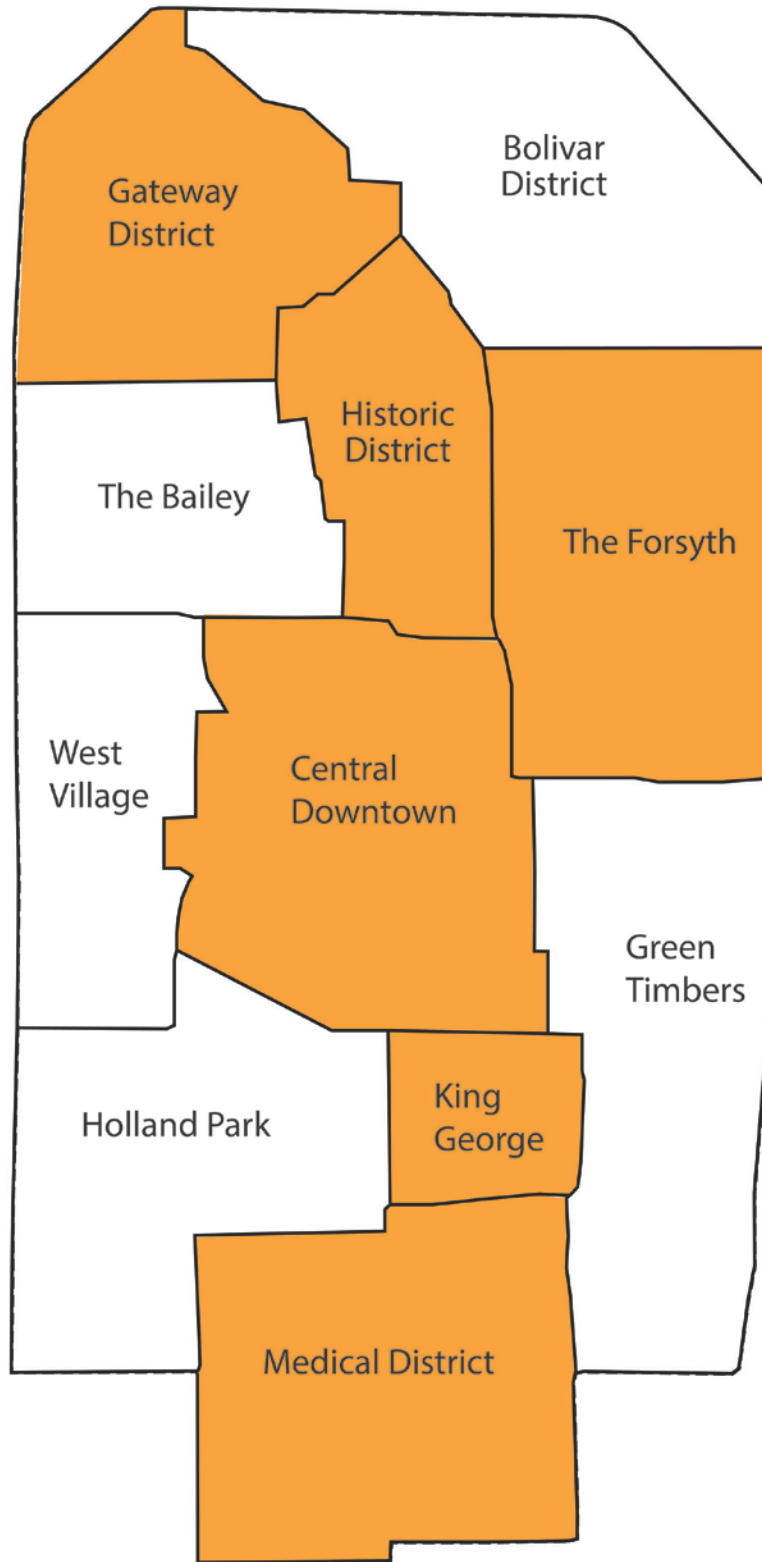
Map 4: City Centre Districts & Neighbourhoods

# 3.2

## MIXED USE DISTRICTS

There are six Mixed-Use Districts identified in the City Centre Plan.

<b>MIXED USE DISTRICTS</b>
<b>Central Downtown</b>
<b>King George</b>
<b>Gateway</b>
<b>Historic District</b>
<b>The Forsyth</b>
<b>Medical District</b>



Map 5: Mixed Use Districts

## Central Downtown

Initially the site of a suburban shopping mall, recreation centre, and low intensity retail uses, this district is starting to transform and take shape as the heart of the downtown. Public and private sector redevelopment has brought in new civic, university, office and retail buildings to this area.

Major changes began in 1994, with the extension of the SkyTrain to King George Station, followed by a large-scale renovation to the mall site in 2000, adding a signature 26-storey office tower and major university (initially Tech BC, then Simon Fraser University) at the podium. Although the changes did not alter the shopping centre surface parking along King George, the renovation did create a more urban and active frontage along 102 Avenue with the construction of a public plaza. The introduction of the office tower and university campus added more foot traffic from students and office professionals, which contributed to more energy and activity at the street level.

More recently, the construction of the Central Library in 2011 and new a City Hall and Civic Plaza in 2014, has further transformed this area. The large urban plaza offers programmable open space for community gathering and large special events. Adjacent to the Civic Plaza, on City Parkway, 52-storey mixed-use tower is currently being constructed. The project includes a hotel, residences, office, educational and retail uses. A restaurant and café will be located at ground level and face directly onto the plaza.

The Surrey Central Exchange bus loop, a large surface parking lot and a recreation facility are located between the civic buildings to the north and the university & mall site to the south, These create a large physical barrier between the civic uses to the north and educational and retail uses to the south.

### Vision

The Central Downtown District is envisioned as having the highest densities in the heart of the downtown with a vibrant civic, educational, entertainment and cultural focus. This area is a compact, highly walkable area, less than a square kilometre (about 800,000 m<sup>2</sup>.) in size, where a critical mass of activity will facilitate major economic, cultural, and institutional exchange.

The public realm will provide high quality public spaces, and a large civic plaza for major events. Local office and institutional sector employees, students, residents and visitors will support restaurants, galleries, shops and services along a network of pedestrian-oriented streets. Increased amenities for residents will include plaza space, public art, seating, farmers markets, food carts and festivals.

A major transit hub will be located at the core of the district, building on the existing Surrey Central Exchange and SkyTrain station with the addition of light rail transit (LRT). The suburban style bus loop will be reconfigured into a new on-street transit exchange, as the bus layover and ice arenas are relocated away from the central core.

The presence of significant new university buildings will expand in the Central Downtown, creating a stronger campus identity and student energy at street level. Research buildings with large floor plates will have active retail street frontages and transparent storefronts to engage the pedestrian with the innovative internal uses.

### Key Sites or Components

1. City Hall
2. Central Library
3. Civic Plaza
4. Hotel, Residential & Kwantlen Polytechnic University mixed use development
5. Future public art on plaza
6. Simon Fraser University-Energy Systems Engineering Building
7. Centre Block & Relocation of Ice arenas
8. Surrey Central SkyTrain station and Future City Parkway LRT Station
9. Future SFU expansion site
10. SFU, Central City Office Tower
11. Central City Mall
12. Future Public Art on King George Boulevard
13. Future Retail infill

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>2,740</b>	<b>9,900</b>	<b>22,500</b>
<b>Employment</b>	<b>9,360</b>	<b>14,650</b>	<b>30,500</b>





Central Downtown District

## Urban Design & Redevelopment

### Centre Block

The “Centre Block” is located between the Civic Plaza and Central Ave to the north and the Central City Plaza and 102 Ave to the south. It includes the North Surrey Recreation Centre (which includes two ice arenas, a swimming pool and fitness facility), a large parking lot and suburban style bus loop. The ice arenas have reached the end of their lifespan and are being relocated to a site near the Scott Road SkyTrain Station in Surrey.

The Centre Block will be redeveloped into a higher density mixed-use precinct. Redevelopment will facilitate the completion of a north-south pedestrian corridor, and an on-street bus exchange. The north-south pedestrian corridor will meander through the Centre Block and vary in width to include large and small plazas. The plazas will include amenities such as seating, bike racks, public art, and specialty paving. The edges of the plaza will be animated with strong, four to six-storey building podiums and active uses at grade.

The existing bus loop will be reconfigured into an on-street transit exchange. The completion of key east-west streets, Central Avenue (103 Avenue) and 102A Avenue, will facilitate bus drop off along 102A Ave and bus pick-up along Central Avenue. The bus layover facility, which is currently located within the bus loop, will be relocated within close proximity to the Centre Block.

### University Precinct

Although the plan does not identify a location for a university precinct, it is expected that the university presence will form a core identity for this district. With the Simon Fraser University (SFU) expansion, the area will see a significant presence of student activity in the area, and higher pedestrian volumes. The student activity will be further intensified with Kwantlen Polytechnic University (KPU) presence, which will be located in the 3-Civic Plaza building.

Expansion for SFU could be realized as stand-alone academic buildings and/or as mixed use buildings with private sector partnerships. It is anticipated that the university brand presence will be increased through signage, banners and buildings. Regardless of the expansion model, it is anticipated that the ground floor interface will be animated with more active uses, and could consider a 6-storey podium.

Consideration should be given to providing a robust network of walkway connections between university buildings student destinations such as transit areas, coffee shops etc. Wayfinding signage should be included as the university precinct emerges.

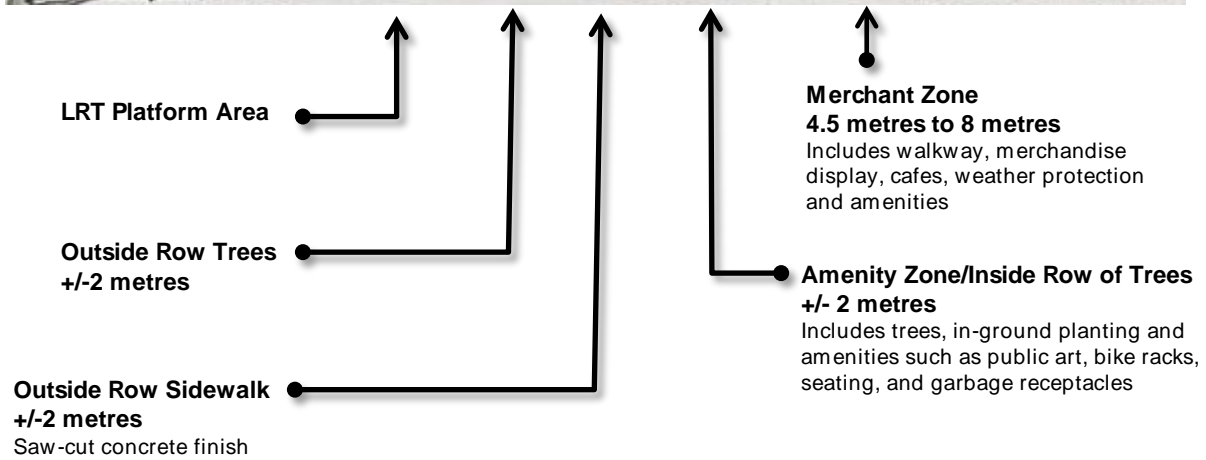
### City Parkway

City Parkway will extend the Centre Block pedestrian spine into a car free zone from 102A Avenue to Central Avenue including an LRT station next to Surrey Central SkyTrain Station. This pedestrian street will include high quality architectural detail and green tracks. The station area is planned as a signature LRT station with the termination of the Fraser Highway line, and intersection of the L-line along City Parkway.

Development fronting onto the station will be required to provide active ground floor retail uses to support the pedestrian environment at the station. Active merchant uses, public art, seating and street trees will contribute to a vibrant and inviting interface at the station.

Interface along the LRT station includes intensification of retail uses with special guidelines for a “Merchant Zone” and “Amenity Zone”. These guidelines include an additional row of street trees, and a furnishing zone that includes amenities such as seating, planning and bike racks. This is shown conceptual on the next page, City Parkway LRT Interface sketch.

### City Parkway LRT Interface



## **The Boulevard**

King George Boulevard, between 102 Avenue and 104 Avenue, will emerge as a true “Boulevard”, with the low intensity commercial and parking lot uses redeveloping into a street-facing downtown shopping area. Long term, the mall parking lot site will be redeveloped with underground parking and higher density mixed use development that integrates with the existing retail.

To create street enclosure along this corridor, a strong four-storey streetwall with a contemporary design aesthetic is recommended at the base of large towers. Storefront widths are recommended to be 15 metre maximum to promote an active and interesting pedestrian environment.

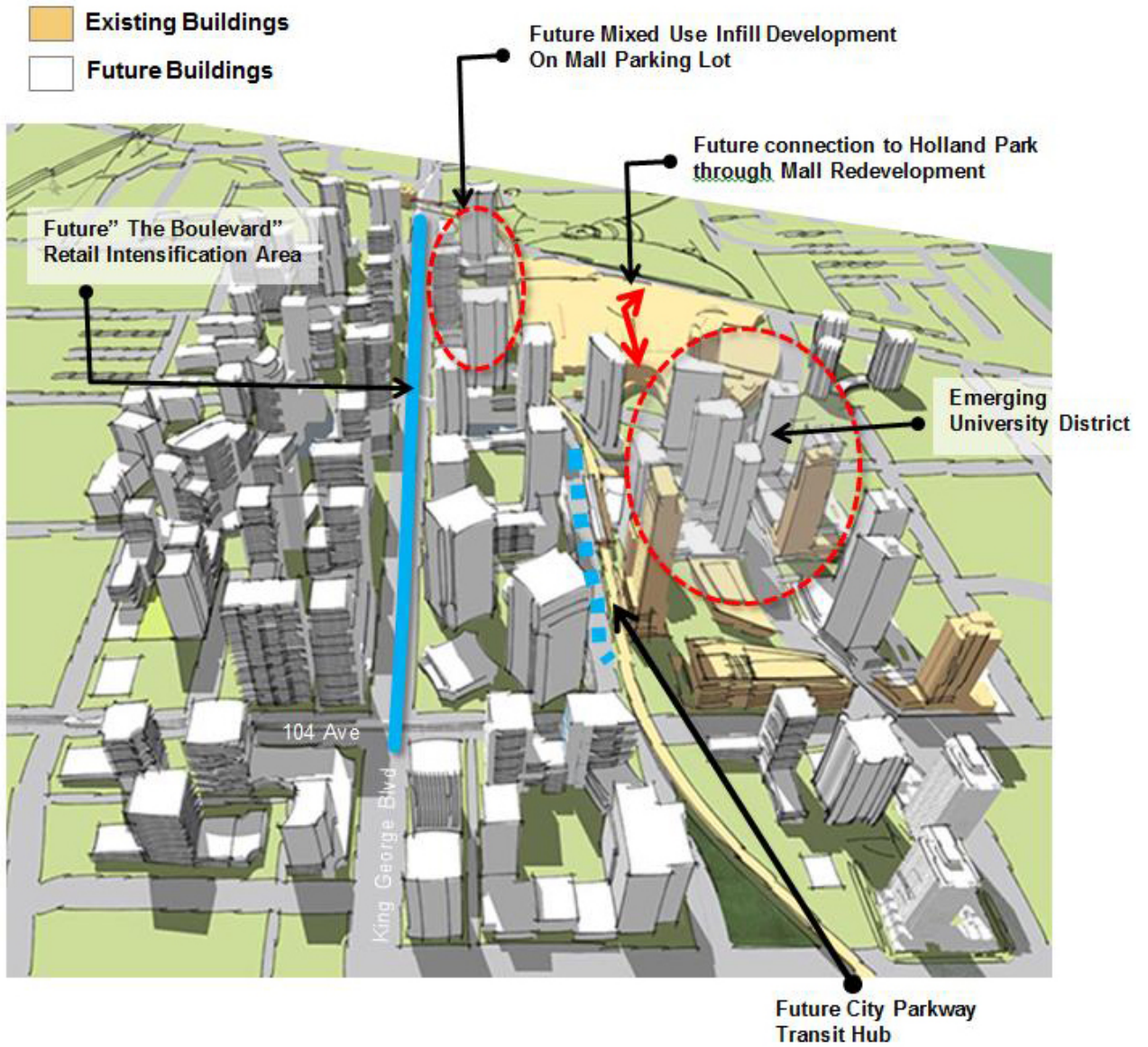
As part of humanizing King George Boulevard, a significant public art installation will be located in the centre of King George Boulevard median, in the residual road right-of-way area created by the narrowing of the street as the LRT turns onto 102 Avenue. As well, separated bike lanes will be introduced along King George Boulevard.

## **Central City Mall Redevelopment**

Over the longer term, the Central City Mall property will redevelop to create a site that has improved interface and connection to Holland Park as well as a broader range of mixed of uses. The retail uses in the parking lot areas along King George Boulevard will intensify and include office and residential components. The redevelopment would provide mixed-use buildings with retail at grade, office on 2nd and 3rd stories, and residential above.

The interface along Holland Park will also be improved with redevelopment of the parkade structures into high density residential buildings and a redesign that creates direct connection through the mall site to Holland Park.





Potential Future Scenario Showing 3D View of Central Downtown Looking South



## King George District

Originally the site of a large park-and-ride facility and small hotel, this area is now undergoing a major transformation into a new high density, transit-oriented development.

Beginning in the early 2000's this area started to see change. A multi-phase, mixed use residential and commercial project immediately north of the skytrain station was approved by Council in 2005, and construction was completed in 2011. Phase one included the construction of a residential tower at the corner of 100 Avenue and King George Boulevard. Subsequent phases of the development provided two additional residential towers, small scale commercial space, a plaza, and public art.

Currently under construction are two residential towers to the east of the existing three towers and to the south, a mixed use office, retail and residential development. Phase one of the development includes an office tower with 160,000 sq. feet of office space, and 25,000 sq. feet of commercial space. Future phases will include additional office space, a large component of retail space, and residential towers.

### Vision

King George is envisioned as a secondary office and entertainment node with high density office and residential mixed uses including a large component of retail. With its proximity to rapid transit lines, high quality amenities and natural space, this node will attract new residents, office and related uses. It will be an important economic, social and environmentally sustainable centre in Surrey's downtown.

A commercial "high street" will extend along 98 Avenue from King George Boulevard to Fraser Highway. It will feature prominent green space, public art, bike racks, seating areas and community gathering points to encourage a vibrant and walkable street-front and transit plaza. Movie theatres, restaurants shopping, and Holland Park will provide entertainment and leisure opportunities for both residents and employees.

As a major junction point for transit modes- Skytrain, LRT, Bus, it will be an area with high pedestrian volumes and street activity. Planned extension of the rapid transit into Langley from this station will allow this area to emerge as its own unique district as significant density is built and transit expansion occurs.

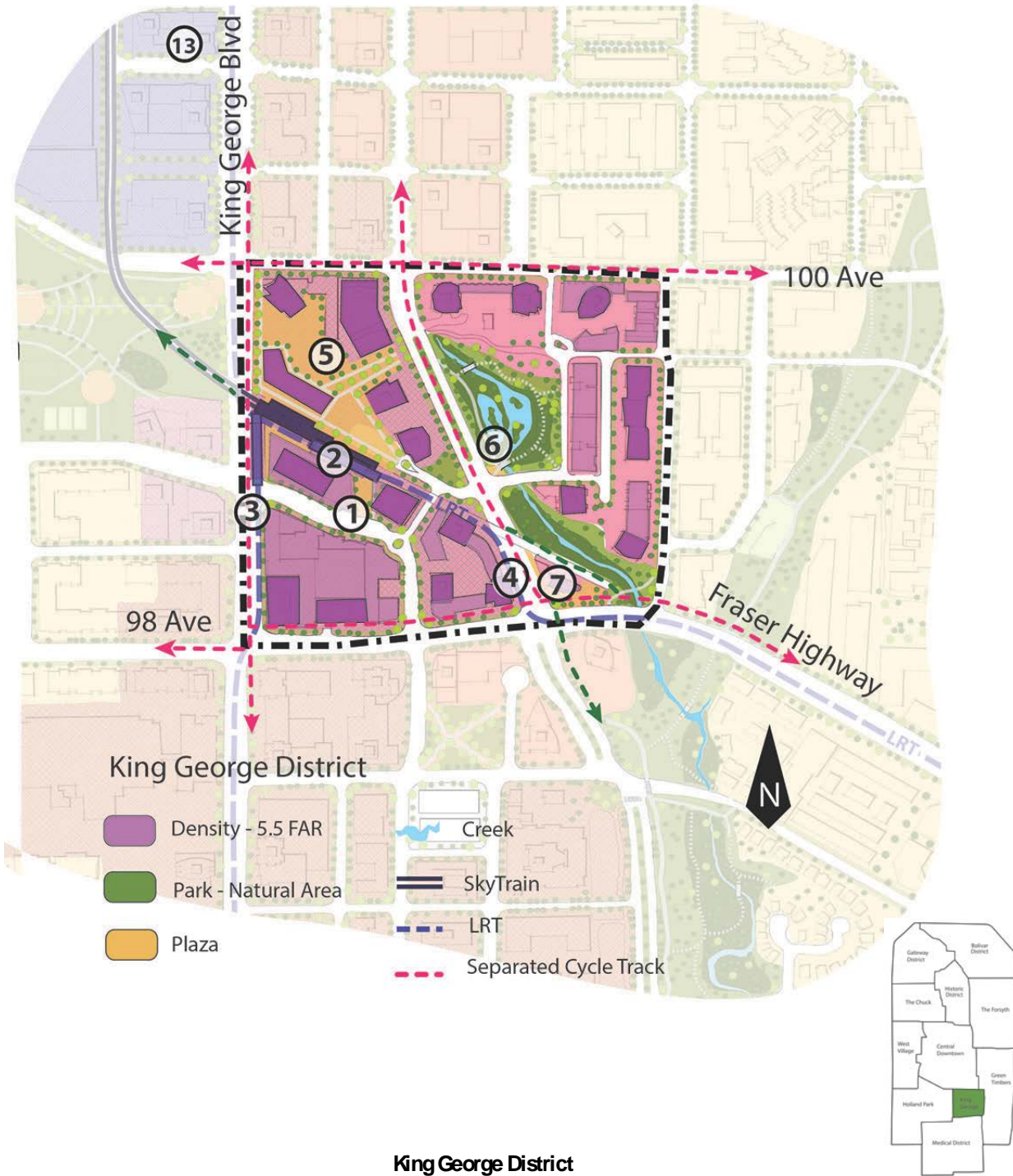
The south east area of the district will be defined by natural features of Quibble Creek and associated public viewing areas as well as the Quibble Creek District Energy Centre.

### Key Sites or Components

1. Commercial High Street
2. King George SkyTrain Station
3. Future LRT L-Line
4. Future LRT Fraser Hwy Line
5. Public Art
6. Future Quibble Creek viewing area
7. District Energy Centre

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>4,800</b>	<b>7,500</b>	<b>9,000</b>
<b>Employment</b>	<b>860</b>	<b>3,400</b>	<b>4,000</b>



## **Urban Design & Public Realm Features**

### **Commercial High Street**

A commercial high street will be formed along 98B-Avenue and will create the heart of the district. It will be energized by high pedestrian volumes created by residents from the surrounding high density residential towers, employees from office & retail buildings, and transit commuters. The retail uses at the ground will be supplemented with high quality amenities such as benches, bike racks, trees and in-ground planting to create a vibrant pedestrian realm. Movie theatres are planned on the second storey and will provide much needed entertainment uses to the area.

### **Transit Hub**

The station area will be a “hub” of transportation activity, with the convergence of skytrain, bus and Light Rail Transit (LRT). Two LRT lines will intersect in this district next to the existing King George SkyTrain Station: the Fraser Highway Line and the Newton leg of the L-line. The platform for the Fraser Highway line will run along the north side of the Coast Capital Office Building, and the platform for the L-line will be located along King George Boulevard in front of Coast Capital.

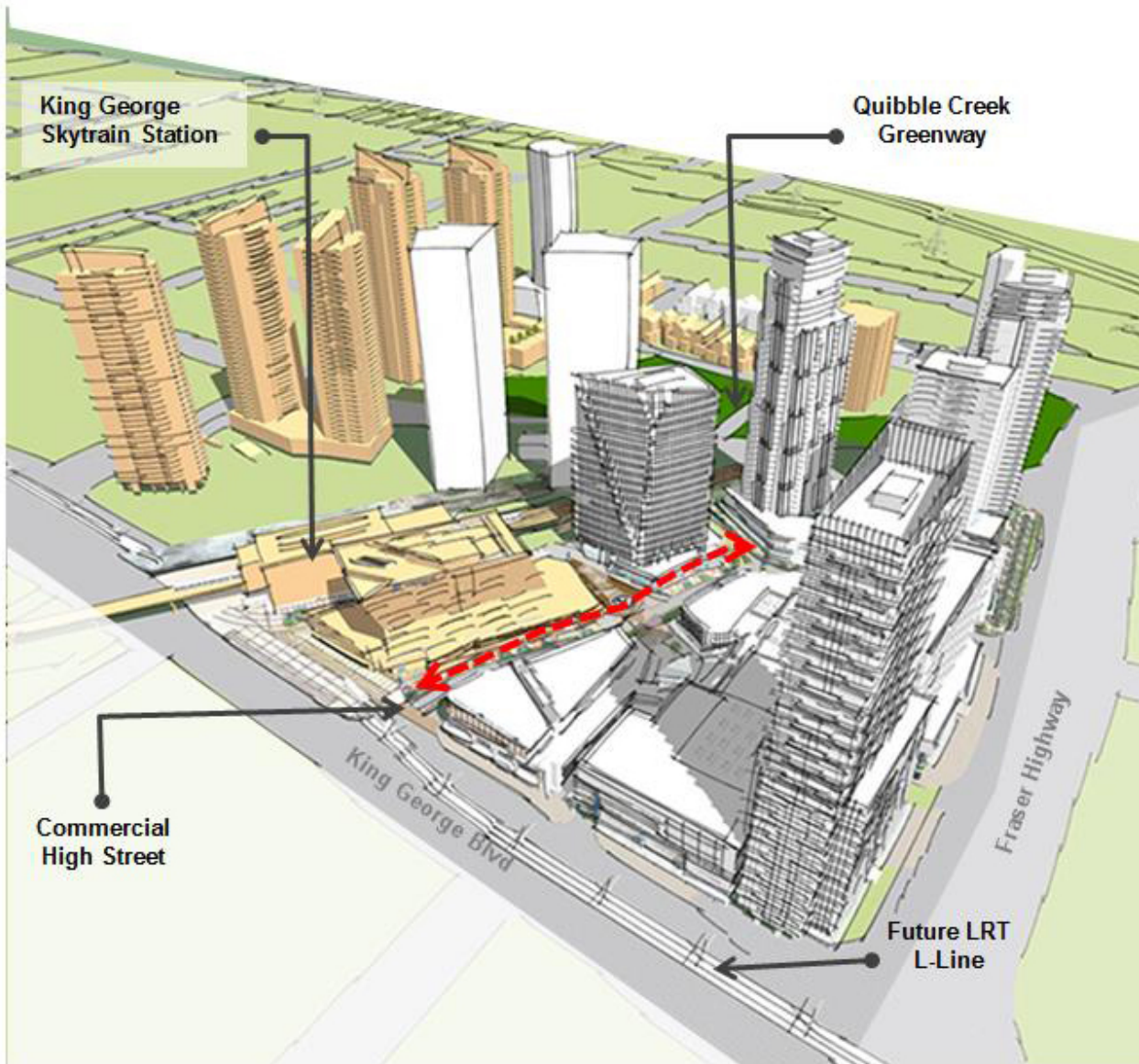
### **Quibble Creek**

A distinguishing natural feature of the King George District is Quibble Creek, an open water creek system that runs north-south through the eastern side of the district. Amongst the high density urban environment, residents, employees and visitors will be able to view “salmon in the city” at a creek viewing area. This will create a unique urban-nature connection as the high rise residential, office and retail built environment integrates with the natural open water creek and riparian area.

### **Quibble Creek District Energy Centre**

Quibble Creek District Energy Centre will be located at the south east corner of the district and will identify this area as a sustainable district. The City-owned district energy utility will supply hot water and heat to the high-density residential, commercial and institutional buildings in this area. This system will distribute this hot water through a dedicated pipe system to heat the buildings in the King George District.

- Existing Buildings
- Future Buildings



Potential Future Scenario Showing 3-D View of King George District Looking North-East



## Gateway District

Located at the top of Peterson Hill, this district is the northern gateway into the City Centre. A creek and riparian area flows north-south through the district which is visible from the skytrain line that runs through a single family area leading into the office node. Four storey apartments line the western hillside, giving way to a higher density mixed-use office node at the top of the hill.

Largely a single family residential neighbourhood in the past, this area started seeing higher density redevelopment with the introduction of the skytrain in 1994 and the construction of the Gateway Station Tower project. The nineteen-storey office tower provided new public amenities including a plaza and open space with fountains, seating and public art. Lower intensity commercial uses currently exist on the south side of 108 Avenue and north east side of King George Boulevard.

More recently the area surrounding the station has seen the construction of mixed use development as well as a new five-storey office/retail development. This project will include 135,000 square feet of commercial floor area with an urban format supermarket, drug store, bank, and small retail with four stories of office space above the retail. A future phase of development will include high density residential towers to the north of the office and retail site.

### Vision

This district is envisioned as a smaller office node known for its views and natural areas. Mixed use office, retail and residential uses will continue to emerge around the skytrain station creating a thriving office and retail environment. The densities will taper down away from the central core and with apartment and townhouse neighbourhood along Bolivar Creek. The area on south side of 108 Avenue will redevelop into a mixed-use development with retail at grade along 108 Avenue that integrates with the station area development.

Views into, and out from, the district are a key feature of this district. Its location and higher elevation will provide opportunities high rise developments to have mountain and river vistas looking northward from the district. Looking into the district, a pattern of four to six storey apartments along King George Boulevard hillside, will keep heights lower along the hillside to allow clear views of the Gateway node at the skytrain station.

Bolivar Creek, which runs north-south through the western portion of the district, will provide a unique natural amenity for the residential development straddling each side of the river bank. The eastern corridor of residential will be connected to the mixed-use node through a large pedestrian bridge that runs over the creek. Pocket parks, on either side of the bridge, will include viewing areas, seating, public art and other amenities.

### Key Sites or Components

1. Station Tower & Plaza
2. Office and Retail Site
3. Bolivar Ravine Park
4. Gateway SkyTrain Station
5. Bolivar Creek & Ravine

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>3,700</b>	<b>7,000</b>	<b>14,000</b>
<b>Employment</b>	<b>2,200</b>	<b>3,000</b>	<b>4,000</b>





Gateway District

- Density - 2.5 FAR
- Density - 5.5 FAR
- Park
- Creek
- SkyTrain



Gateway District

## **Urban Design & Public Realm Features**

### **High Density Node**

Intensification of office, retail and residential density will continue to emerge around the skytrain station creating a thriving office and retail environment. Redevelopment along 108 Avenue at the Gateway node will incorporate a four storey podium form with retail at grade along 108 and City Parkway.

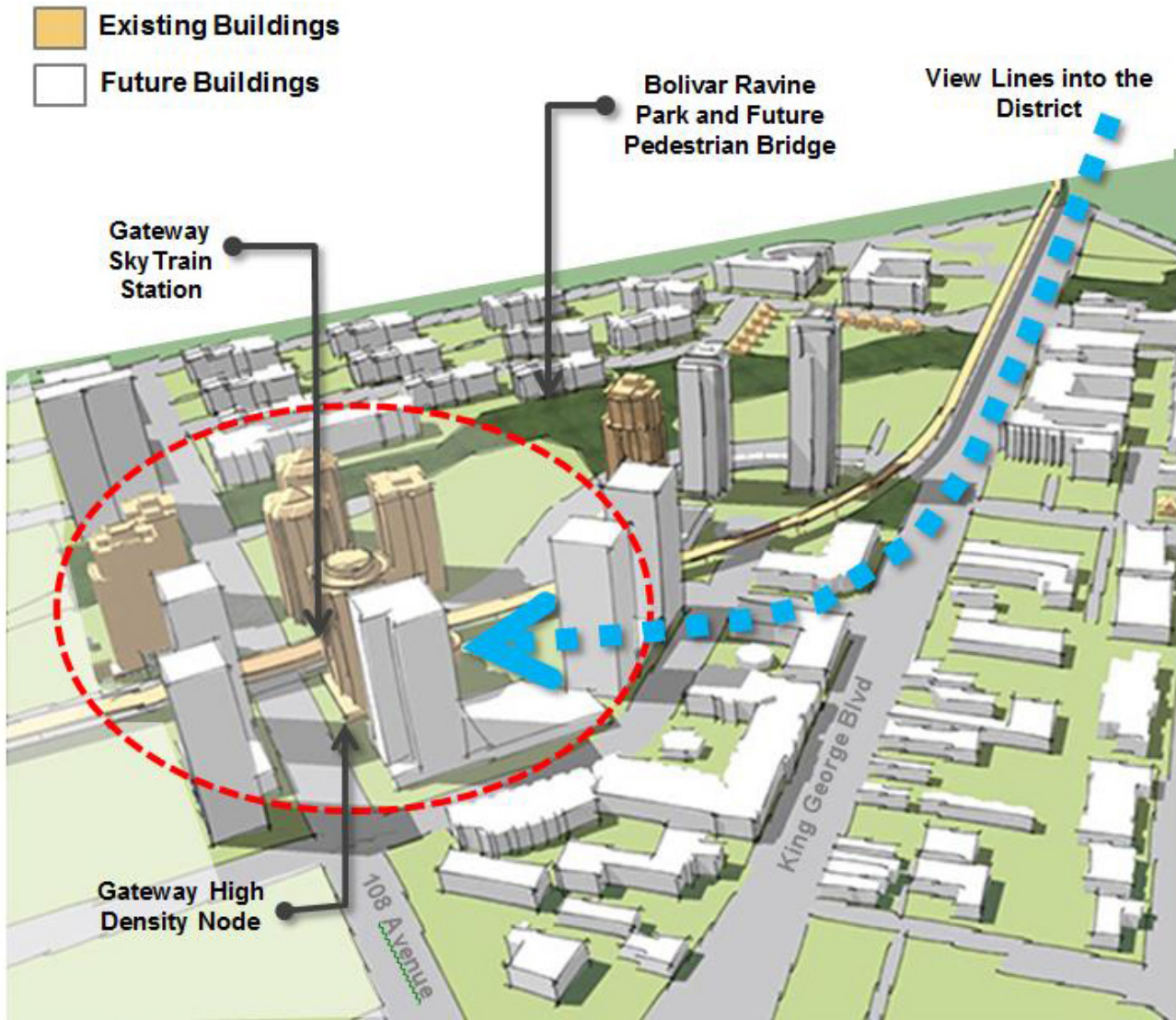
The uses at the station area will consider a mix of land uses such as active retail, residential, entertainment and attractions that generate demand during mid-day, evenings, and weekends.

### **View lines into the Plan**

Four to six storey apartments along King George will create open views to towers at top of the hill, and emphasize the office node. This will create an open and clear view-scape toward the high density node at Gateway Skytrain station and the landmark tower on the south east corner of King George Boulevard and 108 Avenue.

### **Bolivar Ravine Park**

Bolivar Ravine Park, a future park, will be formed with two green spaces on the east and west side of Bolivar Creek, connected by a pedestrian bridge. The bridge and a pathway along the eastern side of the creek will connect two residential areas on either side of the creek to the Gateway Skytrain Station. The bridge will also incorporate opportunities for public art, as well as natural creek viewing areas.



Potential Future Scenario Showing 3-D View of Gateway District Looking North-West



## Historic District

Small scale and eclectic “mom and pop” businesses and a mid-century modern built form, gives this district its unique character. Today, shops along northern portions of King George Boulevard are made up of small-scale retail uses with narrow storefronts. These include multicultural grocery stores, specialty meat shops, a European deli, as well as ethnic restaurants such as African, Jamaican, Japanese, Vietnamese, Mexican and Salvadoran. An African business area is also emerging at the north end of the district, where one can find groceries, restaurants and retail goods that are run by people who self-identify as people of African descent.

Historically, a small commercial area emerged in this District, originating in 1925 with Whalley’s Corner Gas at the intersection of Grosvenor Road, Ferguson Road (108 Avenue) and King George Boulevard (then Highway). A mid-century modern design aesthetic emerged for this area during this time.. Mid-century modern influence can be seen through elements such as flat roof lines, neon signs, low profile suspended canopies, simple clean building lines with muted colour palettes.

Remnants of the original buildings are most evident in the northern portion of the Historic District, along Binnie Block, and King George Boulevard between 108 Avenue and 105A- Avenue. These areas have predominately narrow storefronts that are between 7 to 10 metres wide and building heights between 1 and 2 stories that use clean, simple design lines and materials.

The pedestrian realm in the District is currently weak due to a lack of continuous retail frontages and the poor interface between pedestrians and automobile traffic. There are gaps in pedestrian interest due to sections of vacant lots between the original smaller storefronts. These vacant lots increase in number toward the southern end of the Historic District.

Northern portions of the district allow on-street parking, which helps buffer against the vehicular traffic. However, the lack of appropriate pedestrian amenities, as well as wide traffic travel lanes along King George Boulevard, creates an unpleasant pedestrian experience.

### Vision

Building on the historic roots of the area, the vision for the Historic District is to support a pedestrian-oriented eclectic shopping experience with a continuous commercial and retail edge with pedestrian amenities. The historic, mid-century modern feel will be preserved and reinforced through small storefronts, building façade treatment and materials, public art, and signage.

New developments will incorporate the 1950’s character by using elements that reflect a mid-century modern design aesthetic. These elements include flat roof lines, vertically oriented windows, cantilevered overhangs, and clean and contemporary lines (see Design Guidelines for more details).

Redevelopment will bring new amenities to improve the pedestrian environment. These will include weather protection on new buildings, new benches and planting in the boulevard. The northern portion of the district will allow on-street parking and separated bike lanes that will create a buffer the pedestrian from vehicular traffic, and also create an opportunity for new cycle amenities and beautification.

### Key Sites or Components

1. **Whalley’s Corner and Binnie Block**
2. **St. Mary’s Ukrainian Greek-Orthodox Church**
3. **The Dell Shopping Centre**
4. **Round-up café Sign**
5. **Rickshaw Sign**
6. **City Centre Artist Space.**
7. **Grosvenor Trail**

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>200</b>	<b>4,000</b>	<b>10,000</b>
<b>Employment</b>	<b>1,300</b>	<b>1,600</b>	<b>3,500</b>





## Urban Design & Public Realm Features

### Public Art

Public art will consider reinterpretation of the area's history in a contemporary way. There will be opportunities for both pedestrian scale and large scale public art installations at Whalley's Corner plaza. For example, pedestrian-scaled elements may include old fashioned 50's gas pumps at Whalley's Corner Plaza and also larger scale gateway installations that may consider re-interpretation of neon lighting in the public art. A large scale iconic art installation may be placed at appropriate view corridors toward the plaza area.

### Artist Space

Renovations to a City owned building at 10660 City Parkway will provide programming and administrative space for a number of local, not for profit arts organizations. The creation of this arts space will complement existing cultural amenities in City Centre including the Surrey Urban Screen, Centre Stage theatre and the public art walk. Artist Studios will be permitted in the C-8, C-15, C-35 and CHI zones

### Mid-Century Modern Design Aesthetic

Mid-Century Modern Design elements should be preserved for renovations, and incorporated for new developments (see Design Guidelines for key elements). Natural materials such as brick, stone, and wood combined with concrete, and glass to create a complete façade are encouraged. Patterns for materials can include stone or brick in coursed ashlar, stacked bond or common bond patterns that were commonly used in the mid-century modern era.

### Historic Signs

Two of the rare surviving examples of neon illuminated signs that dominated the King George downtown commercial corridor are the Round Up Café and Rickshaw Restaurant signs.

Preservation or reuse of historic signs for new business will create a memorable image for the historic district. Two signs from the mid-century period have survived in the District: the Round Up Café and the Rickshaw Restaurant signs. The reuse of these historic signs will provide a sense of longevity and permanence for the business, and reinforce the historic character.

Projecting Blade Signs above the canopy and use of neon tubing is encouraged for signage along King George Boulevard for new developments

### Heritage Revitalization

The following sites are protected heritage sites and are registered on Surrey's Heritage Inventory

- St. Mary's Ukrainian Orthodox Church
- Goodmanson Building (Round Up Café)
- Rickshaw Sign

### Heritage Interpretation Opportunities

Potential Heritage interpretation opportunities exist at the following sites:

- **Whalley's Corner** -related to Arthur Whalley and the original 5 corners. Special street blades signs exist. There is opportunity for public art in the plaza related to the history, and also interpretation signage.
- **Dell Shopping Centre** - related to the significance of one of Surrey's oldest shopping centres.
- **Bolivar Hatcheries** -related to the Bolivar Family and their hatchery. The hatchery was quite a presence in the 40's and 50's as people drove down the King George Highway. It had a neon sign with fighting roosters on either side.
- **Cameo Theatre**- Part of Binnie Block, this building was built in 1954 and provided an important entertainment destination for the community. Heritage re-interpretation is recommended with redevelopment of the site. Opportunities could include re-creation of the "Cameo" signage and incorporation into new development.

### Pedestrian-Oriented Retail

Active retail uses will be required along King George Boulevard, 108 Avenue and Whalley's Corner Triangle. Smaller storefronts and transparent windows providing views of the shop interior that create interest for the pedestrian will be encouraged. The maximum frontage recommended for each individual occupant on the ground floor is 10 metres. If a larger floor plate occupant is part of a redevelopment, the total amount of frontage of the large frontage occupant should not exceed 10 metres and should be interspersed with other retail or service uses along street edge. (see **Design Guidelines** Section).

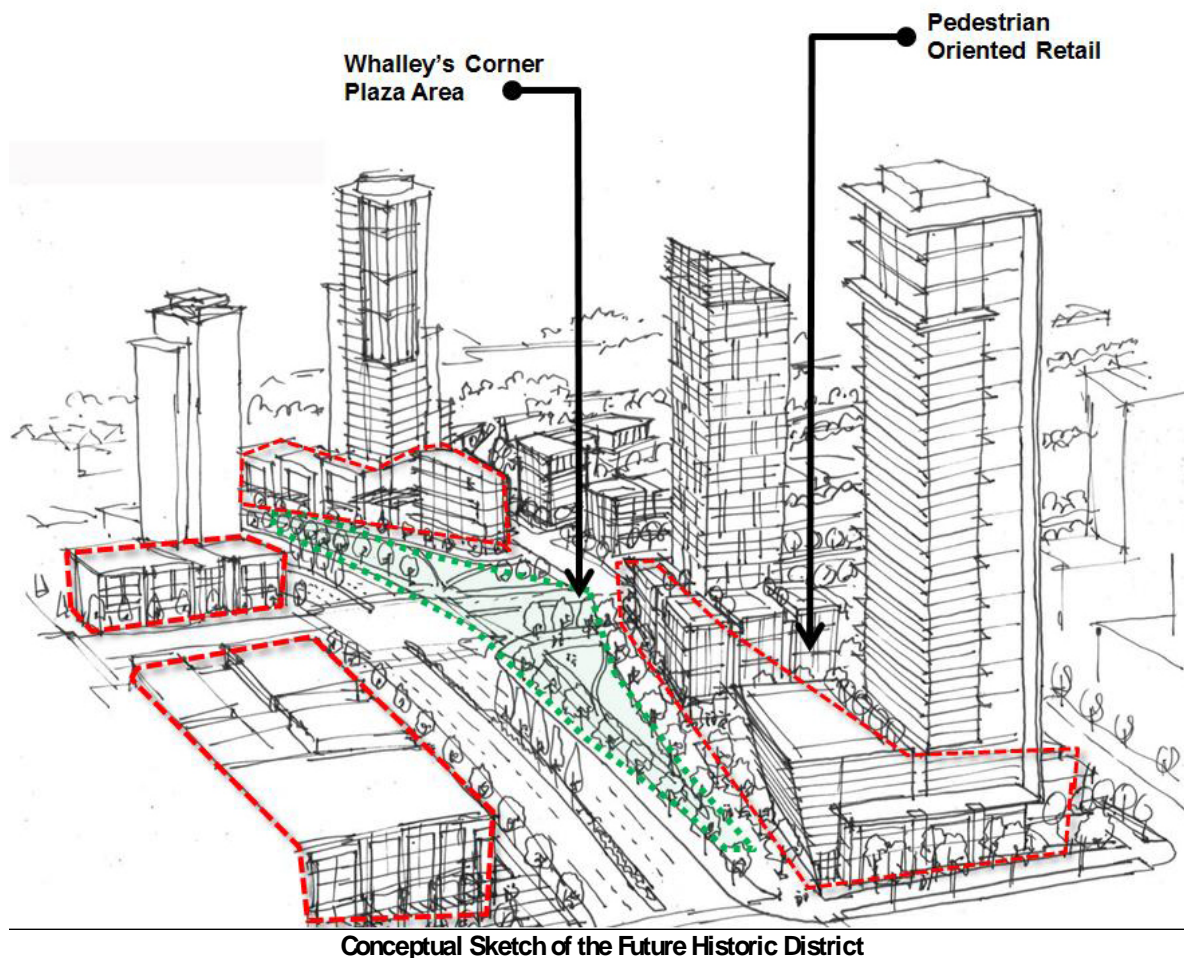
### Street Blade Signs

Special Street Blade signs to identify Historic District (installed at Whalley's Corner) –as a visual element that identifies the district.

### On-street and Off-street Parking

Parking relaxations may be considered for interim tenant improvements on smaller sites with little redevelopment potential. The proposal must comply with small storefront and active use policy (see Land Use & Density and Design Guideline Section) to be considered for parking relaxation.

On-street parking currently exists in parts of the Historic District. Additional on-street parking areas may be considered on a site by site basis with redevelopment to support small-scale commercial. On-street parking and segregated cycle- lanes & amenities will act as a buffer for pedestrians, screening them from traffic along King George Boulevard. No new surface parking lots will be permitted along the street edges with active retail uses.



Conceptual Sketch of the Future Historic District

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## The Forsyth

The Forsyth District, located at the highest topographic height of City Centre, is predominantly a single family neighbourhood with pockets of apartment housing. The residential core is bound with retail corridors at the north and south end.

The existing apartment housing stock was largely built during the 1980s and 1990s forming large block sizes and very few walking connections. More recent infill development in the single family area is creating newer 4- storey apartment forms that engage with the street and include pathways that provide improved pedestrian connections. Newly constructed apartments with retail at ground level have been built at the north end of the district, to create the beginnings of a mixed use corridor along 108 Avenue.

The corridor at the south end of the district, 104 Avenue, is lined with low intensity retail and office uses in strip mall format with small surface parking lots. There are high traffic volumes along the corridor, because it is a key connector between Highway 1 and the City Centre, as well as Guildford Town Centre and City Centre. This corridor is planned to accommodate light rail transit in the future, so redevelopment will be re-shaped along the transit line and stations.

### Vision

The Forsyth is envisioned as a medium density residential neighbourhood of apartments and townhouses, connected to a neighbourhood parks, and schools with a Light Rail Transit (LRT) corridor running along 104 Avenue at the southern end of this district. The 104 Avenue corridor will evolve into a dense urban rapid transit corridor lined with active commercial uses, surrounded by a medium density residential neighbourhood that supports transit.

Higher intensity retail and small scale office nodes will form around LRT stations at Whalley Boulevard and 140 Street. North-south pathways, roads and green lanes will provide improved penetrability and connection from the residential area into the LRT station areas. Additional through-roads connections along 104A-Avenue and 103 Avenue will provide important alternative routes to move traffic east-west.

The residential core of the neighbourhood will be family-oriented and highly walkable because of its fine grained street network green lanes and pathway system. A unique feature of this neighbourhood will be the increased green lane density compared to other neighbourhoods. These green lanes will likely be off-set because they will be achieved through incremental development that integrates with the existing development blocks. The additional green lanes will give this neighbourhood a high degree of walkability, and the off-set lane pattern will create a “meandering” feel to give this neighbourhood a unique charm.

Forsyth Park will be a key focal point for this neighbourhood. It will be a large integrated-use neighbourhood park that will add to the existing open space at Forsyth Road Elementary resulting in over 4 hectares of greenspace. A small park located at 105A Avenue Park will be within walking distance of the future 104 Avenue LRT station and higher density multi-family and mixed use developments. This mini-park will provide a contemporary outdoor place that supports play and social interaction for the neighbourhood.

### Key Sites or Components

1. Future Light Rail Transit Corridor and retail intensification along 104 Avenue
2. Future LRT Station
3. Quibble Creek Greenway
4. Hawthorne Greenway
5. Forsyth Park
6. Future Rowberry Park

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>2,700</b>	<b>5,200</b>	<b>15,000</b>
<b>Employment</b>	<b>700</b>	<b>1,000</b>	<b>1,500</b>





3.2

## Urban Design & Public Realm Features

### Medium Density Residential Heights

This District is located at the highest topographic height of City Centre. This topography effectively increases the height of the buildings, because their visibility is increased from surrounding areas. Given the higher elevations of the Forsyth, the maximum building height in this neighbourhood is proposed at 12 metres (4 storeys).

### LRT Station Areas

Higher intensity retail and small-scale office nodes will form around LRT stations at Whalley Boulevard and 140 Street. The ground floor interface will include active retail storefronts at ground level and office buildings at 2<sup>nd</sup> or 3<sup>rd</sup> storeys. The uses at the station area will consider a mix of land uses such as active retail, residential, entertainment and attractions that generate demand during mid-day, evenings, and weekends.

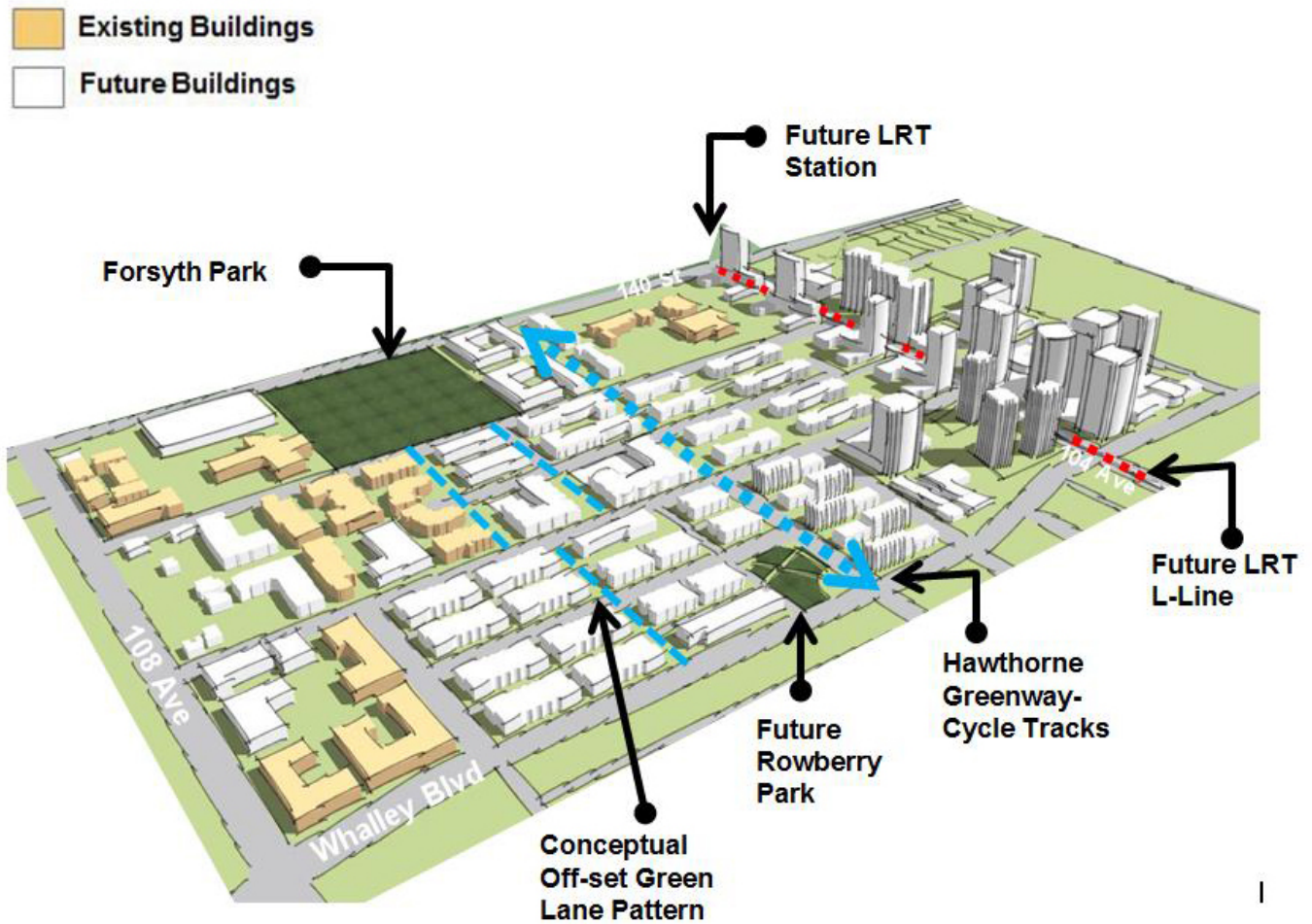
Open and permeable interfaces are encouraged at the station areas, while also providing clear visual delineation queues between sidewalk and station platform areas. Public art opportunities along the corridor as well as at the station areas will be encouraged. In areas where the right-of-way is constrained, structural soil cells may be required for trees.

### Off-grid Green Lane Pattern

A distinguishing feature of this district will be a higher density of green lanes that will be established through an off-grid alignment pattern. Although this pattern is not preferred, it may be necessary to achieve connectivity in established areas of the residential neighbourhood. These existing sites were built in the 1980s and 1990s and did not provide the finer-grained pedestrian connectivity the plans aims for today. As a result, the remaining development parcels will provide green lane connections as incremental redevelopment occurs. In some cases, the lanes may need to be off-grid to integrate with existing development blocks.

### East-West Bike Lanes

104 Avenue has a more constrained road right-of-way than the other LRT corridors and it will not be possible to provide separated bike lanes on opening day. To facilitate some opportunity for an east-west movement, separated bike lanes will be introduced in the project to widen 100 Ave. They will also be included along 105A Avenue as this road is built through redevelopment, as well as along 104 Ave as redevelopment provides additional right-of-way.



Potential Future Scenario Showing 3-D View of the Forsyth District Looking South East



## Medical District

This district is emerging as a medical and technology area which will support Surrey Memorial Hospital, other high tech offices and supportive housing. Medical office buildings are largely concentrated at the southern end of the District close to Surrey Memorial Hospital and older single family houses are located at the northern end closer to Fraser Highway.

Several supportive housing developments are also located in different areas within this district. These include seniors care facilities, Kinsmen Lodge and Laurel Place and supportive housing developments including an addiction recovery supportive housing development.

Large institutional employers in this district include Revenue Canada Building and Surrey Memorial Hospital. Surrey Memorial Hospital underwent a major expansion of the Emergency Room and added a Critical Care tower in 2011. A new medical office building (City Centre 1) was constructed in 2015, the second phase is under construction and future phases are proposed.

An underground, high-capacity fiber optic network is planned to support data-intensive research and innovation across a range of public sector users. This advanced infrastructure will not only help support, but also attract new medical and health technology uses.

### Vision

This area will form a dense medical and health technology office district, having the highest concentration of innovation and health related offices in the city, as well as mixed-use residential and supportive housing. Companies will co-locate with a major hospital, health institutions, research and technology firms, a health technology accelerator and incubator centre and research university to create a health tech and innovation focus within Surrey's downtown.

High quality public realm including amenities will support office and health sector employees, visitors and residents. Active ground floor interfaces for office buildings will include retail uses such as coffee shops and amenities such as benches, high quality landscaping and public art.

A key north-south linear connection through the centre of this district will be established along 137 A-Street. It will connect people from the southern end at the hospital through to the northern district at the King George Skytrain Station. This connection will feature pedestrian-oriented amenities such as a double row of trees along the sidewalk, benches, and public art. An urban neighbourhood park will be located along the linear corridor. It will provide employees, residents and visitors with access to nature and green space.

Neighbourhood to the west of the hospital will redevelop into a medium density residential pocket that will include care facilities and other supportive housing uses adjacent to south Quibble Creek.

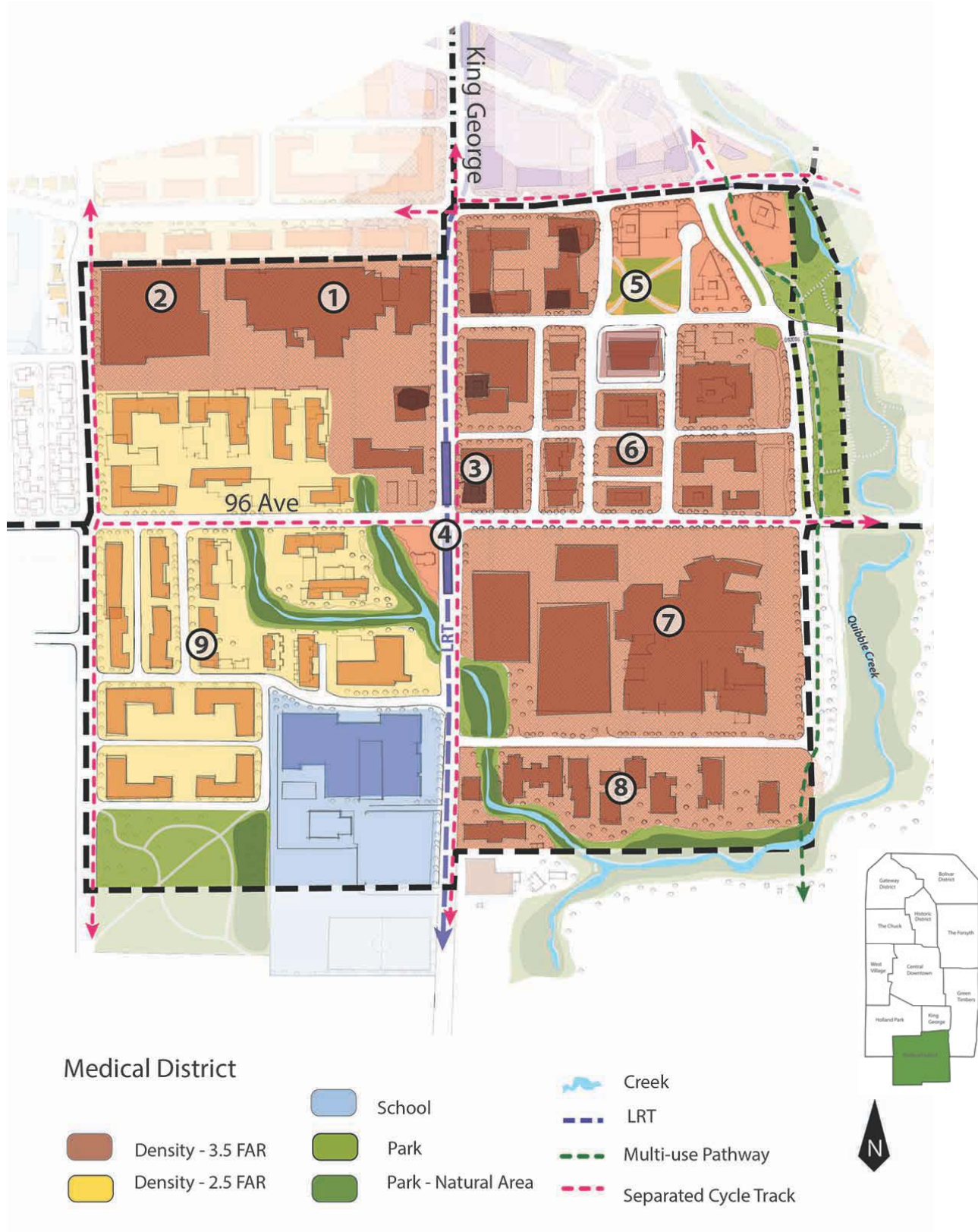
### Key Sites or Components

1. Revenue Canada Building
2. Future redevelopment potential on parking lot area
3. Historic North Surrey Medical Building and Parking Lot Redevelopment with HRA
4. Future LRT and 96 Ave Station
5. Park in Medical Precinct
6. Health Tech Office Intensification Area
7. Surrey Memorial Hospital
8. Specialized Health Services
9. Future Residential Density Intensification Area

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>2,600</b>	<b>5,500</b>	<b>10,000</b>
<b>Employment</b>	<b>8,000</b>	<b>10,000</b>	<b>13,500</b>





**Medical District**

## Urban Design & Public Realm Features

### High Tech Office Building Area

New office developments in this district will be built with a heavy six-storey podium and up to 12-storey tower above. The office frontages should include active frontages such as coffee shops or retail to help activate the public realm. The developments should also provide high quality public amenities that consider the needs of residents, office and medical sector employees, and hospital patients and visitors.

### Fiber Optic Network

To support the attraction of high tech companies and research in this district, an underground infrastructure including a fibre-optic cable system that can transport very large data files at fast speeds is planned to be installed. The City is working with partners including BC Net to extend the CANARIE fibre network, currently servicing SFU Surrey, to the Surrey Memorial Hospital

### Revenue Canada Building

There is future infill redevelopment potential for the parking lot areas of the Revenue Canada Building.

### Residential Component

Most of the residential buildings in this district are located at the north end. However mixed-use developments in this district may consider inclusion of a residential component in order to provide additional residential vibrancy in the office area. The residences will provide utilization of the public spaces beyond business hours. Development should consider a mix of land uses such as active retail, residential, entertainment and attractions that generate demand during mid-day, evenings, and weekends.

### Historic North Surrey Medical Building

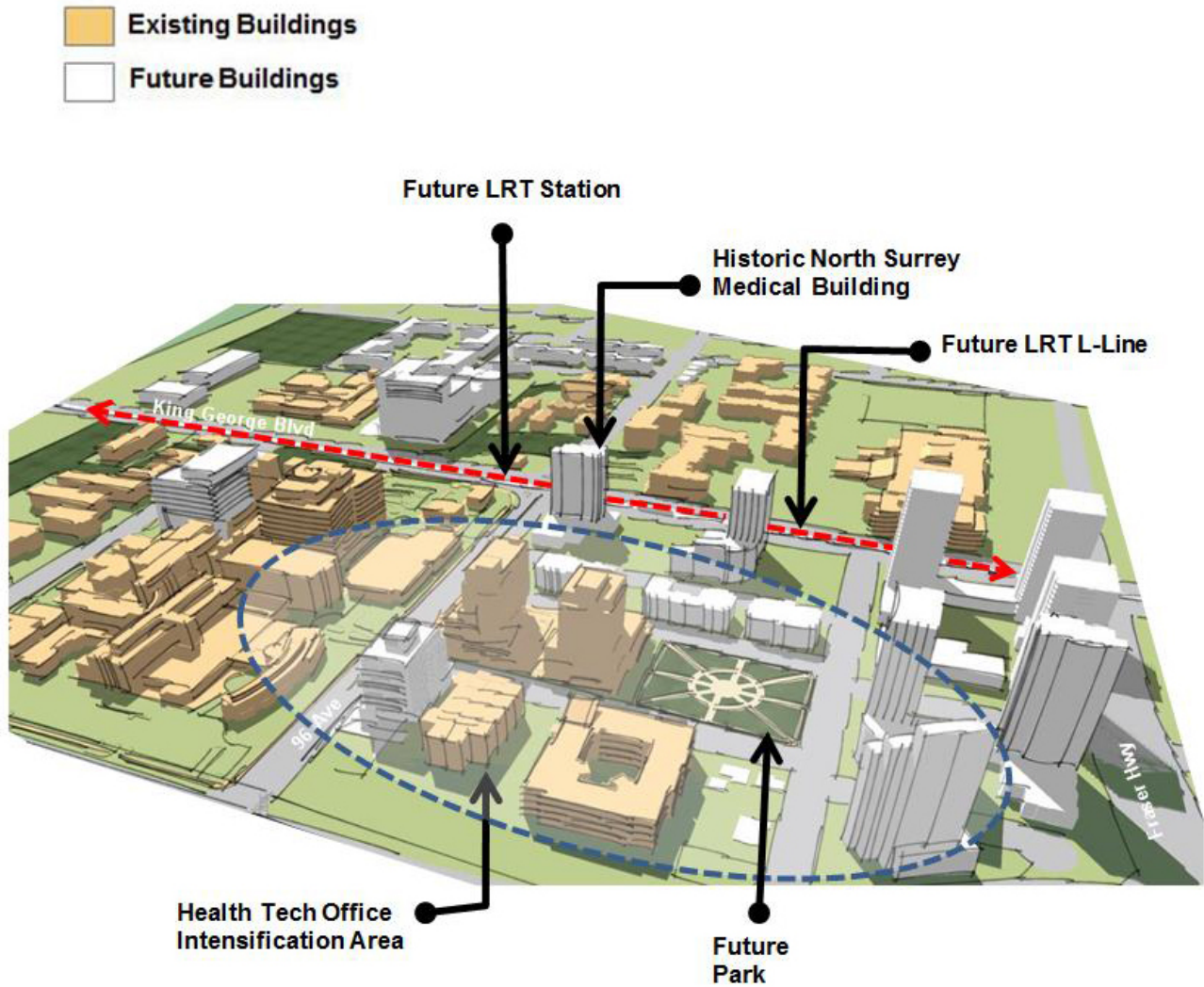
An interesting feature of this modern, high tech district is the historic North Surrey Medical Building (9656 King George Boulevard). It was built in 1969, and designed by architect Peter Cole. The building reflects the mid-century modern design aesthetic, constructed from simple concrete material and glass, with a muted colour palette. The style embraces the weightiness of masonry forms, exaggerates a sense of mass, and uses unusual geometric shapes.

The building has been recommended for a heritage evaluation to determine the present condition of the building. Increased density on this site would be permitted through a Heritage Revitalisation Agreement, to preserve the building and allow redevelopment to a mixed-use development on the eastern parking lot portion of the site. The new development would accommodate under-ground parking for the existing and new development.

### LRT Station at 96 Avenue

An LRT station is planned at 96<sup>th</sup> Avenue and King George Boulevard along the L-Line. This station will provide residents and employees with increase access to Surrey Memorial Hospital and office uses.





Potential Future Scenario Showing 3-D View of the Medical District Looking West

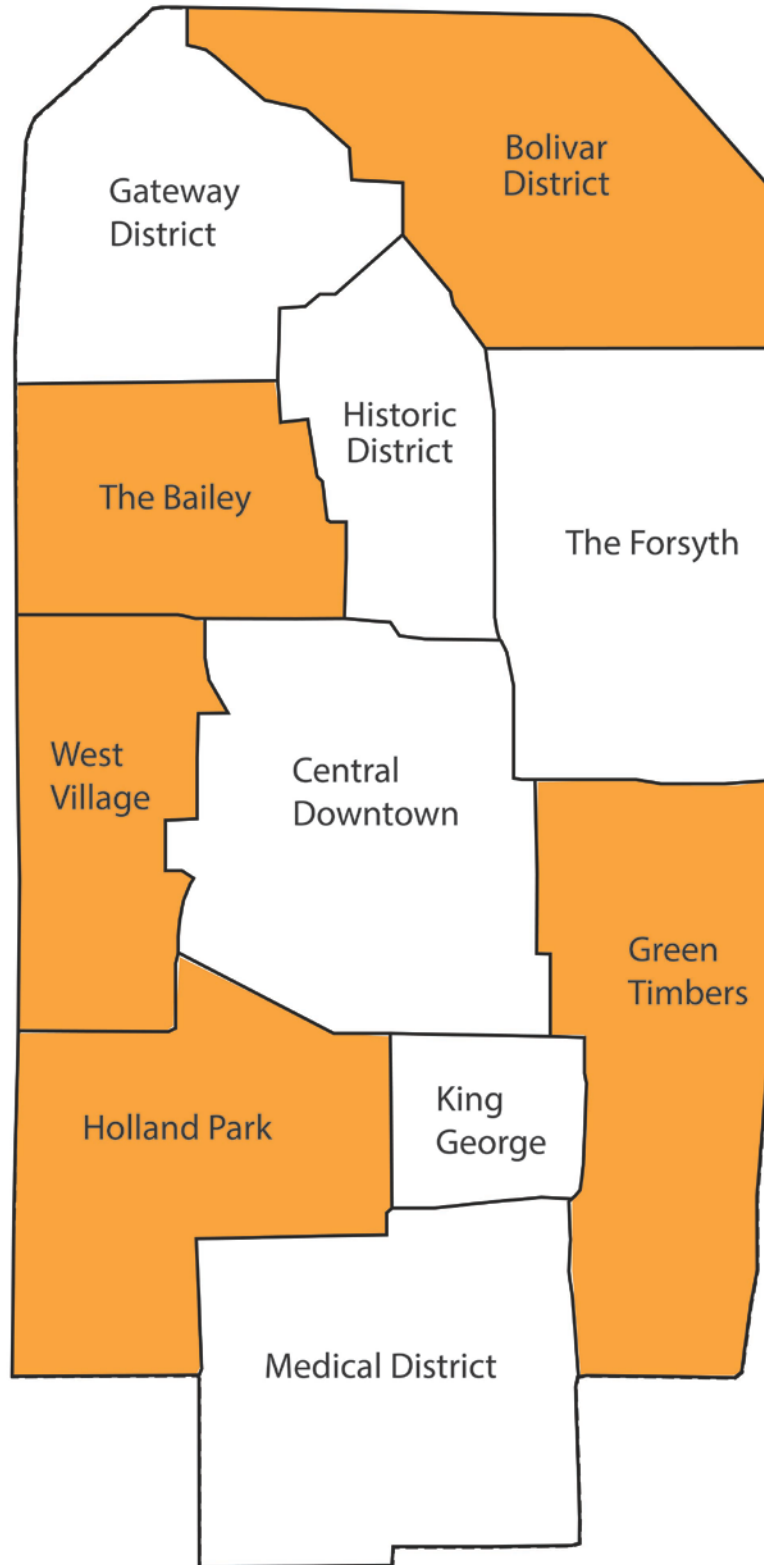
## 3.3

# RESIDENTIAL NEIGHBOURHOODS

Five Residential Neighbourhoods have been identified in the City Centre Plan.

RESIDENTIAL NEIGHBOURHOODS
Bolivar
The Bailey
West Village
Green Timbers
Holland Park





Map 6: Residential Neighbourhoods

## Bolivar Heights

Adjacent to the Historic District, Bolivar Heights is an established single family residential neighbourhood. The housing form is predominantly single family, but also includes some low density multiple family areas that provide important rental housing stock. Several small churches are also located in this neighbourhood.

Haddon Bolivar (1892-1976) developed the Bolivar Heights neighbourhood. Haddon moved to North Surrey in 1933 to restart his chick hatchery at Bolivar Road and King George Highway. During 1940s Haddon Bolivar purchased property (known as the Bolivar Mansion- which now operates as a care home) and began of clearing land for residential development in what is now known as Bolivar Heights. When Haddon Bolivar and his wife, Laura Bolivar, moved out of their large home they used the home for Florence Nightingale Hospital. The home was moved just east of its first location and in 1957 the 50-bed hospital was opened.

The radial street pattern and street naming create a unique and historic sense of place in Bolivar. The neighbourhood is characterized by off-grid, diagonal streets which were created from the radial street pattern of the larger Bolivar Neighbourhood that extends to the north of the plan area. This road pattern has creates interesting features such as a small green triangle (Antrim Triangle) that is a small green space on Antrim Road between Hansen Road and 110 Avenue and is a remnant of the historic radial street pattern. Street names in this neighbourhood such as Grosvenor Road, Bentley, Hansen and Hilton Roads reinforce the historic roots of this area.

This area is also characterized by its views. As the third highest point in the City and enjoys spectacular views towards the Fraser River delta, the North Shore and North Cascade mountains, Vancouver Island and the Gulf Islands. These views can be experienced from many areas in the City Centre, but the Bolivar Neighbourhood in particular offers open views to the north.

### Vision

With open views to the river and mountains to the north, this neighbourhood will be a hidden single-family gem near the higher density core of the downtown. The vision for this neighbourhood is to preserve strong single family residential built form and character, while providing opportunities for gentle infill. Bolivar Heights will be centered around a new neighbourhood park, Grosvenor Park, that will reflect the existing single family residential character of the area

This unique single family neighborhood is in close proximity to the higher density office, shopping, transit and other amenities, but still offers a small single family character that can appeal to families. Smaller neighbourhood corner stores, coffee shops and other small-scale retail uses designed for local residents within the single family area will add charm and diversity.

Pockets of larger lots within the neighbourhood, and properties along Grosvenor Road, 112 Avenue, as well as other major roads will see redevelopment into denser single family housing forms. These include small lots, coach houses, manor homes (quad-plexes), and duplexes.

Walkability will be a key factor in the single family area. As gentle infill occurs, a street-grid that provides a high degree of connectivity will be created. New streets created through subdivision blend into the existing neighbourhood because they will be named rather than numbered, in order to integrate with the existing street names that provide a historic character in this neighbourhood.

### Key Sites or Components

1. Grosvenor Park
2. Antrim Triangle
3. Grosvenor Pathway
4. Historic Bolivar Mansion/Florence Nightingale Hospital (now care facility)
5. Galbraith Heritage House

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>2,500</b>	<b>3,000</b>	<b>4,000</b>
<b>Employment</b>	<b>30</b>	<b>50</b>	<b>100</b>



**Bolivar Neighbourhood**

## Urban Design & Public Realm Features

### Gentle Infill

To maintain the single family character of this neighbourhood, a gentle infill approach will be used when considering redevelopment. Small lot, infill densities may be supported along 96 Avenue, portions of 134 Street and 112 Avenue. The properties facing onto the future Grosvenor Park will be considered for small lots, with provision of new roads and lanes. Buildings should face directly onto the park to provide natural surveillance of the park site.

Redevelopment to small lot single family residential zones may include RF-10 and RF-12, RF-SD, and CD zones to allow manor houses. A finer-grained street grid network must be provided for this building form.

### Neighbourhood Retail and Service Uses

Small-scale neighbourhood retail and service uses such as coffee shops, hair stylist, florists, or health practitioners may be permitted in the residential neighbourhood. These may be provided in the form of RF-9S Special Residential Zone type development that permits a maximum of 30 percent of the floor area for non-residential uses as part of a live-work development.

### Bolivar Mansion- Heritage Interpretation Opportunity

**The Bolivar Mansion:** The building has been significantly altered, however there is potential for interpretation related to the Bolivar Family and the Florence Nightingale Hospital.

### Street Naming

Where possible, new streets created through subdivision that are parallel to the radial street pattern will be “named” rather than numbered, to preserve the historical street naming convention that exists in this neighbourhood.

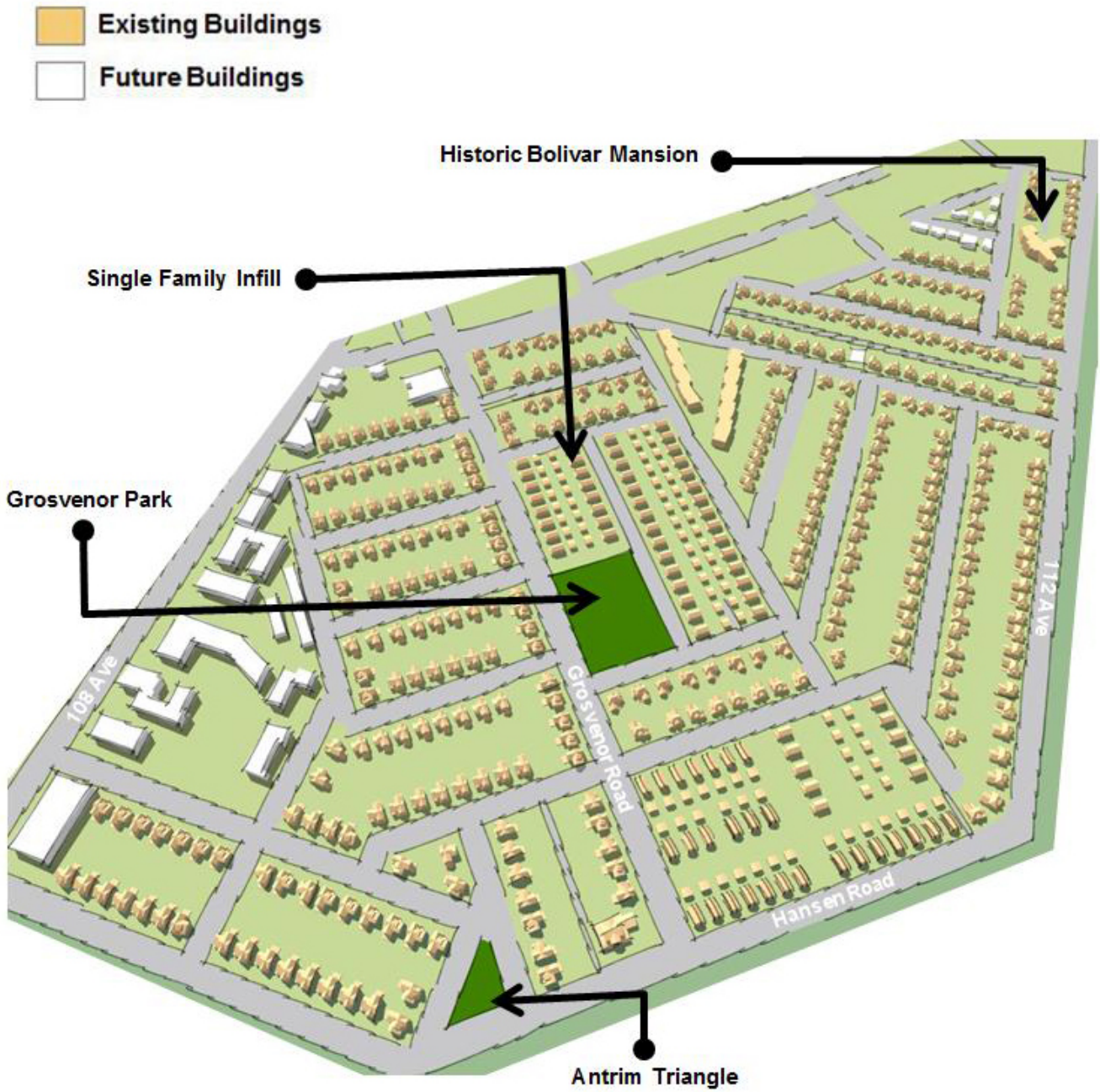
### Galbraith House- Heritage Revitalization

The Galbraith House, located at 13756 112 Avenue was built in 1933 and features vernacular farmhouse architecture and a clipped side gable roof. The modest building was constructed on a large parcel that could support agriculture and poultry farming, integral to families looking to save money during the Great Depression. The house is registered on Surrey’s Heritage Inventory, and will be restored and revitalized through a Heritage Revitalization Agreement. The surrounding parcel will be subdivided into smaller single family lots.



Photo of Galbraith House





Potential Future Scenario Showing 3-D View of Bolivar Neighbourhood Looking South-West

## The Bailey

The centre of this community is formed by major athletic parks that include baseball diamonds, football practice facility, a recreation centre and a covered outdoor skate park. This central athletic precinct, however, is surrounded by low intensity, under-utilized and vacant lots that are disconnected from the core.

Both Tom Binnie Park and Whalley Athletic Park form the heart of this neighbourhood. Whalley Athletic Park is a major destination for baseball. The history of Whalley Little League is important to the community and attracts users and spectators city-wide. Haddon Bolivar cleared the field for the Whalley Athletic Park and helped provide the fences and bleachers. Along with Gord Wilson and Tom Binnie, he was instrumental in beginning the Whalley Athletic Association. They formed the original men’s ball team, the Whalley Chiefs.

Tom Binnie Park was revitalized with the construction of the Chuck Bailey Recreation Centre and a covered skate park. A 30,000 square foot recreation centre was built as a 2010 Olympic Legacy project, and now provides programming geared to youth and seniors which now draws more people and generates more activity to this neighbourhood. Outside, the Surrey Urban Screen, an off-site programming venue for the Surrey Art Gallery, projects digital and interactive art onto the western exterior wall of the community centre.

Adjacent to the recreation centre, is a large covered outdoor skate park and hockey and basketball areas. The skate park, built in 2011, is Canada’s first purpose-built covered outdoor recreational skate plaza and bowl complex. The BC Lions football practice facility is located to the south of the covered skate bowl.

To the west and south of the parks are multi-family and single family lots, as well as large tracts of vacant land that creates gaps between the residential areas and the recreation centre and athletic park. The eastern Tom Binnie Park-interface includes single-storey auto and storage use buildings that are gated behind chain-link fences that provide a poor pedestrian interface along City Parkway. The skytrain guideway and BC Parkway Greenway run through the centre of this neighbourhood, creating a barrier between the two park areas.

### Vision

The culture of “sport” will be a key driving element in this neighbourhood’s character, featuring a large athletic complex formed by major athletic parks that include baseball diamonds, football practice facility, a recreation centre and a covered outdoor skate park at its centre. The park area will be surrounded by higher density residential buildings that face onto the park.

This athletic precinct will become the true heart of this community. With its strong history of Whalley Little League, the Whalley Athletic Park will continue to be a major destination for baseball. The park will also include a commons area with seating, landscaping and pathways that will appeal to a diverse and wide group of users, and provide additional amenity to the residents in the high density developments that surround the parks.

Tom Binnie Park, which contains the Chuck Bailey Recreation Centre, Seniors Centre, Skate Park (the “Chuck”) and Urban Screen, will attract a wide variety of users ranging from youth, families and seniors. The Urban Screen, that projects public art onto the western wall of the recreation centre, will provide this neighbourhood with a unique, illuminated public art feature.

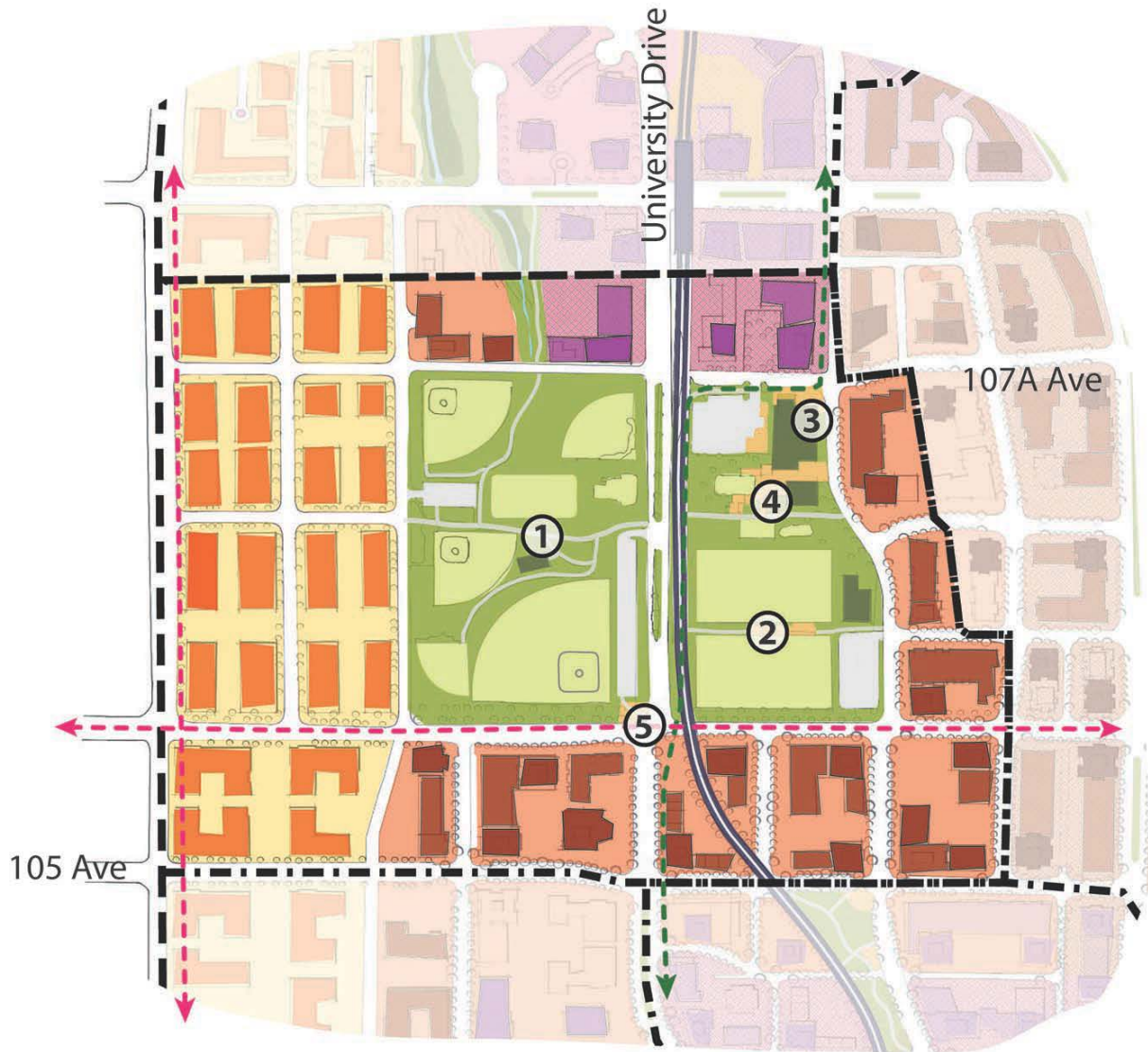
Separated bike lanes have been provided on 105A-Avenue which runs along the southern edge of the park. The BC Parkway Greenway will provide a separated multi-use path through the centre of this neighbourhood along University Drive. The greenway connection will provide an all ages and abilities walking and cycling experience from the Gateway district in the north to the recreational centre at the core of this neighbourhood.

### Key Sites or Components

1. Whalley Athletic Park
2. Tom Binnie Park
3. Chuck Bailey Recreation Centre
4. Covered Outdoor Skate Park
5. Separated Bike Lane Pilot Project

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>1,500</b>	<b>5,500</b>	<b>10,000</b>
<b>Employment</b>	<b>175</b>	<b>200</b>	<b>250</b>



### The Bailey

- |   |                       |   |                     |
|---|-----------------------|---|---------------------|
|  | Density - 5.5 FAR     |  | Park                |
|  | Density - 3.5 FAR     |  | Park - Sport/Active |
|  | Density - 2.5 FAR     |  | Plaza               |
|  | Creek                 |   |                     |
|  | Multi-use Pathway     |   |                     |
|  | Separated Cycle Track |   |                     |



The Bailey Neighbourhood

## **Urban Design & Public Realm Features**

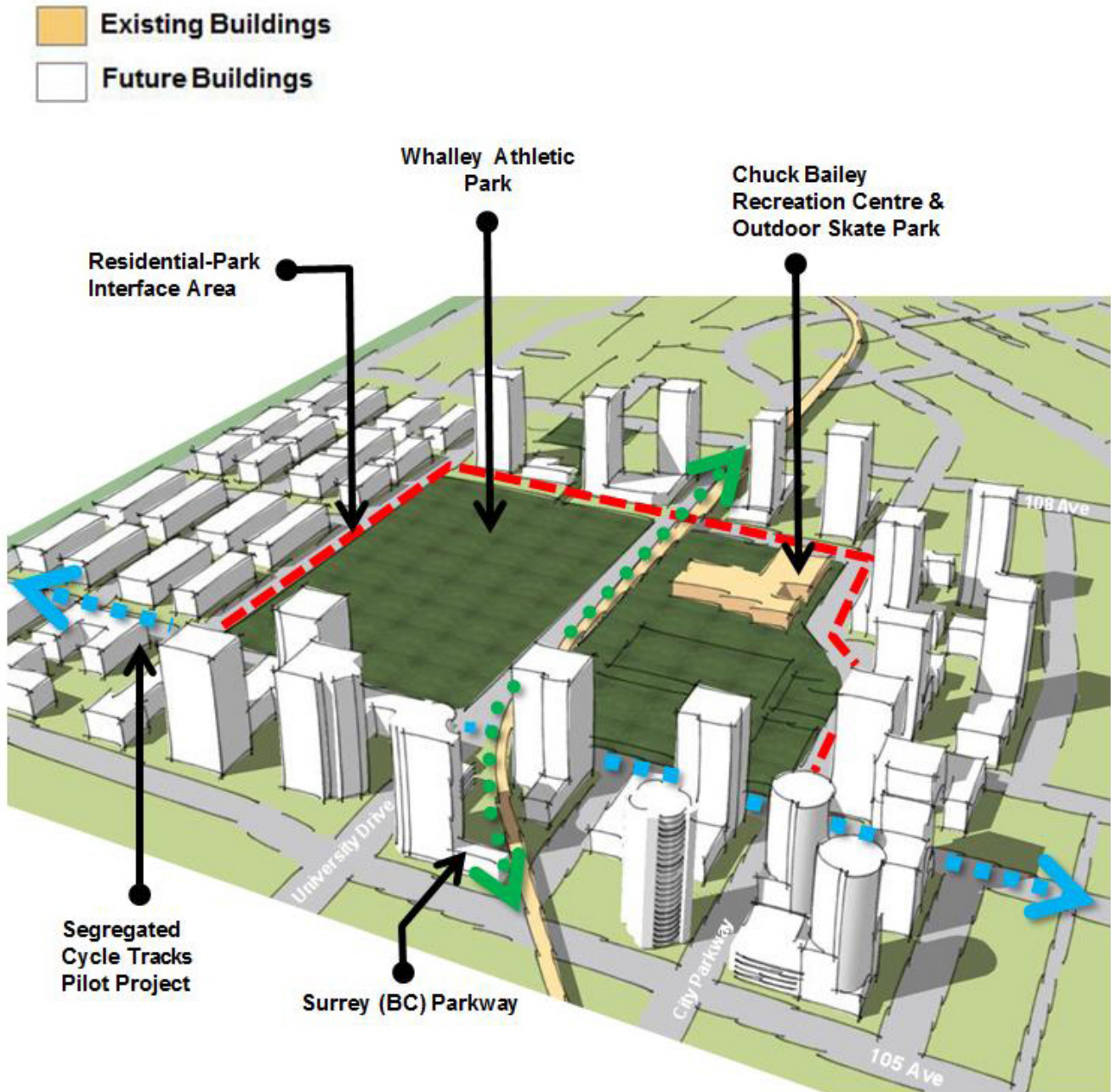
### **Residential & Park Interface**

Residential redevelopment surrounding the athletic fields and recreation centre will introduce active edge conditions along the perimeters of park and athletic fields. High-rise residential buildings will include a strong pedestrian scale townhouse podium. The park-facing residential units provide natural surveillance of the park. Landscaping on private property will create a clear delineation between private and public realm

### **105A Separated Bike Lanes**

The City has taken the first steps towards creating an all ages and abilities cycling network with the pilot of separated bike lanes also called cycle tracks on 105A Ave. This project explored the opportunities to retrofit an existing street; going forward separated bike lanes will largely be delivered through new road standards triggered by redevelopment.





Potential Future Scenario Showing 3-D View of the Bailey Neighbourhood Looking North

## West Village

The West Village neighbourhood is a rapidly transitioning into a growing urban residential area comprised of a mix of 4-storey apartments, new high rise residential towers and tracts of single family homes. This area has been the focus of recent development activity partly because to its close proximity to civic, retail and transit services.

With this development, the neighbourhood is seeing a high quality public realm, landscaping, and pedestrian pathways. This changing form of new urban residential development will ultimately support the civic and university uses to the east.

A new district energy centre within a small urban park is being constructed in this neighbourhood. High density residential developments in this neighbourhood will be connected to this energy system for heating. The plant is designed to be an educational as well as function asset for this community.

### Vision

This neighbourhood is envisioned as a high density, green urban village connected with fine-grained pedestrian walkways, green lanes, plazas and open space areas. A high quality pedestrian realm will be a key design feature of this urban neighbourhood. High rise tower developments will have townhouse or four-storey podiums to provide a pedestrian-friendly interface. Residential units will face onto the sidewalk, with natural landscaping layers to delineate the public and private realm.

Located to the west of the Central Downtown District, this residential neighbourhood will support the adjacent civic, retail and educational uses. Central Avenue (formally 103 A Avenue) will form a key east west connection into the Civic Core. Neighbourhood scale commercial will be located along Central Avenue.

Surrey's first District Energy Centre will be located in this neighbourhood. This building, co-located with a neighbourhood park will identify this neighbourhood as a truly green, sustainable urban village. The site will be an amenity for local neighbourhood residents, and also draw visitors to view the inner workings of this showcase facility. Open facades on the district energy plant will allow viewing of the internal functions from the outside.

### Key Sites and Components

1. District Energy Centre & Public Art
2. West Village Park
3. Public Art on Corner Plaza of Wave Tower site

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>6,000</b>	<b>11,000</b>	<b>14,000</b>
<b>Employment</b>	<b>40</b>	<b>50</b>	<b>300</b>



**West Village**

**West Village Neighbourhood**



## Urban Design & Redevelopment

### Pedestrian Friendly Interface

Townhouse podium forms will provide a pedestrian friendly interface for the high-density towers. These podium units will provide natural surveillance of the streets with setbacks of 4.5 metres and entrances that face the street. High quality landscaping, low fencing, stoops and porch areas will provide a clear delineation between the private and public realm.



**Conceptual Sketch of Residential Interface**

### Single Family Interface

The western boundary of this neighbourhood is situated across from single family housing forms. In order to provide a suitable transition to the single family, the western side of the neighbourhood will redevelop into apartment and townhouse forms.

### West Village Park

West Village Park will be a future mini-neighbourhood park that will provide contemporary urban space and a plaza. It will also include passive space and a children's playground.

### West Village District Energy Centre

A district energy centre will be located within West Village Neighbourhood Park. The City-owned district energy system will produce hot water at the district energy plant and then distribute this hot water through a dedicated pipe system to heat the buildings in the West Village Neighbourhood.

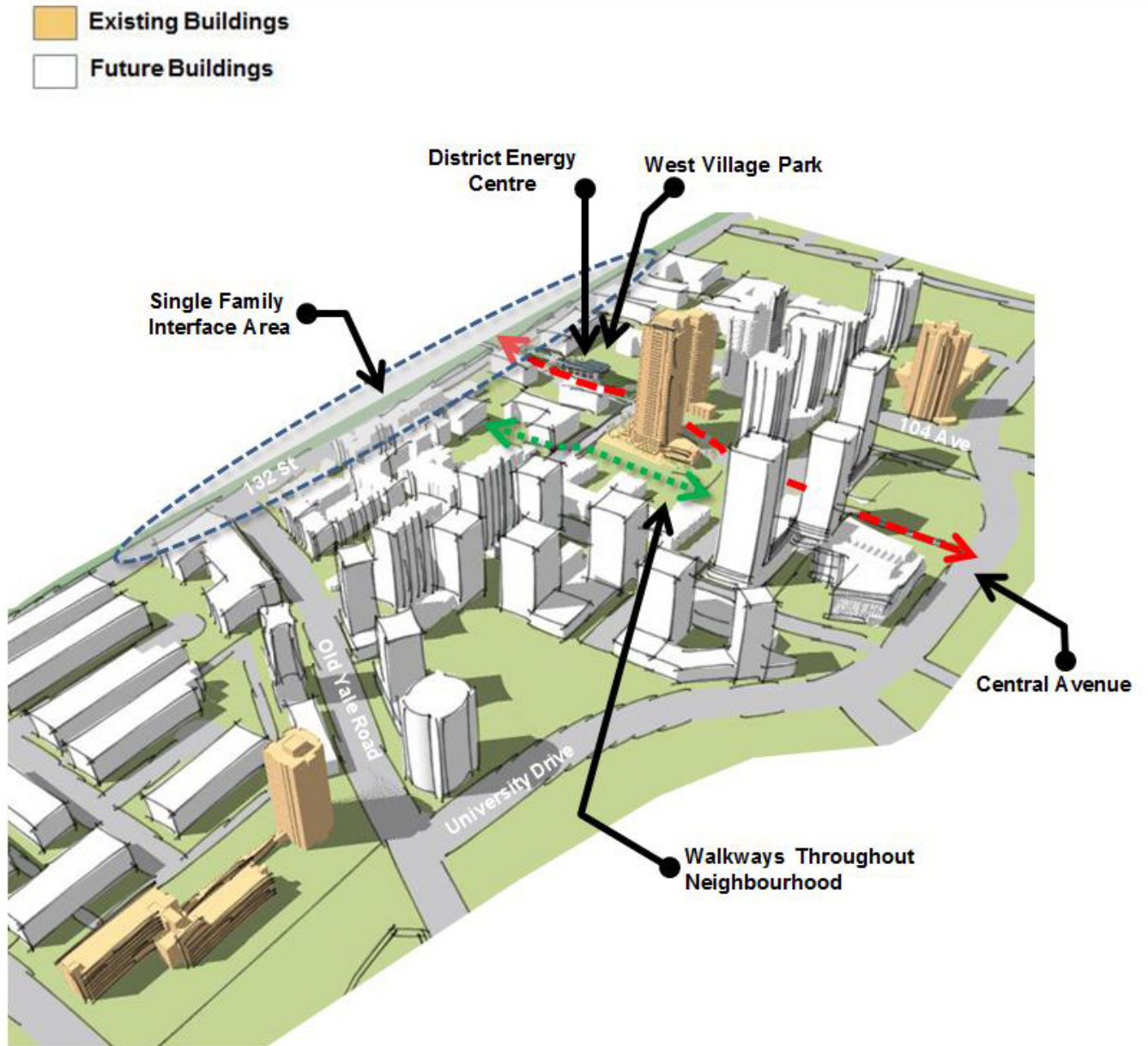
### Corner Plazas and Walkways

Publically accessible open space and walkways will permeate this neighbourhood. Corner plazas should be designed with each development to provide additional outdoor amenity space. These plaza areas should include amenities such as seating, art installations, specialty paving and other unique features. The plazas will be connected through public connected pathways and green lanes that provide pedestrians with multiple routing options that promote walkability.

### Central Avenue (103 Avenue)

Central Avenue will be a key east-west street in this neighbourhood, connecting residents to the civic core and Transit Parkway to the east. Small scale active neighbourhood commercial will be permitted at the ground floor.





Potential Future Scenario Showing 3-D View of West Village Neighbourhood Looking North-West

## Green Timbers

Located to the west of Green Timbers Forest/Nature Reserve, this residential neighbourhood is largely characterized by established four-storey apartment and townhouse areas with single-family pockets.

The north-eastern side of the neighbourhood is mainly comprised of the older apartment sites, developed on large sites providing very little pedestrian penetrability. However, longer term road connections have been identified on the plan, to allow for better connectivity in the future.

The western and southern areas of the neighbourhood contain largely single family housing forms and newer apartment sites. Redevelopment of these areas of West Green Timbers will create a finer grained road and pathway network to improve walkability.

A powerline utility corridor runs north-south through the central spine of this neighbourhood, making the corridor an ideal connecting feature to knit the community together. Improvements along the powerline greenway have started on the segment between 102 Avenue and Fraser Highway. These include installation of community gardens, bike paths, and natural area plantings and ecosystem restoration projects that provide important wildlife habitat.

### Vision

The Green Timbers neighbourhood is envisioned as a medium density residential neighbourhood, connected with a large north-south green corridor lined with pedestrian-oriented amenities. The neighbourhood's close proximity to Green Timbers Urban Forest also contributes to the area's green identity through its connection to large natural areas.

The powerline greenway is the largest identifying feature of this neighbourhood. Public art and amenities will enhance the powerline greenway and its features will vary from north to south. Natural drainage features connect the corridor into the headwaters of Quibble Creek.

The Powerline corridor intersects with the Central City, Bon Accord and Fraser Greenways to offer additional multi-use pathway connections to Green Timbers Urban Forest and Nature Park, RCMP E Division Headquarters, Jim Pattison Outpatient Facility and to King George Skytrain Station and Light Rail Transit.

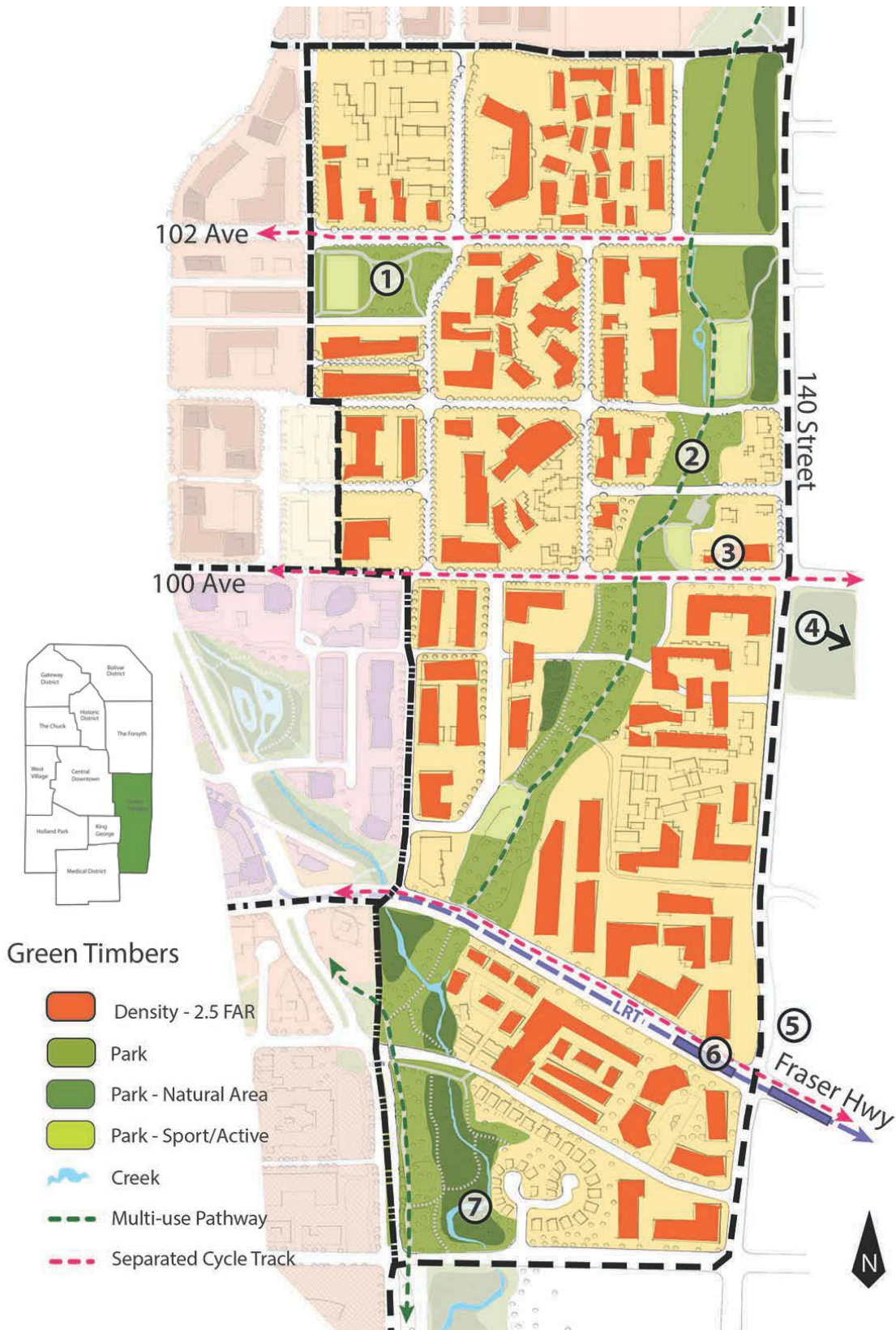
Four to six storey apartments will be the dominant housing form in this neighbourhood ideally located near major employment areas to the eastern side of the neighbourhood. New residential developments will integrate with the existing apartments, and provide improved neighbourhood walking connections through provision of pathways that run through private development sites.

### Key Sites and Components

1. Future Neighbourhood Park
2. Quibble Creek Greenway and Powerline Corridor
3. Rising Sun Innovation Centre
4. Green Timber Forest Reserve
5. Jim Pattison Outpatient Facility
6. Future LRT Station on Fraser Hwy Line

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>5,800</b>	<b>7,000</b>	<b>9,000</b>
<b>Employment</b>	<b>110</b>	<b>170</b>	<b>200</b>



**Green Timbers Neighbourhood**



## Urban Design & Public Realm Features

### Walkway Connections

Since the established apartment sites in the northeast area of the plan will not develop in the near future, achieving ideal “walkability block size will be a challenge. To create a walkable neighbourhood in this area, provision of additional green lanes and pathways will be required with redevelopment sites.

Special consideration should be given to provide improved connections east-west between the powerline and Green Timbers (adjacent to large urban forest- nature park), as well as King George Boulevard.

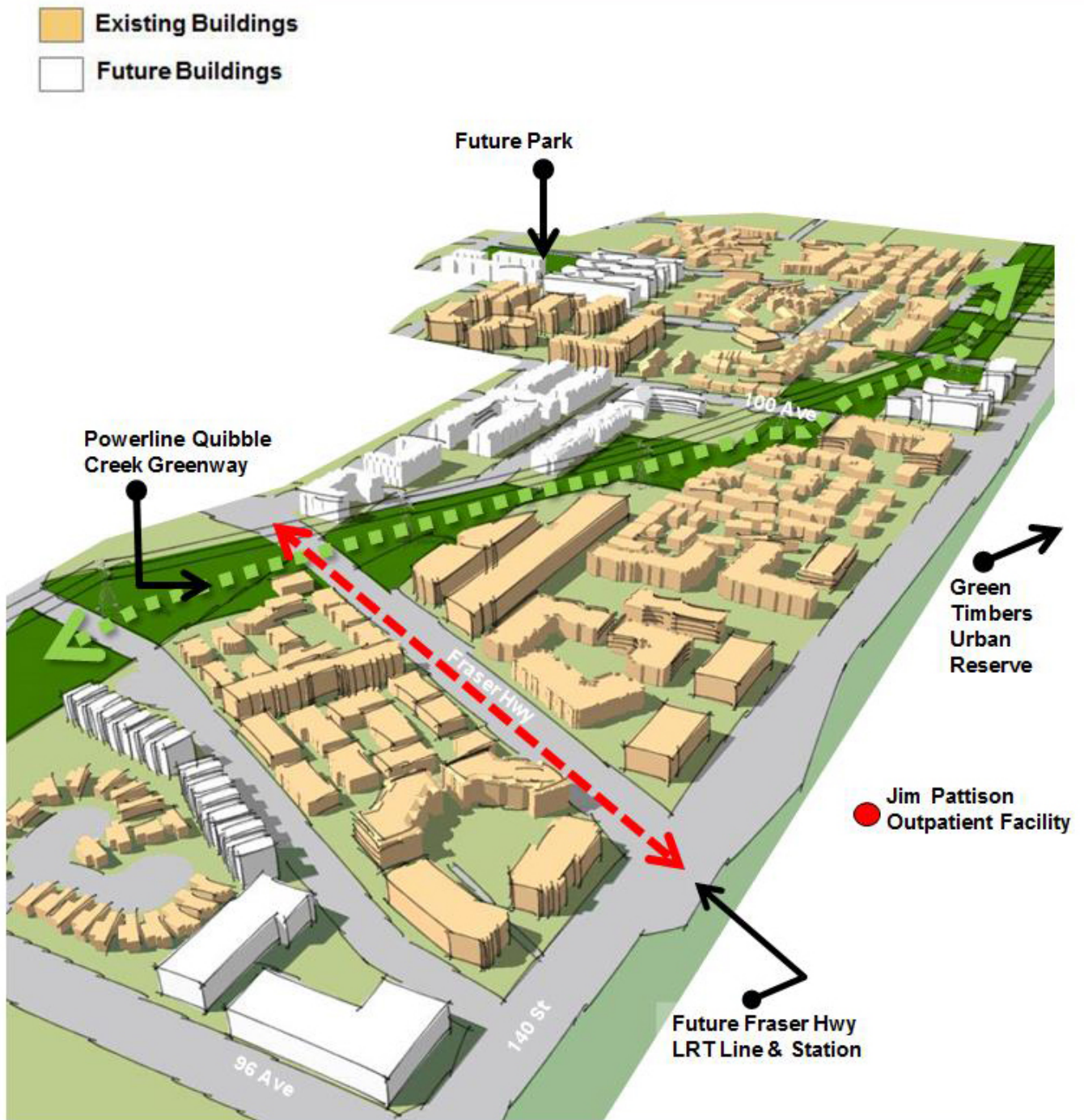
### LRT Station

The Fraser Highway LRT line runs through the southern section of this neighbourhood at 140 Street and Fraser Highway.



**Sketch of Green Timbers Neighbourhood along Powerline Greenway**





Potential Future Scenario Showing 3-D View of Green Timbers Neighbourhood Looking North-West

## Holland Park

This area is an established single family neighbourhood to the southwest of Holland Park. The single family area has been developed in a cul-de-sac street pattern, with narrow pedestrian walkways that connect cul-de-sacs and run along the side yards of single family homes. This pattern provides little surveillance along the pathways, however, does provide some north-south pedestrian connectivity to the school.

Holland Park is the largest feature of the neighbourhood, drawing thousands of people for city-wide events, as well as providing local amenities for the surrounding local residents.

At over 10 hectares, the urban park is the Central Park of Surrey's evolving City Centre. The Park has played host to a number of large scale festivals and celebrations, including the Surrey Live Site at the 2010 Winter Olympic Games and Fusion Festival, Canada's largest annual multi-cultural celebration. The park is also host to music concerts, as well as community celebrations and gatherings.

### Vision

Located by Surrey's largest urban park, the Holland Park neighbourhood will be a highly desirable family-oriented neighbourhood adjacent to park amenities, as well as near King George and Central Downtown Districts. It is envisioned to remain largely as a single family neighbourhood, with a small area of medium density apartments.

Holland Park will provide residents with daily amenities such as walking loops, playgrounds, volleyball courts, gardens, seating areas and fountains. It will also attract people city-wide for its major events, festivals, and music concerts.

The residential area to the south of Holland Park will see increased density as single family homes redevelop into mid-rise apartments, while the character of the single family area to the south west of the park will be preserved through gentle infill development.

### Key Sites and Components

1. Holland Park & Public Art Installations Throughout
2. Future Residential Density Intensification
3. Single Family Gentle infill Area
4. Queen Meadows Park
5. Queen Elizabeth High School

### Projections

	Existing	2043 Forecast	Build Out Potential
<b>Population</b>	<b>1,600</b>	<b>2,000</b>	<b>4,800</b>
<b>Employment</b>	<b>32</b>	<b>40</b>	<b>60</b>

### Urban Design & Public Realm Features

#### Gentle Infill Residential Area

The western part of the neighbourhood will retain its single family character, while gentle infill development in key areas will add incremental density to the single family area. Specifically, density increase will be permitted along 96 Avenue, 100 Avenue, 134 Street and 132 Street, to allow for arterial street widening. Redevelopment to small lot single family residential zones may include RF-10 and RF-12, RF-SD, and CD zones to allow manor houses.

#### Medium Density Residential Area

The area south of Holland Park will see more change with redevelopment of single family homes into mid-rise apartments. Through redevelopment, new walkway connections will be provided to improve north-south connections to Holland Park and AHP Mathews School. A key east-west connection will be established along 98B-Avenue, connecting the neighbourhood to the skytrain station, LRT, retail and entertainment uses to the east and hospital to the south.

#### Residential-Park Interface

The single family lots along the southern edge of Holland Park will be consolidated into the park site. This will improve the residential-park interface, changing it from the current backyard facing condition into an open street edge along the southern part of the park.





Holland Park Neighbourhood





# PART B

## Framework



# SECTION 4

## Land Use and Density

# 4

## LAND USE AND DENSITY

The City Centre Plan provides for a wide range of densities and land uses aimed at transforming the suburban landscape into one that is more urban.

The following section describes the land use and density requirements to help achieve the City Centre vision for a transit-oriented downtown. Each land use designation will have different design and development criteria depending on the location and interface. The basic requirements applicable to the land use are discussed in this section. Additional criteria related to design and policy is outlined in the “Districts and Neighbourhoods” and “Urban Design Guidelines” sections of the document.

# 4.1

## OVERVIEW

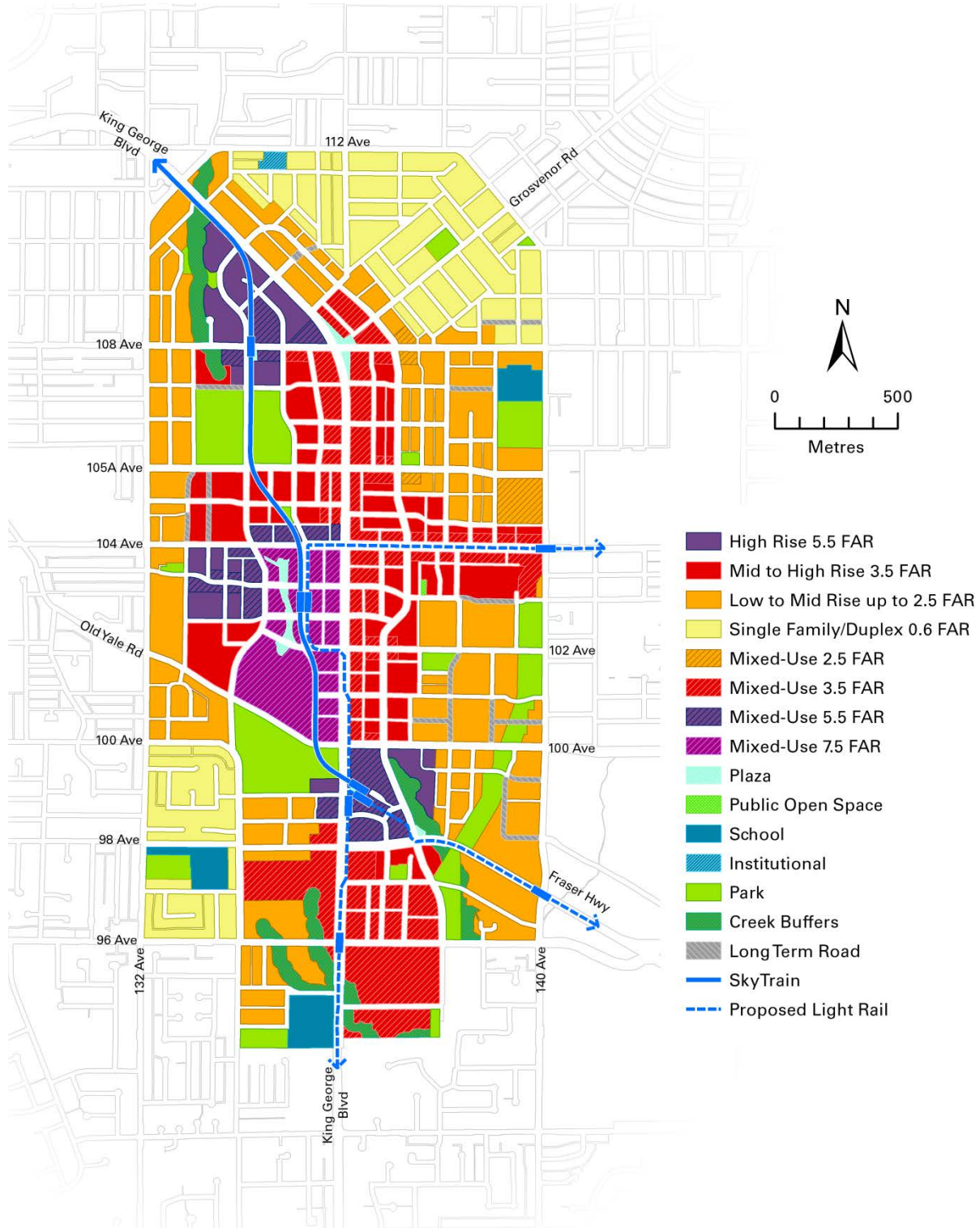
**Higher densities and mixed uses, supported by a walkable environment, will create the framework for an urban and vibrant downtown.**

### Land Uses and Density

The City Centre Plan proposes a wide range of densities and uses to support the creation of a vital and robust downtown. To support walking and transit usage, the highest residential and employment densities are proposed within 400 metres of each skytrain station node and the lowest densities are located away from the core. Land uses and densities are shown on **Map 7** City Centre Land Use Plan.

This section will describe the Mixed Use and Residential Areas proposed in the plan.





Map 7: City Centre Land Use Plan

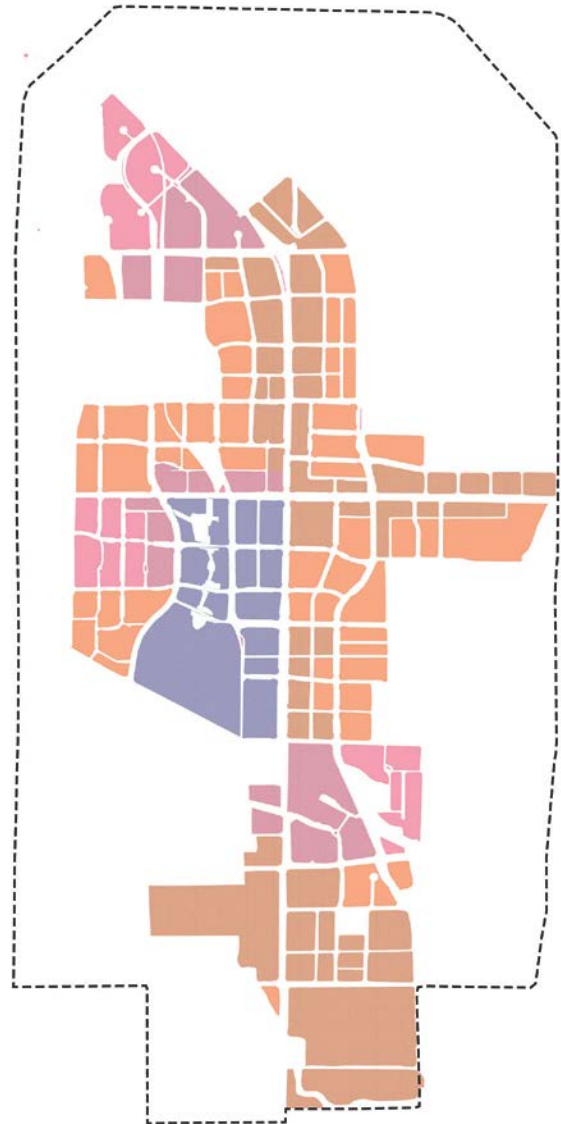
## 4.2 MIXED USE

**The City Centre Plan proposes mixed use areas that allow for a combination of residential, commercial, civic, institutional, and recreational uses.**

Mixed land use areas tend to be vibrant, more livable and thrive economically. They provide urban amenities and opportunities for living, shopping, entertainment, and employment all in close proximity. These areas also result in higher levels of walking, cycling and transit use.

The City Centre Plan proposes mixed use designations along frequent transit corridors and transit station areas. Major civic, office and institutional mixed uses (including City Hall, Library and University) are currently located within the Surrey Central Skytrain Station node. Two secondary office employment nodes are located at Gateway Station at the north, and at the Surrey Memorial Hospital area at the south end of the plan. Commercial mixed use corridors are proposed along King George Boulevard and 104 Avenue.

Activation of the streetscape is an integral part of successful mixed use areas. A set of ground floor interface requirements has been established for developing in mixed use designations of the plan. Refer to Section 11.4 of the plan for a description of the requirements. .



Land use Plan- Mixed Use Areas

## Mixed Use High Density (7.5 & 5.5 FAR)

The highest mixed-use densities are planned near the three Skytrain Station nodes providing a mix of residential, employment and retail uses in a highly walkable environment that is transit-oriented. Surrey Central forms the highest density and largest mixed use node in the plan. A secondary high density mixed-use area surrounds the King George Skytrain Station at the south end of the plan, and a smaller third, high density mixed-use node is located at the north end around the Gateway Skytrain Station.

The transformation at these nodes will take place in the form of comprehensive developments comprised of numerous buildings that may be either multi-use developments with stand-alone office, institutional or residential on the same site; or they may be mixed-use developments with a combination of office, institutional and residential uses in one building. Uses on the ground floor of buildings will vary depending on the location, but will largely require active ground floor uses. Requirements for specific ground floor uses are outlined in Section 11 Development Polices.



## Mixed Use Medium Density (3.5 FAR)

Medium scale mixed-use densities are planned along King George Boulevard, 104 Avenue, and in the southern area of the plan, the Innovation District. The 104 Avenue and King George corridors are envisioned as key retail corridors with small scale retail along the northern portion of King George Boulevard, and transit corridor-based retail along 104 Avenue. The area around the Surrey Memorial Hospital, emerging as the “Medical District,” will be mainly made up of medical and related technology office uses that support the hospital.

## Mixed Use Low Density (2.5 FAR)

A few 2.5 FAR mixed use areas are located near the perimeter of the plan area. These designations are intended to allow existing institutional uses to densify and add uses that complement existing developments on the site.

# 4.3 RESIDENTIAL

**A full range of housing types and densities are proposed in the plan.**

The plan proposes a full range of residential forms and densities. High rise and mid-rise buildings between 3.5 to 5.5 floor area ratio (FAR) will support the employment and commercial areas as well as increased transit usage. Apartment buildings and townhouse with an FAR up to 2.5 will provide housing for families as well as transition to smaller building forms. Two single family areas will be preserved to further provide opportunities for families to locate close to the downtown.

## Types of Housing Forms in City Centre





## High Rise (5.5 FAR)

High rise towers will be located within walking distance to the SkyTrain stations. This designation allows a gross density of 5.5 FAR in the form of a high rise apartment building.

- Developments should provide a 2 or 3 storey townhouse base at podium of a high rise building
- Developments should provide publically accessible outdoor amenity space such as mini plazas as part of the amenity space requirement of zoning by-law (see Design Guidelines for design details)
- Developments should consider providing a proportion of rental housing as part of development
- Small scale active neighbourhood commercial may be permitted at the ground floor along major streets.



## Mid-Rise (3.5 FAR)

Mid-rise towers will serve as a transitional area between higher densities and lower densities. The site may have a mix of building forms including mid-rise and high rise, with an overall gross site density of 3.5 FAR.

- For sites within a 10 minute walking distance of skytrain or major public university, consider providing a proportion of rental housing as part of development
- A limited amount of neighbourhood serving commercial will be permitted at ground level.
- Consider providing publically accessible outdoor amenity space as part of the amenity space requirements of the by-law.

## Low Rise Apartment and Townhouse (up to 2.5 FAR)

Located along the perimeter of the plan, this designation will provide a transition between the proposed mid-rise areas and single family along outer boundary of the plan. The designation allows for gross density up to 2.5 FAR in the form of medium to low density townhouses and 4-6 Storey apartments.

- A limited amount of neighbourhood serving commercial will be permitted at ground level (see appropriate section in Districts & Neighbourhoods for more detail).
- Small, publically accessible corner plazas may be incorporated into site design (see Design Guidelines for details).



## Single Family/Duplex

Two areas are proposed to largely remain single family neighbourhoods to allow families living close to the downtown and to provide diversity of housing choice. These areas are located at northeast corner of plan- extension of Bolivar Heights Neighbourhood, and south west of Holland Park.

- In order to provide needed road widening and gentle infill, lots along arterial roads, and some large single family sites will be permitted to increase the site density. Small lot, infill densities may be supported along 96 Avenue, portions of 134 Street and 112 Avenue. (see Districts & Neighbourhoods & Development Policies Sections).
- Redevelopment in these infill areas to Small Lot Single Family Residential zones may include RF-10 and RF-12, RF-SD, and CD zones to allow manor houses. A finer-grained street grid network must be provided for this building form.
- Live-Work will be considered in Single-Family areas.
- Density may be increased to preserve heritage buildings as identified in City Centre Heritage Review
- To promote walkability and vibrancy, small scale neighbourhood serving commercial sites will be allowed within the single family neighbourhoods.





# 4.5 PROJECTED BUILD OUT

## Population & Employment

### Population Projections

It is projected that by 2034 the population in City Centre will reach approximately 50,000 and 65,000 by 2044. Although the current land use plan update is planned for a thirty-year time horizon, the population in the plan area will not reach full capacity during this timeframe. Using the current land use plan designations, it is estimated that the City Centre population could reach full build-out capacity at 134,000 people within an 80 to 100 year timeframe.

### Employment Projections

It is estimated that the number of jobs in City Centre will increase from 23,584 to 38,000 over the next 30 years.

## Units & Floor Space

### Residential Unit Capacity

City Centre has a total projected build-out capacity of approximately between 50,000 and 70,000 residential dwelling units. The majority of residential development in City Centre will consist of multi-family units. If the average dwelling unit size is assumed at 600 square feet, then the unit capacity is 70,000.

### Non- Residential Floor Space

Under the proposed Land Use Plan, it is estimated that there is capacity for a total of 25 million square feet of non-residential space in the City Centre. By 2044 it is anticipated that the non-residential floor space will increase by 50% (4.4 million) totalling 13.4 million square feet.



Rendering of Potential 2040 City Centre Build Out Scenario



**Table 1 Projected Units and Population Based on Land Use Plan**

Land Use	Acres	Projected Low Units	Projected High Units	Projected Low Population	Projected High Population
Creek Buffers	36	0	0	0	0
Existing and Future Roads	447	0	0	0	0
Park	102	0	0	0	0
Creek Buffers	36	0	0	0	0
Plaza	5	0	0	0	0
Mixed-Use (2.5 FAR)	11	300	390	691	946
Mixed-Use (3.5 FAR)	126	8,998	13,197	16,723	24,302
Mixed-Use (5.5 FAR)	38	5,106	6,278	9,318	11,428
Mixed-Use (7.5 FAR)	46	1,344	1,841	2,447	3,342
Residential High Rise (5.5 FAR)	40	7,550	9,033	14,004	16,697
Residential Low to Mid Rise (up to 2.5 FAR)	272	16,620	22,899	32,245	44,051
Residential Mid to High Rise (3.5 FAR)	97	11,404	16,437	20,771	29,862
Single Family	147	1,033	1,033	3,288	3,288
Institutional	2	115	115	141	141
School	24	0	0	0	0
<b>Total</b>	<b>1,429</b>	<b>52,470</b>	<b>71,223</b>	<b>99,628</b>	<b>134,056</b>



## SECTION 5

# Transportation

# 5

## TRANSPORTATION

New high quality transit and active transportation facilities for all ages and abilities support City Centre's transformation into a vibrant urban centre.

This section outlines the Transportation framework for the City Centre Plan. It includes seven themes as follows: Street Network, Street Typology, Walking, Transit and Ridesharing, Cycling, Vehicle Circulation, Parking Supply and Management.

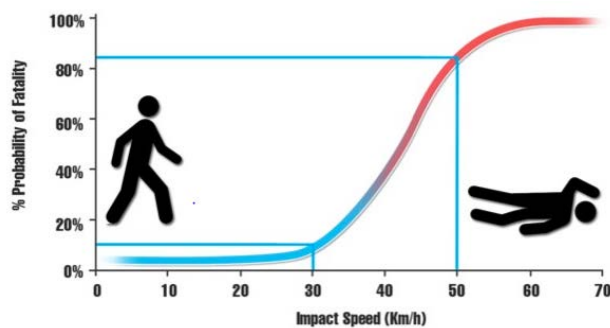
# 5.1 OVERVIEW

The transportation strategy in City Centre emphasizes active transportation and transit, supported by a fine grained road network with a robust hierarchy of arterial and collector roads, lanes, and local streets, and supplemented by greenways and off-street paths.

This approach includes creating a road network to improve connectivity and small block sizes and multi-modal street design to accommodate many modes of mobility for all ages and abilities. Combined, these aspects improve safety and functionality for all users and support the economic and social vitality key to a successful downtown.

With the growth of the City Centre and its concentration of people and activities, transportation safety considerations are at the forefront of the planning, design and monitoring processes. The emphasis on increasing walking and cycling is an explicit focus in the development of the Safe Mobility Plan.

Speed is a key element of a safe urban road system. The design speed of roads is largely determined by lane widths and the number of intersections. A finer-grained road network and more consistent vehicle speed will help drive down injuries. In addition to improving safety, lower speeds increase the capacity of the road network, as slower moving vehicles require less space between them. The City Centre road network incorporates these best practices.



The Transportation section in the City Centre Plan is organized into seven themes:

- Street Network
- Street Typology
- Walking
- Transit and Ridesharing
- Cycling
- Vehicle Circulation
- Parking Supply and Management





Image Showing Future LRT along King George Blvd

## 5.2

# STREET NETWORK

**A finer grained road network will transform the City Centre into a walkable, pedestrian-oriented downtown.**

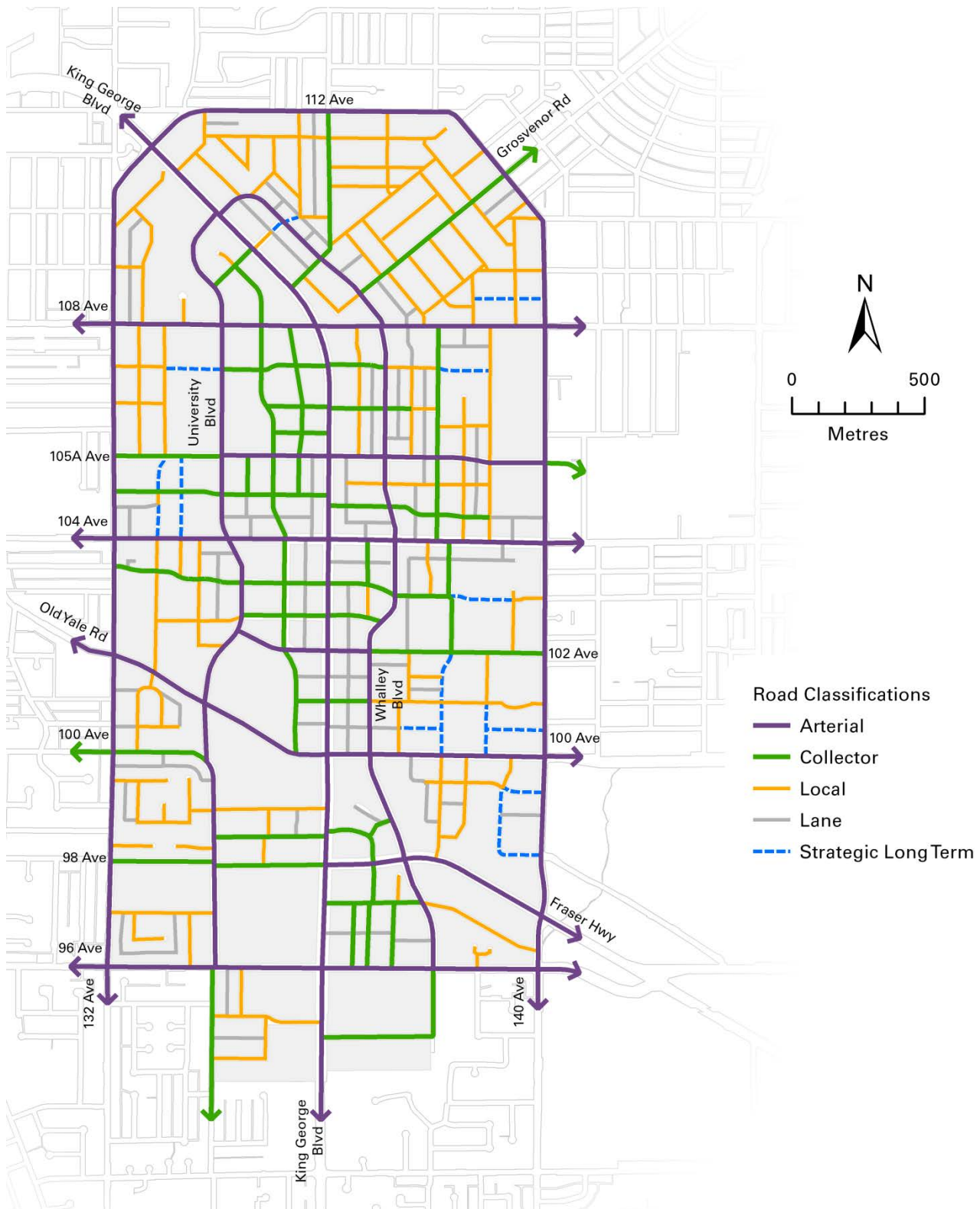
The street grid is the skeleton that supports the growth of a city and defines the form of development. Each street serves multiple roles: connecting places and people, providing public realm improvements, and supporting economic activity.

The City Centre's street network dates back to Surrey's agricultural beginnings based on a one-mile (1,600m) grid of arterials. Many connector roads within City Centre are short and discontinuous, creating very large blocks that service large-format highway-style retail and commercial developments fronted by street-facing parking lots.

The absence of a fully completed network and alternatives for through traffic from other parts of the City and other municipalities creates additional congestion within City Centre and a less safe and pleasant environment for pedestrians and cyclists.

The vision for City Centre's street network is for a finer-grained, connected framework that facilitates mobility and enhances the safety for all citizens, creating a vibrant, pedestrian-oriented downtown.

There are two key interventions to deliver the street network vision in City Centre: creating a finer grid for better connections within City Centre and completing strategic missing links to better connect with the rest of the City.



Map 8 City Centre Road Classifications

## Framework for Change

The finer grained road network will produce a grid of intersections every 80 to 100 metres to support walking and cycling as the most convenient ways to get around City Centre. This will create ideal block spacing without detracting from project viability.

This road network will be delivered primarily through redevelopment with the dedication of new local roads, green lanes, and some collectors assisting this role. Development will be responsible for the dedication of land and full construction of the finer grained network including engineering servicing and utilities, and constructing or contributing to new traffic signals, where warranted.

New roads will be delivered through dedication rather than ROW/easements because dedication provides security of access in perpetually, and guarantees consistent maintenance standards. The City has developed tools to reduce the impact of the finer grid on development and ensure equity:

- **Gross Density Calculation** -The floor area ratio (FAR) will be calculated on a gross site area, before dedications for roadways or other public purposes are accounted for, as outlined in the City's Official Community Plan.
- **Flexible Road Design**-There will be some flexibility with regard to design and alignment of local roads and lanes within comprehensive re-developments as long as they meet the original intent of the finer grained road network and do not adversely impact other parcels.

## Policy in Practice: West Village

An example of this finer-grained road network is illustrated below in the West Village Master Plan. Originally one very large super block, the approved Road Network Concept indicates an initial division of the block bounded by 104 Ave, 133 St, 102A Ave, and 133A Ave into three blocks as the basis for creating new road connections.

At the time of development, 8 parcels were created with the provision of additional local roads, lanes, and pedestrian only connections to achieve the ideal 80-100m block sizes.

This approach identified the basic road framework as shown in the Road Network Concept, and the finer-grained block sizes were established with additional local roads, green lanes and public pathways at time of redevelopment.

The overall intent is to achieve a block size between 80 to 100 metres. Since parcel size and consolidation can be difficult to predict, this approach allows a cases-by-case analysis of unique conditions associated with each proposal to produce ideal block sizes and overall connectivity.



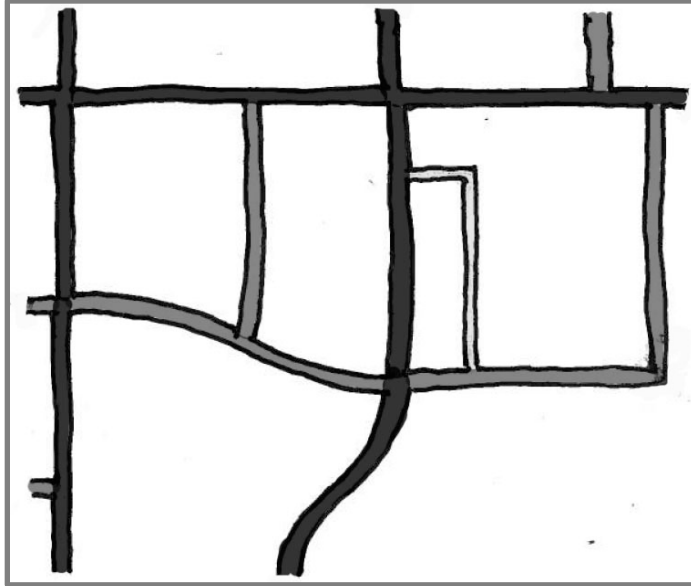


Diagram Illustrates Basic Road Network

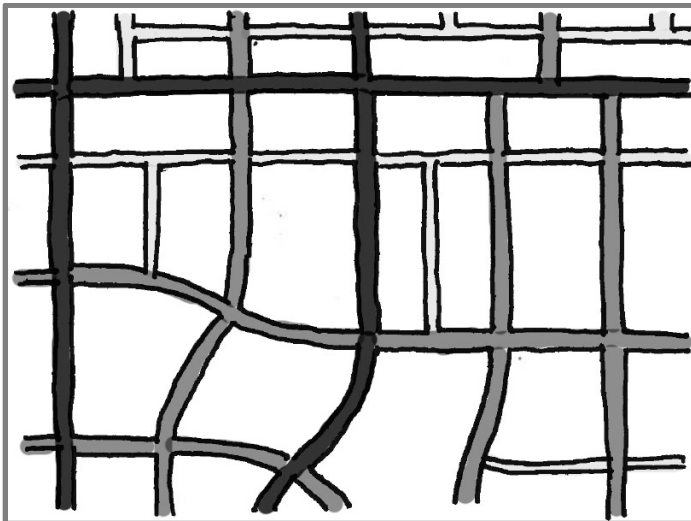


Diagram Illustrates Finer-Grain Road Network

## Strategic Road Connections

The City Centre Road Network Concept identifies missing portions of the arterial road network that are required to distribute traffic and increase resiliency. Arterials are the backbone of the road network and serve to move large volumes of people and goods over longer distances and can be important transit corridors. The full Road Network identifies:

- completion of the inner ring roads including University Boulevard and Whalley Boulevard.
- completion of the outer ring road which includes 132 St, 140 St and 112 Ave.
- extension of existing collector roads
- addition of new collector roads, local roads, and green lanes.

The City's Engineering 10 Year Servicing Plan recognizes the need for network improvements in City Centre. Roads and traffic signals identified in the 10 Year Servicing Plan within City Centre area shown in **Table 2** below:

These 10 Year Plan projects, including property acquisition, are funded by City-wide DCCs as shown in Section 12. Transportation Financing describes in detail the planned transportation infrastructure costs and funding. Through regular updates, individual projects and priorities identified in the Ten-Year Servicing Plan sometimes change in response to competing demands on the transportation network, and as projects are built others get added such as the completion of 112 Ave.

**Table 2 10 Year Plan Projects Within City Centre**

Project	Location	Timing
<b>Arterial Strategic Missing Links</b>		
Whalley Blvd	96 Ave to Fraser Highway	Short Term
105A Ave	137 St (Whalley Boulevard) to 140 St	Medium Term
<b>Arterial Widening</b>		
Fraser Highway	138 St - 96 Ave	Short Term
100 Ave	King George Blvd to 140 St	Short Term
140 St	100 Ave to 104 Ave	Medium Term
<b>Collector Road Completion</b>		
103 Ave (widening)	City Parkway - King George Blvd	Long Term
City Parkway (widening)	104 Ave to 105 Ave	Medium Term
103 Ave (new)	132 St - 133 St	Short Term
<b>New Traffic Signals</b>		
108 Ave / City Parkway		Short Term
100 Ave / 138 St		Short Term
105A Ave / 140 St		Medium Term
103 Ave / City Parkway		Long Term

There are also projects outside the plan area that benefit City Centre and facilitate its transformation to a downtown for the South of Fraser. As illustrated in **Map 9**, these include the following:

- **South Fraser Perimeter Road**-The Province's recently constructed South Fraser Perimeter Road (Highway 17) has already reduced the impact of the 108 Ave and 104 Ave to King George Boulevard connections for vehicles and in particular trucks not bound for City Centre.
- **New Pattullo Bridge**- TransLink's new Pattullo Bridge is expected to include direct connections to South Fraser Perimeter Road when it opens in

2022, further lessening the need for through traffic in City Centre.

- **Arterial Feeder Routes**- Projects in the City's 10 Year Servicing Plan include the widening of arterial feeder routes and the future extension of 128 St to King George Boulevard. This key link will support more efficient goods movement with a shorted trip between the Newton industrial area and the Pattullo Bridge, bypassing City Centre.

**Table 3** shows roads and traffic signals outside City Centre that will support access to City Centre and in the case of 128 St extension, allow some through traffic to bypass City Centre.

**Table 3 10 Year Plan Projects Supporting City Centre**

Project	Location	Timing
<b>Arterial Strategic Missing Links</b>		
128 St (new)	108 Ave to King George Blvd	Long Term
<b>Arterial Widening</b>		
128 St	104 Ave to 108 St	Long Term
100 Ave	140 St to 148 St	Short Term
<b>Collector Road Completion</b>		
105A/104A Ave (new)	140 St to 144 St	Long Term
104A Ave (widening)	144 St to 148 St	Long Term
	148 to 150 St	Long Term
<b>New Traffic Signals and Roundabouts</b>		
100 Ave / 144 St (roundabout)		Short Term
105A Ave / 142		Long Term
104A Ave / 144 St		Long Term
105 Ave / 148 St		Long Term
106 Ave / 128 St		Long Term
108 Ave / 128 St		Long Term
110 Ave / 128 St		Long Term



**Map 9 Strategic Road Connections**



## Strategic Property Acquisition

There are a number of key properties where full property acquisition is needed to deliver the finer grained road network in City Centre. These are unlikely to be dedicated through a normal rezoning process. A new strategic property acquisition fund is proposed that uses a levy on development in City Centre only. This removes the need for multiple consolidation and benefitting areas to be created. This modest levy equalizes the costs for providing the finer grained road network as it will benefit all development.

## Arterial Road Frontages

Within City Centre, arterial road frontage construction is the responsibility of the adjacent development. This is to ensure that streets are finished in conjunction with development, as higher densities will generate immediate walking and cycling trips.

## Major Road Network

The Major Road Network (MRN) is a special class of arterials that receive funding from TransLink as they provide important transit corridors and also provide inter-regional connections for the regional network. MRN roads in City Centre include King George Boulevard, Fraser Highway, 96 Ave, and 104 Ave & 108 Ave east of King George Boulevard.

King George Boulevard links City Centre north to New Westminster via the Pattullo Bridge, and south to the Semiahmoo Peninsula and the US Border. Fraser Highway provides a connection east to Langley Centre and 104 Ave and 108 Ave provide important links to Guildford Town Centre.

## 5.3

# STREET TYPOLOGIES

**Good street design begins with an understanding that the purpose of each street is not the same – its role in the network should shape its design, how it functions, and how it prioritizes walking, cycling, transit, driving, and goods movement.**

The vision for City Centre includes streets that are designed for people of all ages and abilities, allowing them to move round the downtown safely, conveniently, and comfortably, regardless of their mode of transportation.

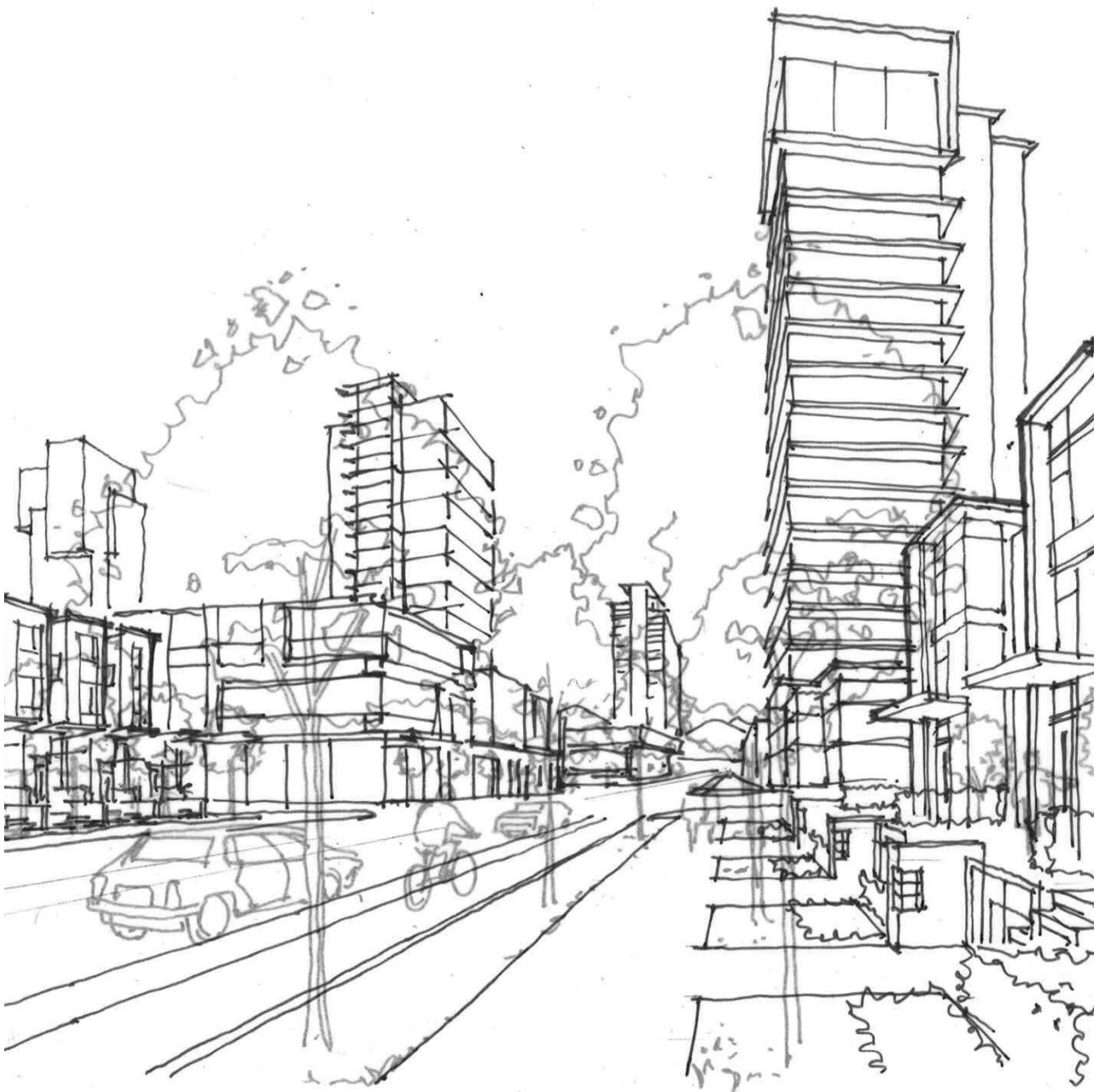
In City Centre today a mixture of older, auto oriented arterials carry high traffic volumes, and limited intersections present challenges to accessibility and connectivity for all modes. Widely spaced collectors provide access to properties and assist distributing traffic from arterial roads. A limited number of existing local roads provide access points to residential buildings and connect to arterial or collector roads, providing some degree of additional network connectivity.

In anticipation of a significant increase in the number of residents and employees, the 1991 City Centre Plan called for a network of inner and outer ring roads, a finer grained street grid, multi-use greenways, and a more pedestrian-friendly local network. A number of projects have been completed in support of the Plan's vision, including targeted investment in the public realm. In particular, the street frontages of new development next to the SkyTrain stations point to a different way forward.

King George Boulevard, another major street in the downtown, has not yet evolved as part of the original vision. This street has been identified to transition from its former role as a provincial highway to a walkable urban boulevard

Focus groups and other public engagement have indicated that improvements to King George Boulevard are the number one priority of the community. In order to make a true transition into a 'Great Street,' a number of elements are missing that would improve the safety and comfort of the street, notably:

- improved sidewalks and boulevards,
- permanent parking, and
- all ages and abilities cycling facilities.



**Conceptual Sketch of Typical Arterial Road with Residential Frontage**

## Framework for Change

A hierarchy of roads is important to serve different road users and ensure safety, while maximizing the benefits provided by road access. This hierarchy is reflected in the City Centre Road Design Standards.

As part of the plan process, a range of new street and intersection designs have been developed giving careful thought to creating a high quality, finer grained, multi-modal, greener, safer, and more differentiated street network in City Centre. **Table 4** shows the different road typologies and associated road widths for each.

## Access Management

Access management will also be a key consideration determined by street typology. In general the primary site access will be via local streets and lanes. To increase traffic safety, direct access onto arterials will be limited. To enhance pedestrian comfort direct vehicle access onto arterials and collectors will also be minimized.

**Table 4 City Centre Road Widths**

Road Type	Dedication	SROW	Pavement	Parking	Sidewalk	Boulevard	Separated Bike Lane	Buffer	Streetlights
Typical Arterial	30.0m	0.5m	16.0m	N/A	2.0m	2.0m	2.1m	0.9m	not staggered
Special Arterial (with Greenway)	32.0m	0.5m	16.0m	N/A	2.0m	2.0m	2.0m	2.0m	not staggered
Collector	24.0m	0.5m	11.0m	both sides	2.0m	2.0m	1.6m	0.9m	not staggered
Local Road	20.0m	0.5m	11.0m	both sides	2.0m	2.5m	N/A	N/A	staggered
Green Lane	12.0m	0.5m	8.0m	one side	1.5m	2.0m	N/A	N/A	staggered
Unique Roads	The following roads will have customized cross sections due to their unique roles in City Centre: <ul style="list-style-type: none"> <li>• LRT on King George Boulevard, Fraser Highway, 104 Ave;</li> <li>• Multi-use path on University Drive;</li> <li>• LRT Station and Plaza on City Parkway between 102 Ave and 104 Ave; and</li> <li>• Surrey Central Exchange on 102 Ave and Central Ave</li> </ul>								

## Arterial Roads

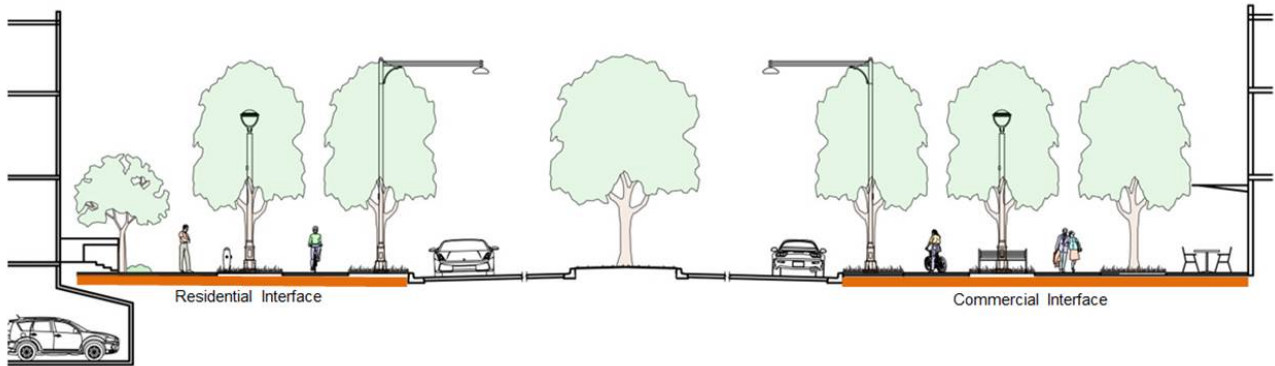
Arterial roads will be upgraded to improve safety and support other transportation modes while continuing to facilitate motor vehicle traffic and goods movement. Wherever possible, special places will be marked with public art and an increased level of urban design.

**Arterials with LRT:** will be redesigned to accommodate the right-of-way requirements for LRT trains as well as general purpose vehicle travel lanes and segregated cycling facilities. This includes King George Boulevard south of 102 Ave, 104 Ave east of City Parkway, and Fraser Highway east of King George Boulevard.

**Arterials with Transit:** include transit priority measures to support major bus transit routes in addition to the urban forest and active transportation safety improvements noted below.

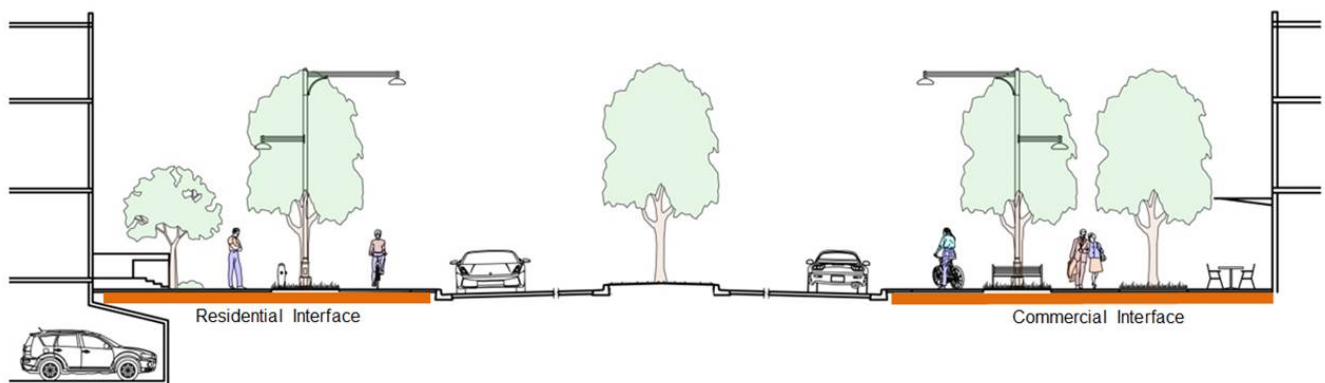


**Arterials with Greenways:** showcase a new design for greenways in an urban context with a double row of street trees lining the one-way separated bike lanes. They also have a high-quality pedestrian environment and significant setbacks to enhance the public realm next to development.



**Arterial with Greenway Cross Section**

**Arterials with Active Transportation:** are designed to have a high-quality pedestrian environment, all ages and abilities one-way separated bike lanes, and nurture large street trees.



**Arterial with Active Transportation Cross Section**

**King George Boulevard:** Will be redesigned in two phases north of 102 Ave in the section without LRT. In the shorter term there is the opportunity to provide wider sidewalks, enhanced boulevard plantings, permanent parking, and segregated cycling facilities without the expense of wholesale changes to the existing curbs, boulevards and median. In the longer term, redevelopment will facilitate the relocation of many of the driveway entrances so they do not cross the sidewalk, and implementation of the new arterial design standards noted above will create a Great Street that accommodates all modes of transportation. South of 102 Ave, King George Boulevard will incorporate LRT in both a side and centre running configuration.

Recognizing its continued role as an important connection to the rest of the City and the Region, the street will continue to carry approximately 35-40,000 motor vehicles a day through City Centre. The intersection of KGB and 108 Ave, known as Whalley's Corner, is the ideal location for a significant public art feature marking it as the gateway to City Centre. A second node identified for a significant public art installation is in the median of King George Boulevard just north of 102 Ave.



**Conceptual Sketch of Future King George Boulevard North of 102 Avenue**

## Collector Roads

Collector roads will improve safety, nurture large street trees, prioritize active transportation and encourage transit where applicable, in a narrower right-of-way than arterials (24-27 metres).

**Typical Collectors with Active Transportation, Transit and Parking:** will have one-way separated bike lanes or two-way multi-use pathways to accommodate cyclists of all ages and abilities. These collectors may also include features that prioritize transit in support of major transit routes. Regulated, on-street parking will be considered in areas where demand for parking is not sufficiently met by off-street parking facilities.

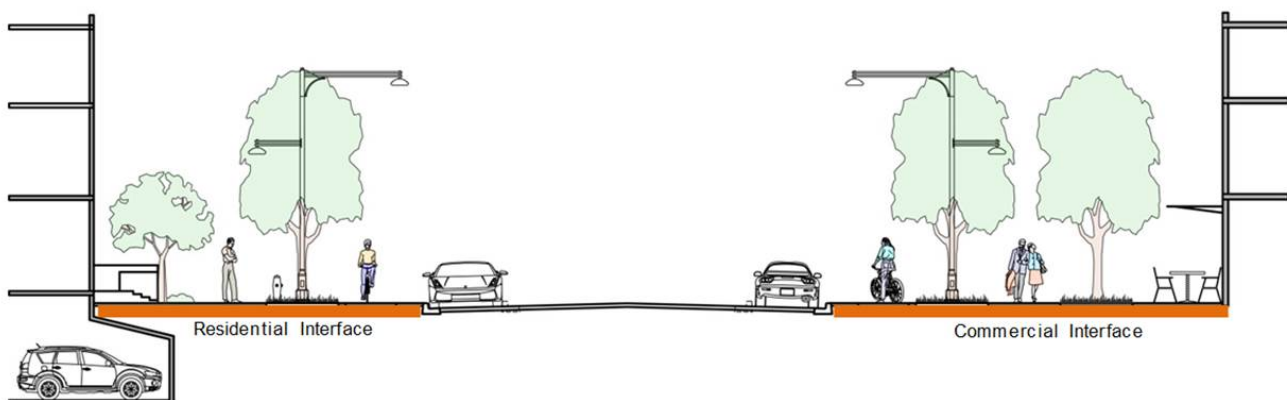
### Unique Collectors

**Surrey Central LRT Station on City Parkway:** LRT trains from 104 Avenue, King George Boulevard, and Fraser Highway converge at an LRT station located on City Parkway beside the Surrey Central SkyTrain Station. The block of City Parkway between 102A and 103 Avenues will be closed to vehicular traffic to facilitate large pedestrian volumes.

**Transit Couplet** The reconfiguration of the Surrey Central Exchange from an off-street bus loop to an on-street transit couplet requires the alteration of 102A and 103 Avenues between City Parkway and University Drive to form the on-street facility. Details are provided in the Transit Section.

The transit interchange and the Civic Core in general are expected to showcase the City's highest level of urban design including public art features and high quality paving materials that differentiate this area from the rest of City Centre. Additional details are outlined in the Transit Section.

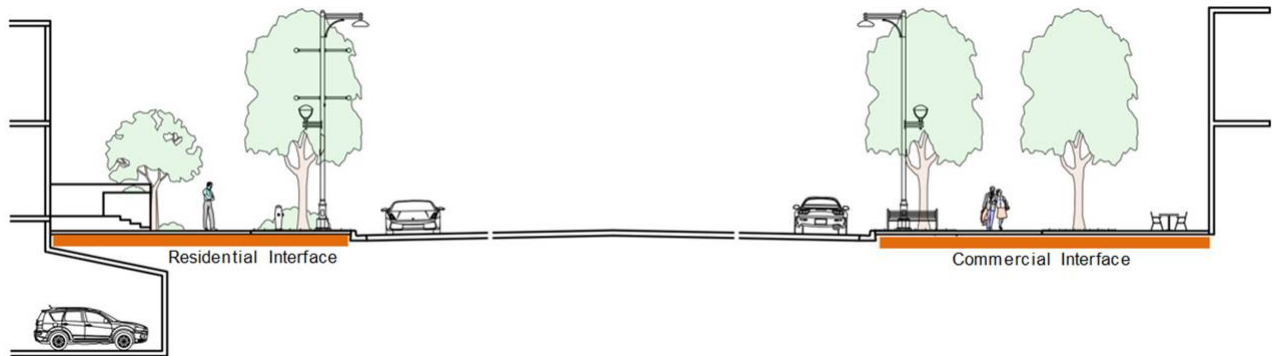
**Constrained Collector:** in a limited number of areas where there is little opportunity for redevelopment to add separated bike lanes or make substantial changes, constrained collectors will be enhanced through the addition of street trees on both sides of the street and street furniture to create a more pleasant pedestrian environment.



Collector with Active Transportation Cross Section

## Local Roads

Local roads will provide vehicle access to residential and high pedestrian-traffic commercial areas. These roads will be 20 metres wide and have lower design speeds to ensure the safety of pedestrians and cyclists.



Local Road Cross Section

## Green Lanes

Lanes will continue to serve a primarily functional role, providing vehicle access to underground parking for multiple developments to reduce the number of driveways on adjoining streets, and truck access for deliveries. There is also the opportunity for additional City Centre specific improvements to support pedestrians, on-street parking, and a higher level of design, adding value to the lane network.

**Green Lanes:** Green Lanes are an upgrade to the existing lane design to facilitate both pedestrian and service connections; they are not meant to replace a local road. Ultimately the long term vision is a greener, more inviting pedestrian and bicycle environment than previous lane standards allowed, with potential opportunities for storm water runoff absorption.

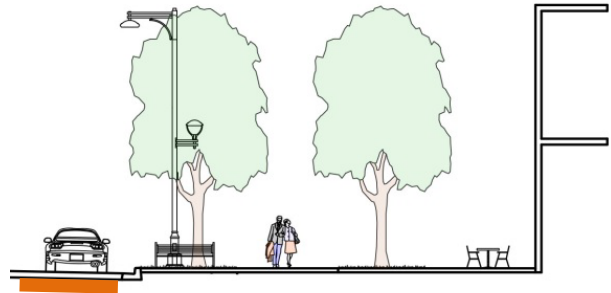


Green Lane Design Provides Pedestrian Safety



**Local Roads with Bikes Below Curb**

Lower traffic speeds will ensure pedestrian and cyclist safety

**Typical Arterial and Collector with Active Transportation**

Buffered one-way separated bike lanes above the curb create separation from motor vehicle traffic to ensure pedestrian and cyclist safety

**Arterial with Greenways**

A larger buffer with street trees separate one-way separated bike lanes from motorized traffic and a second tree boulevard creates additional separation to ensure pedestrian and cyclist safety



## 5.4 WALKING

**The key to a successful downtown is a creating a safe and inviting walking environment for everyone. Walking creates livelier streets, promotes health and well-being, and fosters economic activity and cohesive communities.**

City Centre's pedestrian environment is in transition. In many places City Centre presents a challenging environment for walking with long blocks, large parking lot frontages, and wide streets. As well, pedestrians often encounter high volumes of fast motor vehicle traffic, limited crossing opportunities and long traffic signal timing requiring a button to be pushed to be allowed to proceed.

However, redevelopment in City Centre is delivering new road connections and sidewalks, incrementally improving portions of the downtown core, particularly near the SkyTrain stations and emerging residential neighbourhoods.

The vision for City Centre is to create an environment where walking is the fastest, safest, and most pleasant form of transportation for short local trips.



**Conceptual Sketch of City Centre with Safe and Vibrant Walking Environment**

## Framework for Change

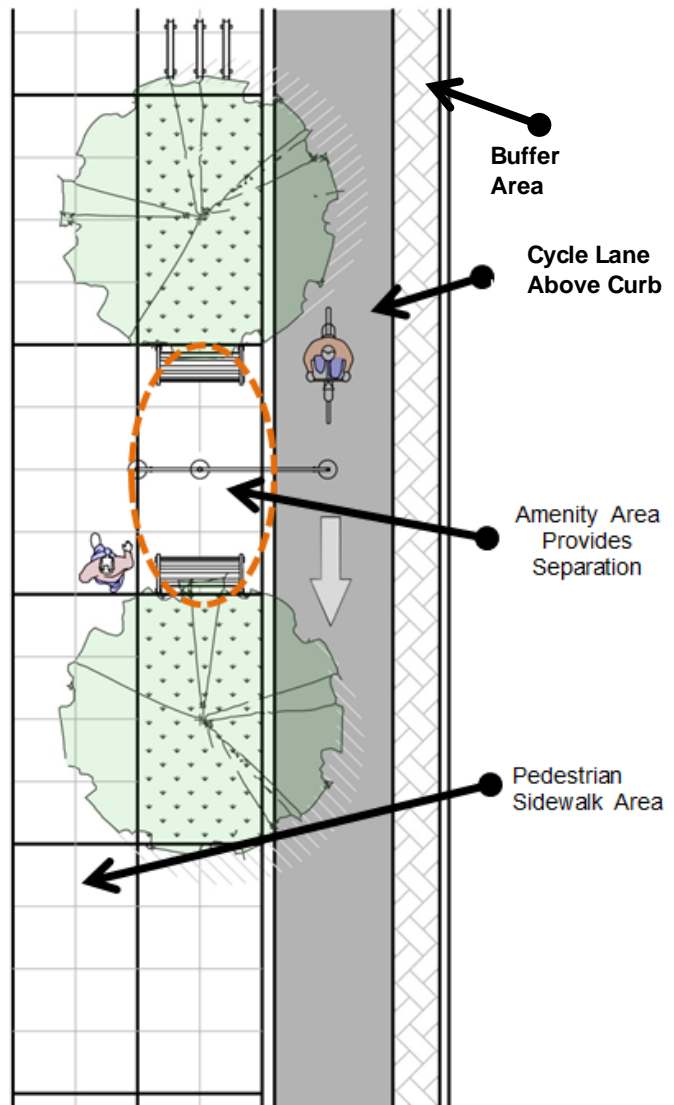
Creating a downtown core where walking is the first choice for all will draw on the key principles identified in the City's Walking Plan: Making Connections, Walking for all, Shaping Surrey, and Streets for People.

The City Centre plan promotes community connections through a finer grained road network, advances a land use plan with densities and a mix of uses that support transit, and introduces urban design principles that support walking. These elements also support the Surrey's Child and Youth Friendly City Strategy, by enabling young people to safely navigate their community on their own.

Key components include:

- **Smaller block sizes** between 80 to 100 metres.
- **A continuous and connected network** of safer complete streets with protected intersections as outlined in previous sections and detailed in the Standard Drawings.
- **Lanes and pedestrian-only connections** through development sites in places where it is not possible to achieve a full road right-of-way but it is desirable to achieve a finer-grained network.
- **Multi-use pathways** to provide comfortable connections for recreational walking trips between parks and green spaces for all ages and abilities.
- **High-quality interface with development** which includes wider sidewalks, slower traffic speeds, enhanced street furniture and lighting, and beautifying the street with trees and plantings.
- **Accessible design features** such as tactile paving, wayfinding, signage, curb let-downs, pedestrian countdown signals and audible traffic signals.

Improvements will be delivered through redevelopment as well as through various City programs. More detail is provided in the Implementation section of the Plan, including Design Guidelines and forthcoming new Standard Drawings. These provide the framework for transforming City Centre into a place where walking is the natural first choice for short trips.



**Pedestrian & Cycling Separated by Amenity Zone**

## 5.5 TRANSIT AND RIDE SHARING

**Transit is the key to unlocking City Centre's potential to be the region's next urban centre.**

Transit maximizes the mobility and access efficiency of the road network. It allows more goods and people to be moved in the same amount of space; while taxis, car sharing and ride sharing complement the walk or transit trip and provide additional transportation options. In City Centre, transit is comprised of a SkyTrain and bus network with plans for a future Light Rail Transit system. Ride share options are emerging, but limited.

Three Expo Line SkyTrain stations provide excellent connections to the regional rapid transit network north of the Fraser River. However, missing connections include high quality rapid transit connecting City Centre to the other Town Centres south of the Fraser, as well as local services which connect the different neighbourhoods within City Centre.

A suburban style bus loop, in a fenced island configuration, is currently located in the heart of City Centre at the Surrey Central Skytrain Station. Although functional, the configuration isolates activity away from adjacent streets and creates a physical barrier between land uses.

The bus loop is also currently over capacity with additional bus bays located on City Parkway and University Drive to address the capacity constraints of the existing configuration. Overall, bus transit city-wide in Surrey delivers about 65% of the service hours per capita as the regional average with only 28% of Surrey residents having access to Frequent Transit Network level service (a bus every 15 minutes all day to 9pm) compared to the regional average of 48%. The City's low transit mode share and car dominated City Centre is in part a reflection of this.

There are a limited number of car sharing vehicles located close to Gateway and Surrey Central SkyTrain stations but they are not yet located throughout the emerging residential neighbourhoods. There are also taxi-waiting areas next to the SkyTrain stations. Other ride sharing services have not yet been legalized by the Province of BC.

Access to safe, frequent, high quality transit will be a key element that defines the success of Surrey City Centre. The City Centre Plan envisions high quality public transit as a viable alternative for a majority of South of Fraser residents.



**Current Day Surrey Central Exchange Looking West**



## Framework for Change

City Centre will be the largest rapid transit hub south of the Fraser River. A range of transit services will be available to connect City Centre neighbourhoods to each other and all parts of the South of Fraser sub-region. These services will include Light Rail Transit (LRT), additional Frequent Transit Network (FTN) routes – service every 15 minutes all day every day-peak frequent routes, new express services, and local Community Shuttle circulators.

Planning and funding of transit expansion is the responsibility of TransLink but the major activities will be completed in partnership with others, while the City will undertake a number of other actions alone. Enhanced ride sharing services will also be realized through partnership with others.



**Conceptual Sketch of Future On-Street Bus Configuration along 103 Avenue (Central Ave)**

## City Activities

**LRT Station Area and Alignment Plans:** Mixed use station area and alignment plans will be developed for the 5 LRT stations located within City Centre, with complementary public realm treatments to be delivered with redevelopment.

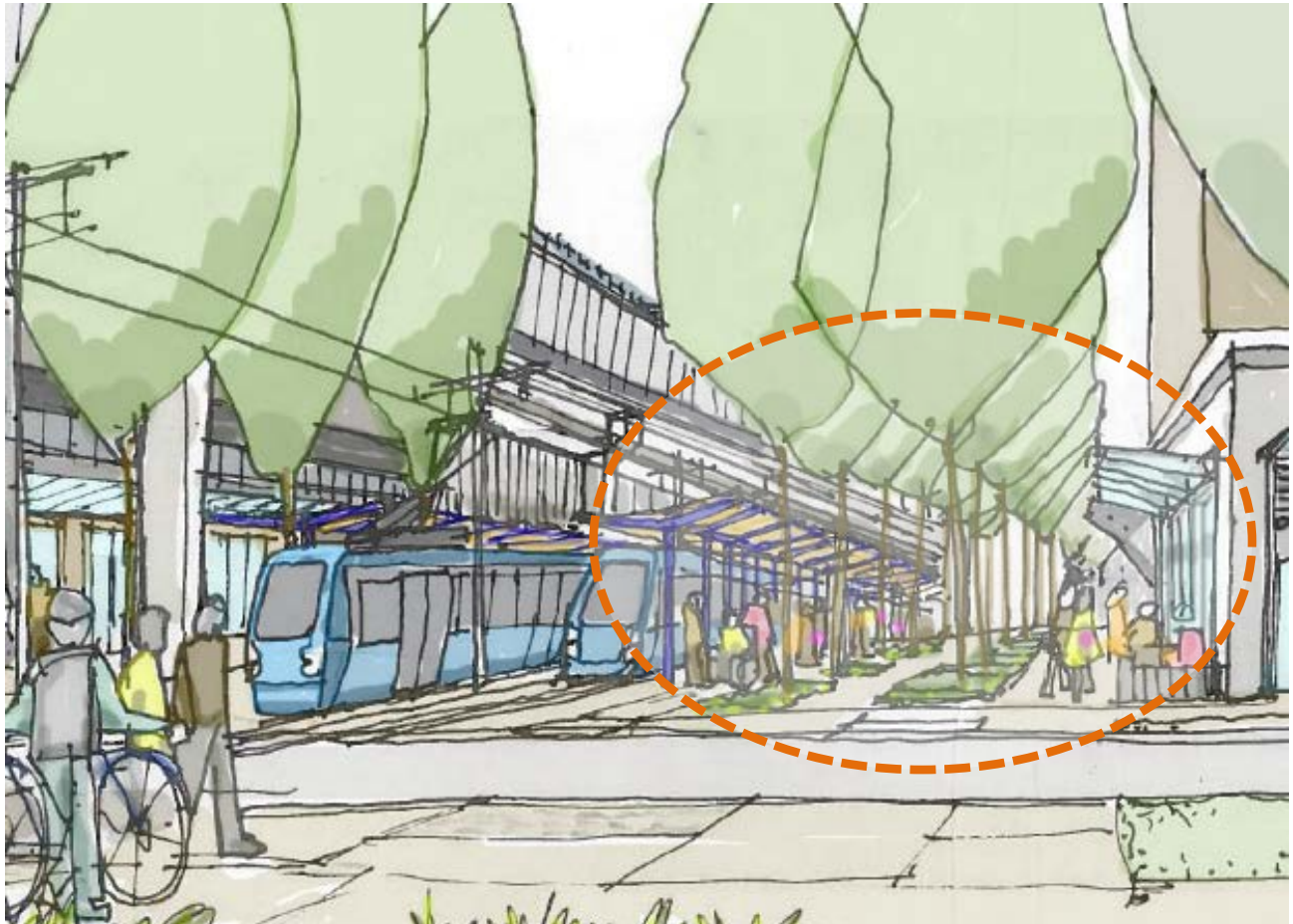
**Transit Oriented Design:** New LRT stations will be developed in line with TransLink's Transit-Oriented Design principles and the City's Urban Design Guidelines to support residential, commercial, and community-oriented retail spaces.

**Urban Design:** Urban design requirements will enhance the passenger experience. An important external input will be TransLink's Transit Passenger Facility Design Guidelines. The City's Public Art Plan will guide new infrastructure projects, contributing to Surrey's urbanization, quality of life and economic development.

**Pedestrian Connections to Transit:** Pedestrian networks between buildings and landscaped elements will be designed to connect people to transit more efficiently.

**Transit Shelters:** Transit shelters will continue to be placed at high volume locations that are located near key destinations or user groups. Double shelters will be installed where warranted.

**Park and Ride:** Private sector underground park and ride opportunities will be explored as part of ongoing redevelopment. Joint parking opportunities such as those that already exist between Central City Mall and SFU Surrey will also be identified.



Rendering Shows Mixed Use and High Quality Urban Design Interface with Transit



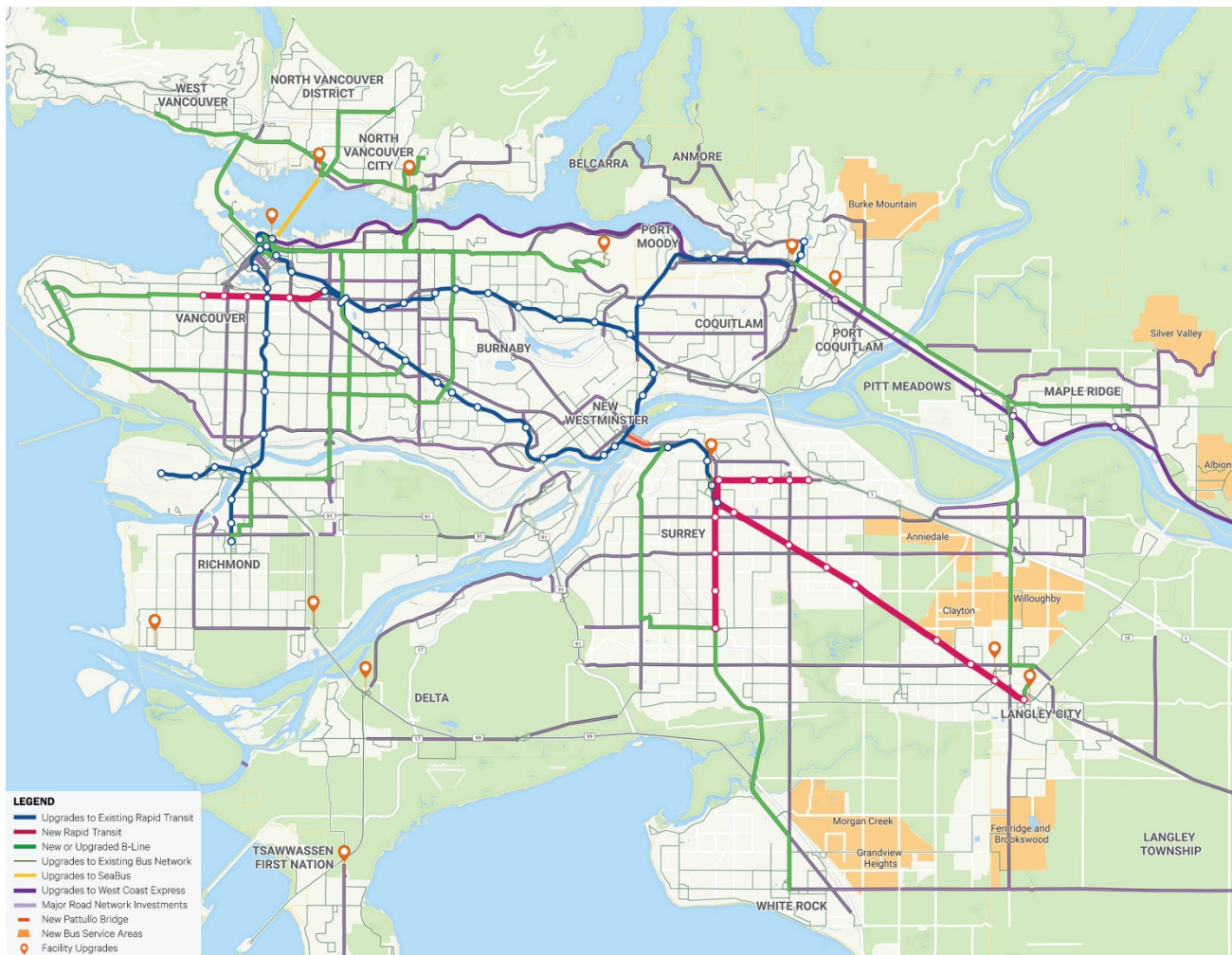
## Partnership Activities

**Mayors' Council Vision:** The current document guiding regional transit expansion in Metro Vancouver is the TransLink Mayors' Council Plan. This plan has endorsed LRT as the technology for rapid transit expansion South of the Fraser and a network of B-Lines to extend the reach of rapid transit. The plan also includes a 25% increase in conventional bus service, four times the regional funding for the Major Road Network and ten times the funding for pedestrian and cycling improvements. These investments are key to achieving the transformation of the transportation network in City Centre.

The three existing Expo Line SkyTrain stations will be complemented by five new LRT stations. LRT will provide fast, frequent, and reliable transit service that attracts choice riders and provides the capacity needed to support the concentrated growth in the Regional Growth Strategy.

The LRT corridors will include:

1. **King George Boulevard** connecting to Newton Exchange, with the opportunity for future extensions to South Newton at Highway 10.
2. **104 Avenue** connecting to Guildford Town Centre.
3. **Fraser Highway** linking City Centre to Fleetwood, Clayton, and Langley Centre.

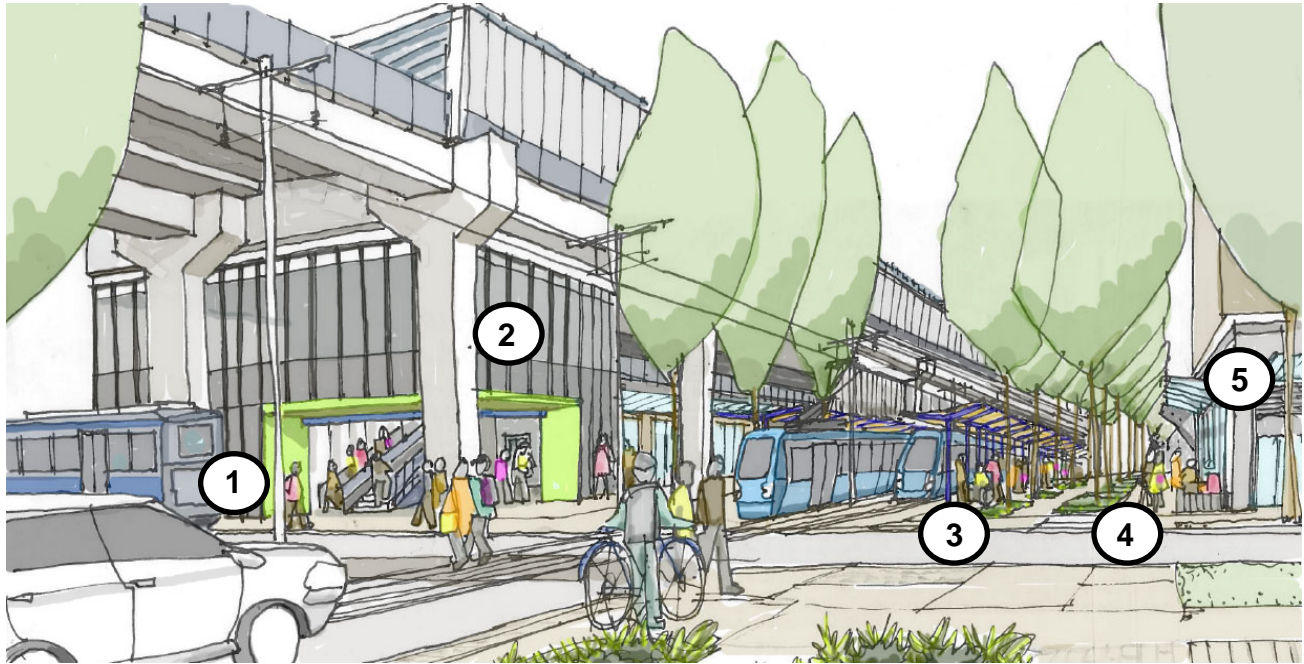


Map 10: Mayors' Council Vision for Transportation

**City Parkway:** City Parkway is envisioned as the hub of the LRT system and will incorporate a pedestrian only station zone between 102A Ave and 103 Ave. This zone will achieve a high standard of urban design and include the LRT station, pedestrian connections to a renovated Surrey Central SkyTrain station and adjacent mixed use development.

**Key Features along City Parkway**

1. Bus Loop reconfigured to on-street exchange
2. Renovated Surrey Central SkyTrain Station
3. Open Style LRT Station Platform Interface
4. High Quality Pedestrian Realm
5. Mixed-use Development & Active Uses

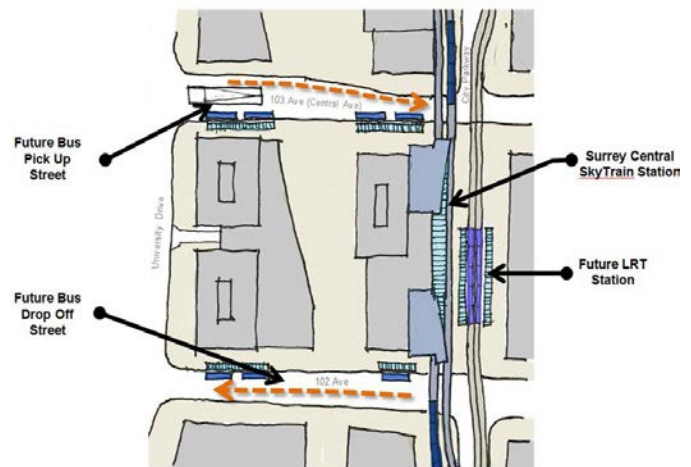


**Sketch Shows Future City Parkway with Key Features Highlighted**

**Surrey Central Exchange:** TransLink, in partnership with the City and Simon Fraser University have developed a plan to reconfigure the Surrey Central Exchange. The off-street fenced bus loop will be removed and replaced by an urban style on-street transit couplet utilizing 102A Ave and 103 Ave with off-street layover facility. The proposed design will accommodate the increased pedestrian flows and improve the urban design of the area, better integrating transit service into City Centre’s urban form, rather than segregating transit service.

The replacement of the fenced bus loop with an on-street couplet will also facilitate the redevelopment of the Centre Block, removing a major physical and visual barrier and allowing for new pedestrian connections, a high quality public realm, and off-site bus layover.

**Wayfinding and Signage:** Wayfinding and signage throughout City Centre will direct pedestrians towards the transit facilities. TransLink maintains its own wayfinding and signage system within its transit facilities.

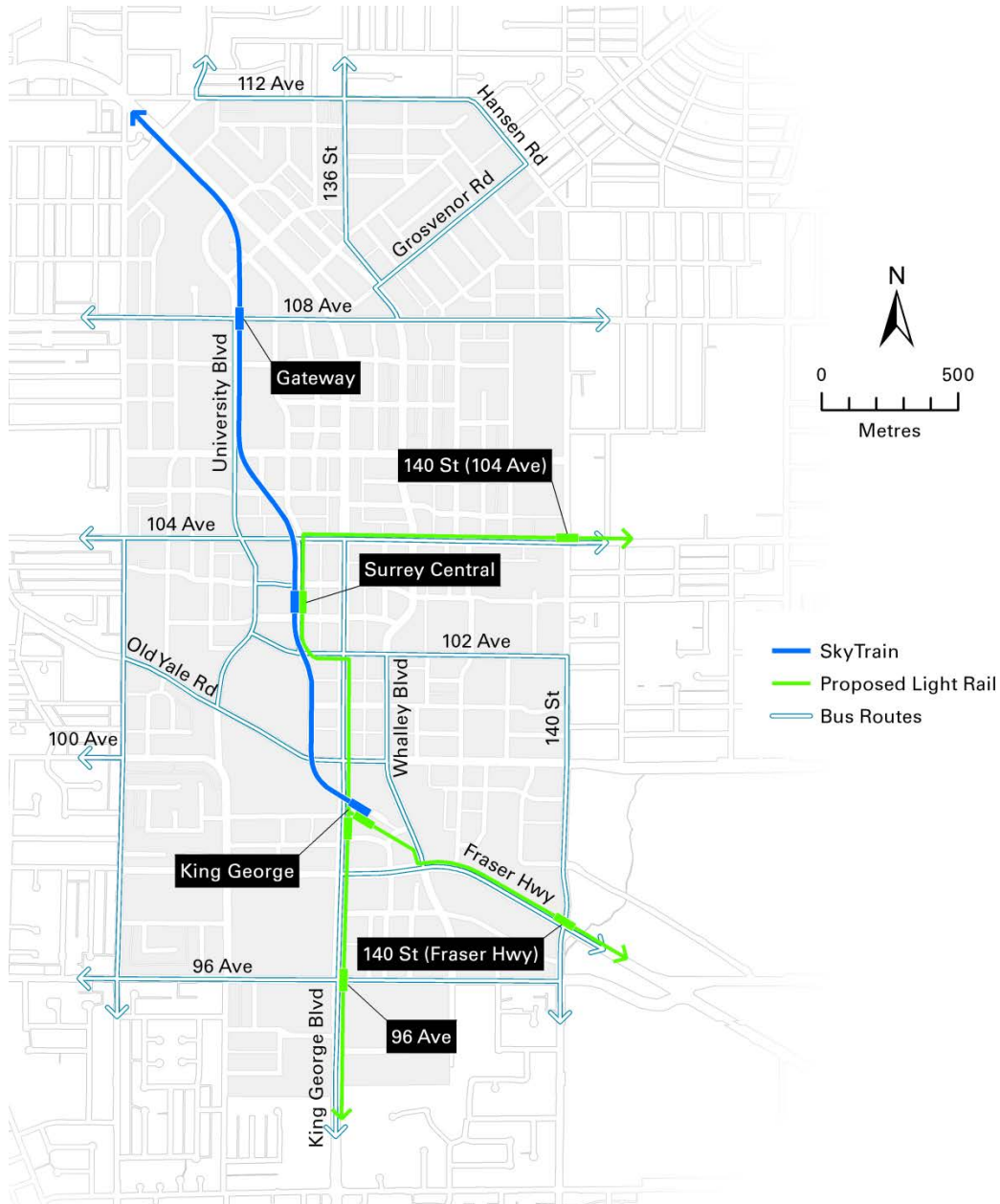




**Local Community Shuttle:** The City envisions at least one new community shuttle route to support residents moving throughout City Centre in areas that are currently underserved by transit. The shuttle would provide a crucial link to other transit service such as SkyTrain, LRT, and B-Line services. It would also provide local access to unserved commercial and recreational areas within City Centre.

**Transit Priority:** Transit priority measures will be considered in key areas in City Centre to improve the travel time and reliability of LRT and buses.

**Taxi, Ride Sharing and Car Sharing:** As City Centre evolves into a network of walkable, mixed use districts and neighbourhoods, there is the opportunity to reduce personal vehicle ownership through the provision of taxis, ride sharing and car sharing. These services will be driven by market needs and the business plans of service providers, who best understand the conditions necessary for success. The City can facilitate these travel options with the provision of regulated parking, reduced parking requirements in new developments, and facilitating the provision of infrastructure through redevelopment in private and public rights of way.



Map 11 City Centre Transit

## 5.6 CYCLING

### **A network of new facilities for all ages and abilities will make cycling attractive to a larger segment of residents**

Cycling is the fastest growing mode of transport in the Lower Mainland and modest investments have enormous potential to cost-effectively reduce congestion and improve public and environmental health. The missing ingredient is the lack of facilities for all ages and abilities.

Despite an extensive network of bike lanes, City Centre's existing mode share is less than 1%, and the cyclist injury rate per trip is 50% higher in Surrey than the regional average. A limited number of people, mostly male, are comfortable sharing the lane with motor vehicle traffic or even cycling in painted bike lanes.

Some end-of-trip facilities are available, and the City has installed bike boxes, bike detection and green painted green conflict zones at select locations. An all ages and abilities network has been started with the pilot of separated bike lanes on 105A Ave. and sections of the BC Parkway under the SkyTrain guideway and next to City Hall and the Library.

The vision for cycling in City Centre includes a fine grained network of separated all ages and abilities cycling facilities on all arterials and collectors.



**105A-Avenue Separated Bike Lanes- Looking West**

## Framework for Change

The City's Cycling Plan provides a blueprint for the cycling initiatives in City Centre, identifying actions for Change including:

- Review of Zoning By-Lay and new parking standards for bicycles,
- Creation of convenient connections and circulation through the creation of a finer grid of facilities, and
- Provision of new end of trip initiatives, partnerships, and facilities.

Local research indicates that 40% of people including women and children are interested but concerned about safety and prefer cycling facilities that are separated from traffic.

All ages and abilities cycling facilities also support Surrey's Child and Youth Friendly City Strategy, by enabling young people to safely navigate their community on their own. Buffered, segregated separated bike lanes will form the majority of the cycling network in City Centre, while multi-use pathways will primarily provide connections between parks for families and recreational cyclists.

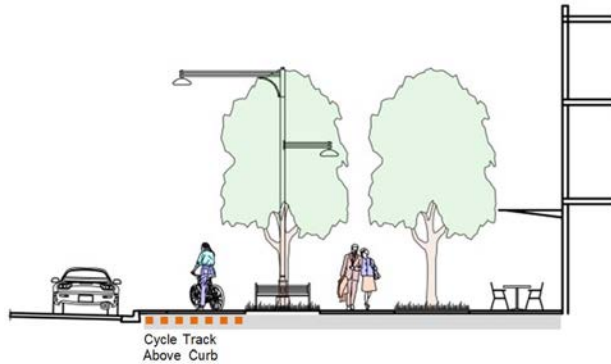
There is the opportunity to provide segregated cycling infrastructure, additional bike racks, and the integration of end-of-trip facilities in new developments. The Regional goal is for 15% of all trips less than 8km being made by bike.



Map 12 City Centre 8km Cycling Radius

## Infrastructure Measures

**Separated Bike Lanes:** All ages and abilities buffered separated bike lanes will be located on all arterials and collectors. Designed in a way that does not require additional right of way, they reallocate the space currently used for non-motorized transportation and bring cyclists to a safer place above the curb, rather than in a space shared by motor vehicles with only a painted line for separation.



**Multi-Use Pathways and Greenways:** Multi-use pathways, both shared with and separated from pedestrians, will provide a recreational active transportation link between green spaces in City Centre and beyond. Arterials with greenways will have a double row of street trees. Other greenways can be composed of natural building materials and will provide off-street connections to parks and natural areas, often using existing utility corridors and park space. Additional greenway connections will link the City Centre cycling network to the urban forest – Green Timbers Park – to provide recreational cycling opportunities.



**Bike Parking Requirements and End of Trip Facilities:** New residential and commercial bike parking standards including visitor parking will support the regional mode share targets and recognize that the level of engagement in active transportation is a key determinant of public health. Secure wheel-in/wheel-out parking – not requiring the cyclist to lift the bike to park it – with sufficient circulation space, and safe, secure, well-lit facilities are key to attracting greater numbers of cyclists.

**Bike Stations at SkyTrain Stations:** The City will partner with TransLink to explore opportunities to provide bike stations at all City Centre SkyTrain and LRT stations.

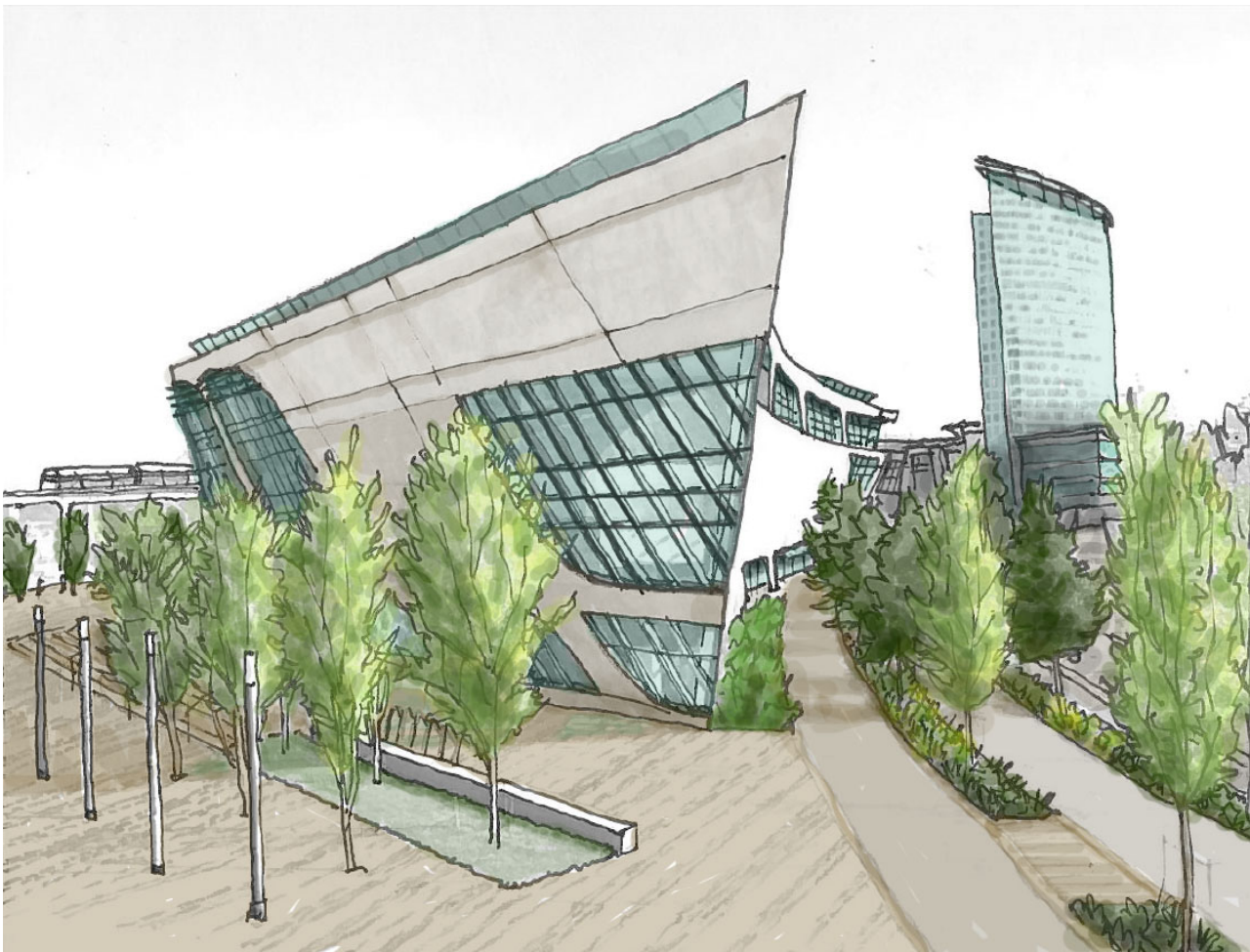


## Non-Infrastructure Measures

**Bike Safety Education:** Fostering a cycling culture through the continued promotion of safe cycling as a means of transportation will lead to more cyclists on the road and greater levels of safety.

**Signage and Road Maintenance:** Improved wayfinding and signage make it easy to navigate in and through City Centre. Bike lanes and separated bike lanes will be swept and cleared of snow to maintain safety.

**Bike Sharing:** The City will explore the opportunity for a bike sharing system in City Centre, either as a stand-alone system or in conjunction with other regional partners. This is a longer term goal as the success of any bike share system will be dependent on the speed at which segregated facilities are able to be implemented, and overcoming the barrier presented by current provincial helmet legislation.



Sketch of BC Parkway Multi-Use Path (BC Parkway) on University Drive

## 5.7

# VEHICLE CIRCULATION

### **Private motor vehicles supported by a robust road network will continue to play a key role in City Centre's transportation mix.**

While there will be substantial growth in sustainable modes, Metro's Regional Growth and Transportation targets acknowledge traffic volumes in City Centre will see some increase over the coming years.

The current road network in City Centre was primarily designed to move motor vehicles through City Centre. Much of the historical built form and infrastructure encourages residents and visitors to own a car, as distances are too far to walk and an incomplete pedestrian environment discourages walking.

Traffic congestion occurs in parts of the City Centre, in part due to an incomplete arterial road network. In particular the incomplete inner and outer ring roads and the lack of a complete finer-grained road network leave drivers with few choices resulting in increased congestion. The completion of both the arterial and local road network is important to provide routing options, as the historical larger block spaces concentrate traffic onto fewer roads.

With growth comes more traffic and increased congestion. There is a need for ongoing optimization of the network to increase people moving capacity. Traffic management and circulation at key intersections is closely monitored by the City's Traffic Management Centre on CCTV cameras, allowing staff to detect traffic volumes and adjust for events that range from congestion to emergency vehicle access.

The recent completion of the South Fraser Perimeter Road (Highway 17) has resulted in a significant decline in truck traffic using the 104 Ave and 108 Ave to King George Boulevard corridors. City Centre's geographic location centred on King George Boulevard in North Surrey and proximity to the Patullo Bridge also put it a crossroads for goods movement.

Modern cities are a concentration of activities, businesses and institutions. These functions require servicing such as deliveries and other activities that support the operational needs of the buildings including maintenance and repairs.

City Centre is envisioned to have a safe, resilient, fine grained road network that accommodates all modes of transportation, including vehicles.

## Framework for Change

Vehicle circulation in City Centre can be optimized through measures that will increase the people carrying capacity and efficient movement through City Centre, redistribute unnecessary through traffic, and improve safety for all modes.

## Infrastructure Measures

**Finer Grained Street Network:** By increasing the density of route choices within City Centre there will be a more distributed traffic pattern, providing flexibility for traffic movements and resiliency when routes are blocked by construction or collisions. Increased utilization of the outer ring roads – 132 St and 140 St – will also assist with distributing some of the higher traffic volumes. As noted in section 5.2 Street Network, a development levy is proposed to help equalize the cost of delivering the finer grained network amongst all properties in City Centre. Further details are contained in the Section 11 Servicing & Financing.

**Designing Streets for Multiple Modes:** As redevelopment occurs, improved all ages and abilities walking and cycling facilities will increase travel choice, reducing the number of people who choose to drive and free up space for those who must drive. Revised dimensions for travel lanes and other design elements that influence driver behaviour will improve safety.

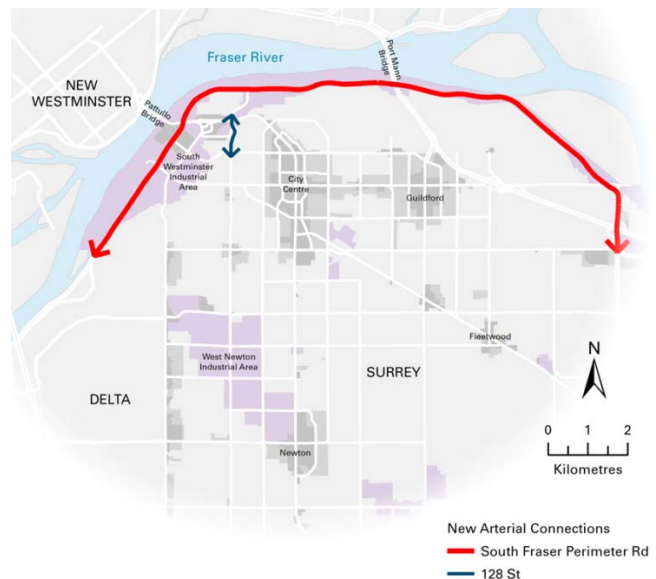
## Non-Infrastructure Measures

**Managing Technology:** The City will continue to manage vehicle circulation through technology. Using Intelligent Transportation Systems, the City will optimize the new road network as it evolves.

**Revised Speed Limits:** New speed limits will improve road capacity and support the City's goals of encouraging more trips by walking, transit, and cycling. As noted in Section 2.2 Policy Context, one of the objectives of the City's Public Safety Strategy is to increase transportation safety; the speed at which vehicles travel directly impacts the safety of a street.

In addition, research has shown that traffic moving at more urban speeds actually increases the capacity of the road network, as less space is needed between slower moving vehicles.

**Alternative Truck Routes:** The South Fraser Perimeter Road and 128 Street extension will support the relocation of non-local traffic, and remove many of the heavy trucks currently travelling through City Centre that have origins and destinations elsewhere.



Map 13 SFPR & 128 Street Extension

## 5.8

# PARKING SUPPLY AND MANAGEMENT

**Parking management balances the relative convenience and price of parking compared to other modes of transportation to influence individual choices and encourage modal shift.**

As the City Centre evolves, there will be a change in travel demand as transit increases, more people live and work in City Centre, and competition for curb space between various uses such as buses, taxis, short term parking etc. increases.

Today, City Centre residents make about two-thirds of their trips by private automobile, and more than half commute to a workplace located outside of Surrey. While SkyTrain provides convenient access to destinations along the various SkyTrain lines North of the Fraser including downtown Vancouver, the lack of transit connections to other destinations, particularly in the South of Fraser area, means that many people have no other choice but to drive.

Ample surface parking in City Centre helps sustain this demand and serves the existing big box land uses — although there is often more parking supply than needed. Older parking facilities generally lack “pedestrian-friendly” urban design features such as pathways, landscaping and appropriate lighting. Fencing between parking lots and the lack of a fine grained, comfortable and convenient pedestrian network mean fewer trips made on foot, even if destinations are nearby. Off-street parking is dominated by surface parking, with a significant portion of the land in City Centre given over to surface parking.

Due to its proximity to the Skytrain, various parking management strategies have been implemented in City Centre. For example a provision for a 20 percent relaxation of the standard parking requirements has been allowed for City Centre.

Pay parking has been implemented in select public and private off-street parking lots and there is limited on-street pay parking around the SkyTrain stations and in the Surrey Memorial Hospital precinct. There are also a limited number of car share spaces near existing SkyTrain stations.

The City’s parking management strategies are envisioned to be complimentary to transit, taxis and shared ride services. They will work to achieve transportation, urban design, affordability and environmental objectives including choice and equity of access.



## Framework for Change

Specific actions have been broken down for on-street and off-street parking.

### On-Street Parking

Public land is a City asset and as City Centre develops it will need to be allocated carefully. Whereas in the past it was possible to offer universal access to on-street parking at low or no cost, moving forward it will be important to ensure turn over to maximize the effectiveness of this valuable resource for all downtown activities. The following actions serve as the building blocks to efficiently maximize the management and use of on-street parking in City Centre:

- Ensure a mix and variety of on-street supply to support City Centre short stay, loading, unloading, daytime, nighttime, and weekend uses.
- Regulate on-street parking spaces to favor higher-priority uses and encourage turn over.
- Price parking and adjust rates as needed to maintain optimal utilization.
- Explore opportunities to utilize technology such as the My Surrey app and vehicle guidance systems.

### Off-Street Parking

The nature of off-street parking will change as land values increase and development puts more emphasis on the efficient use of land, with an expected downward trend in demand for parking. The following actions serve as the building blocks for off-street parking management in City Centre:

#### Parking Requirements & Regulations

- Explore opportunities to right-size off-street parking requirements, in particular with supportive land uses and near rail transit stations and along frequent transit corridors. This will assist with the economic viability of projects and affordability of housing units to be balanced with mitigation measures such as cash in lieu for reduced parking.

- Design surface lots and garage entrances to minimize their urban design impact.
- Review requirements for bicycle parking and changing facilities in new development.
- Develop special regulations for delivery and loading areas.
- Allow shared use of public parking in partnership with private uses and over different temporal uses.
- Develop sustainable design guidelines for parking facilities including surface lots.
- Explore cash in lieu as a tool to fund transportation alternatives.

#### Parking Supply

- Explore opportunities to configure city properties as interim parking supply until transit service improves. The City property could then be more attractive and made available for redevelopment.
- Encourage use of underutilized parking facilities for park-and-ride.
- Monitor downward trend in supply and demand – to anticipate changes to parking supply requirements.
- Encourage major employers and post-secondary institutions to develop “travel plans” that promote the use of transportation options and reduce the need for off-street parking.

#### Car Share/Ride Share

- Encourage provision of priority parking for designated carpools, ride sharing and potentially autonomous vehicles in large parking facilities.
- Provide price incentives for on and off street car share parking.
- Continue to support opportunities for development-led provision of car sharing spaces.



## SECTION 6

# Parks & Open Spaces

# 6

## PARKS & OPEN SPACES

Parks and open spaces have been organized into the neighbourhoods and districts of City Centre, each with their own emerging identity and scale.

This section describes the network of parks, open space and pathways that help define each of the neighbourhoods and districts.

# 6.1

## OVERALL VISION

and will become a marker of a healthy and alive City Centre.

### **Parks and open spaces will support an active, healthy and socially vibrant City Centre.**

The City Centre Parks and Open Space Plan provides the framework for a healthy and active City Centre, where every resident is within a safe and pleasant walking distance to a park or public open space. These places will support a range of amenities and provide a platform for recreation, community and social uses. Not only will they be beautiful, they will support celebrations and gatherings, and will be designed with flexibility to meet the changing recreational needs of the City Centre's diverse and growing population.

Parks and open spaces within each district and neighbourhood will be designed and programmed to foster a distinct sense of place. In the Gateway District, the natural beauty of the Bolivar Creek ravine will connect residents with nature, while Downtown public celebrations and community gatherings will animate the plazas and create a vibrant atmosphere.

Each park and open space in the plan will be part of a network of green spaces that provide the community with an outlet for recreation and relaxation. This network will be connected together through an integrated system of greenways, separated bike lanes and trails, animated with engaging public art, comfortable street furniture and pedestrian scaled lighting.

Adjacent development will acknowledge public space with thoughtful urban design and by providing publically accessible open spaces. Together, these smaller elements will create a finer grained network of public open spaces that will integrate with the larger City Centre Parks and Open Space Plan.

Parks and open spaces in City Centre will also provide valuable ecosystem services. Larger parks, urban forests and riparian areas will provide hubs of biodiversity linked by boulevards and linear greenspaces providing a lush, urban tree canopy. Combined, this green network will improve air quality, store carbon, and mitigate the urban heat island effect. The network will also support a healthy aquatic ecosystem through the protection of riparian areas and biodiversity corridors, including the headwaters of Bolivar and Quibble Creeks. Salmon populations will thrive through habitat conservation and restoration,





Holland Park Looking South East

## 6.2

# CONCEPT PLAN

**The Parks and Open Space Concept Plan features a variety of park types, interconnected with a network of pathways and separated bike lanes.**

The parks and open space concept plan for City Centre provides public open space within walking distance of all residents. The distribution and design of each park will recognize the needs of the surrounding neighbourhood, as well as the broader City Centre area. Acknowledging the future population and density of the urban core, the plan also envisions that the formal network of public parks and civic spaces will be supplemented with a variety of corner plazas and publically accessible open spaces, to be provided on private property through development. With each development site considered as an opportunity to contribute to public open space, a finer grain network will evolve to provide green spaces and opportunities for local play, rest and socialization.

This system of parks and open spaces will be connected through an integrated network of greenways, separated bike lanes and pathways that provide residents with a range of active transportation options throughout City Centre, and within the region.

### **Key Components**

The Parks and Open Space Concept is built on a hierarchy of key components, including:

- City & community level destination parks
- Local neighbourhood parks
- Creeks and natural areas
- Urban mini-parks and plazas
- Publically accessible private open spaces
- Greenways, separated bike lanes & pathways
- Planted boulevards, with large tree canopies





Map 14 Parks & Open Space Concept Plan

## 6.3

# PARKS & OPEN SPACES

**The parks and open spaces within each district are the key components and defining features of the public realm.**

The City Centre Plan has been organized into residential neighbourhoods and districts, each with its own emerging identity, function, and scale. This section describes the network of parks, open space and pathways that help define each of these neighbourhoods and districts.

### Gateway

The Gateway district is defined by its namesake SkyTrain station, which is encircled with high density office and residential development. Nearby, to the west and northwest, Bolivar Creek forms a natural transition to the adjacent residential neighbourhood. This creek system supports a significant natural area and a unique ravine ecosystem, and presents a distinctive opportunity for neighbourhood identity.

Parks & open spaces in Gateway will be centred on Bolivar Ravine Park and the natural features within. The creek's north-south orientation presents an opportunity for trail and pathway connections, including a pedestrian bridge across the ravine. Future viewing platforms and other adjacent amenities will provide residents and office employee's opportunities for retreat and a connection with nature.

### Key Components

1. Bolivar Ravine Park
2. Bolivar Creek & Ravine
3. Station Plaza
4. Surrey (BC) Parkway
5. Port Mann Greenway

### Parks, Pathways & Natural Areas

#### Bolivar Ravine Park

One of the most interesting features of Surrey City Centre is the existence of fish bearing streams, including Bolivar and Quibble Creeks. Bolivar Ravine Park is located in the Northwest corner of City Centre, and is home to the headwaters of Bolivar Creek, a very unique ravine ecosystem. The park supports a significant tree canopy which provides both a pleasant setting for surrounding residents, as well as a distinctive view from King George Boulevard and the SkyTrain. Opportunities for pathways, centered on a new pedestrian bridge over the ravine, will provide linkages between the surrounding neighbourhood and the Gateway SkyTrain Station, as well as opportunities for natural area viewing.

#### Surrey (BC) Parkway

The Surrey (BC) Parkway is a 26-kilometre, multi-use path that connects Surrey City Centre with New Westminster, Burnaby and Vancouver. The Parkway also provides important local pedestrian and bicycle connections within City Centre and adjacent neighbourhoods. The BC Parkway will be a fully illuminated multi-use pathway.

#### Station Plaza

The Station Plaza is a large publically accessible open space that was developed with the Gateway Tower, adjacent to the SkyTrain station. The Plaza features a range of seating areas, greenspaces and water features ideal for enjoying lunch or taking a quick break from the office. Station Plaza, which is now a key component of the local open space network, is an excellent example of a publically accessible open space provided through private development.





Gateway Parks and Open Spaces

- Park
- Park - Natural Area
- Plaza
- Creek
- Multi-use Pathway
- Separated Cycle Track

Gateway District Parks & Open Spaces

## Historic District

The Historic District has evolved over time into a street oriented retail precinct anchored on Whalley's Corner, at 108 Avenue and King George Blvd. Framing Whalley's Corner are two under-utilized public plazas and parking lots that serve the adjacent small scale retail. From the corner, a public pathway connects north to 136 Street, providing an important pedestrian link to the Bolivar Heights neighbourhood.

Whalley's Corner presents an opportunity to create the heart of the Historic District and a gateway to City Centre. The geometry of the intersection supports the development of two distinctive plaza spaces, as well as pedestrian connections to the surrounding neighbourhood. An improved pedestrian environment will result from the introduction of amenities through private redevelopment. Small scaled mixed use retail will animate the public realm, while buildings provide public amenities such as weather protection, public art, and street furniture.

### Key Components

1. Whalley's Corner
2. Grosvenor Trail
3. Port Mann Greenway
4. Hawthorne Greenway

### Plazas & Pathways

#### Whalley's Corner

The plazas at Whalley's Corner will be redeveloped with the surrounding neighbourhood. Building on the historic strength of the area, Whalley's Corner will provide a contemporary link to the area's history through finer grain place making details and design elements, adaptive re-use of historic infrastructure and features, and opportunities for both large and small scale public art.

#### Grosvenor Trail & Port Mann Greenway

Whalley's corner is connected to the surrounding neighbourhoods via the Grosvenor Trail, north through the old Grosvenor School site, and east-west along 108 Ave via the Port Mann Greenway. It is anticipated that the Grosvenor Trail will be integrated into the future redevelopment of the school site, as a vibrant pedestrian alley with spaces for retail, restaurants and cafes. The Port Mann Greenway links west to the Surrey (BC) Parkway and south into the City Centre via the Whalley Parkway.



Historic District Parks & Open Spaces



## Bolivar Heights

Bolivar Heights has a quiet family-oriented character, which lends to a unique sense of place amongst the rapidly growing City Centre. The neighbourhood is situated between two large destination parks, Bolivar Heights Park in the north and Invergarry Park in the east.

Bolivar Heights will maintain its quiet residential character, which will be centered on Grosvenor Park, a new park that will provide social and recreational opportunities for local residents. The neighbourhood will also become greener than it is today, as larger canopy street trees are planted on the neighbourhood's wide residential boulevards.

### Key Components

1. Grosvenor Park
2. Antrim Triangle
3. Grosvenor Trail
4. Port Mann Greenway

### Parks & Pathways

#### Grosvenor Park

Centered within the Bolivar Heights neighborhood will be Grosvenor Park, a new neighbourhood park that will provide local and walkable amenities for surrounding residents. Its design will acknowledge the character and low density feel of the surrounding neighbourhood, and will provide family oriented amenities such as a playground, community garden and open lawn space. The ultimate balance of amenities within the park will be determined through community consultation.

#### Antrim Park

Antrim Park is a small triangular open green space that is a remnant of the area's radial street pattern. Located on Antrim Road between Hansen Road and 110 Avenue, the site is home to a beautiful meadow and a number of mature maple trees. The triangle will be retained as a small neighbourhood park, with opportunities to build on the site's natural amenities.





Bolivar Neighbourhood Parks & Open Spaces

## The Bailey

The Bailey is home to Tom Binnie Park and the Chuck Bailey Recreation Centre, as well as Whalley Athletic Park. Combined, they provide over 7.5 hectares of community park space and athletic facilities, with a range of amenities that attract residents from surrounding neighbourhoods and the region.

As development occurs, this area will emerge into the athletic and outdoor recreation hub for City Centre. Continued improvements to the existing parks will provide a range of active amenities and opportunities for play and sport.

This park hub will have walking and cycling connections with the surrounding community via the Surrey (BC) Parkway, and the Bridgeview and Hawthorne Greenways.

### Key Components

1. Whalley Athletic Park
2. Tom Binnie Park
3. Chuck Bailey Recreation Centre
4. Youth Park at The Chuck
5. Surrey (BC) Parkway
6. Bridgeview Greenway
7. Hawthorne Greenway

### Parks & Pathways

#### Whalley Athletic Park

Whalley Athletic Park is a large community park and a major destination for baseball in the City. The park is the home of Whalley Little League, which is an important part of Surrey's cultural heritage. The park features a number of baseball diamonds, including a regulation sized competition field with bleachers. The park also has indoor batting cages, a multi-purpose field, mini-soccer field, playground, field house and washroom building.

It is expected that Whalley Athletic Park will evolve as the City Centre area redevelops, and will continue to contribute to the active lifestyles of residents in the area. The park will provide a balance of active amenities while retaining sufficient space to host regional, provincial and international tournaments and sporting events. Future park development will consider improved edge conditions and neighborhood linkages, as well as the formalization of park entry points and a central commons area.

#### Tom Binnie Park

Tom Binnie Park is home to the Chuck Bailey Recreation Centre which features an indoor gymnasium, community rooms, a senior's centre and a youth lounge. Outside, the Surrey Urban Screen, an off-site programming venue for the Surrey Art Gallery, projects digital and interactive art onto the exterior wall of the recreation centre. Next door, 'the Chuck' youth park, features a range of amenities aimed at children and youth, including a plaza style skate and BMX park, lacrosse and ball hockey box and a basketball court. The park is also home to an all season artificial turf soccer field.

The combination of indoor and outdoor amenities at Tom Binnie Park enables a range of activities and programming and provides a unique community amenity for City Centre. The park is linked the surrounding neighbourhoods via the BC Parkway and the Bridgeview and Hawthorne Greenways.

#### Bridgeview Greenway

The Bridgeview Greenway is a future 3.5-kilometre multi-use connection between City Centre and neighbourhoods to the Northwest. From University Drive it runs west along 105A Ave, linking Whalley Athletic Park with Royal Kwantlen Park, before turning heading north into the Bridgeview neighbourhood where it will link City Centre to the future North Surrey Ice Arenas. Through City Centre the Bridgeview Greenway will take the form of a sidewalk with separated cycle-tracks.





Bailey Parks & Open Spaces

-  Park
-  Park - Sport/Active
-  Plaza
-  Creek
-  Multi-use Pathway
-  Separated Cycle Track

The Bailey Neighbourhood Parks & Open Spaces

## The Forsyth

The Forsyth neighbourhood is centered on Forsyth Road Elementary and Forsyth Park, with over 3 hectares (7.5 acres) of parkland and forested area. Nearby to the east, just outside of city centre, Hawthorne Park offers over 23 hectares (58 acres) of park amenities, including natural areas with forest trails, a playground, water park, display garden and picnicking areas.

Over time, Forsyth will develop into a place to enjoy an urban lifestyle, with proximity to park spaces, multi-use pathways and a vibrant retail and transit corridor along 104 Avenue. The neighbourhood will be connected via a number of multiuse pathways and separated bike lanes, including the Hawthorne and Quibble Creek Greenways which will provide pedestrian and bicycle connections with the future LRT station on 104 Avenue.

### Key Components

1. Forsyth Park
2. Rowberry Park
3. Forsyth Road Elementary School
4. Hawthorne Greenway
5. Whalley Parkway
6. Quibble Creek Greenway

## Parks & Pathways

### Forsyth Park

Forsyth is a future large integrated neighbourhood park site with a range of amenities to serve the broader community. The park will add to existing open space at Forsyth Road Elementary, resulting in over 10 acres of community greenspace, with opportunities for larger scale active amenities such as a sports field, tennis and multi-use courts. The site has also been identified as a potential site for a dog off-leash area. The ultimate balance of amenities for this new park will be developed through a community consultation process.

### Rowberry Park

Rowberry Park is a small future neighbourhood park at 105A Avenue and Whalley Boulevard, at the junction of the Hawthorne Greenway and Whalley Parkway. This mini-park will provide a contemporary outdoor place that supports play and social interaction for the surrounding future high density neighbourhood. Amenities may include an urban plaza, seating, lighting and a bike repair station for cyclists using the Whalley Parkway and Hawthorne Greenway.

### Hawthorne Greenway

The Hawthorne Greenway is a future 4.5-kilometre, multi-use connection between City Centre and neighbourhoods to the east. From University Drive and the Surrey (BC) Parkway, it runs east, linking Rowberry and Forsyth Parks with the Whalley Parkway and Quibble Creek Greenway. Leaving City Centre it continues through Hawthorne Park and into Guildford Town Centre where it connects with the Guildford Recreation and Aquatics Centre. Through City Centre the Hawthorne Greenway will take the form of a sidewalk with separated cycle-tracks, before transitioning to a multi-use pathway within Hawthorne Park.





Forsyth Parks and Open Spaces

- Park
- Park - Natural Area
- Park - Sport/Active
- Plaza
- Multi-use Pathway
- Separated Cycle Track

Forsyth District Parks & Open Spaces

## Central Downtown

The Central Downtown will form the urban and civic heart of City Centre. At its core a high density mix of uses will be connected through a network of urban plazas, from City Hall and the library in the north to Central City and Simon Fraser University in the south.

These plazas will offer opportunities for community programming, support large public events and celebrations, and provide social spaces for interaction and activity. The downtown core will be a pedestrian realm, connected to surrounding neighbourhoods through a multimodal transportation network of transit, multi-use pathways and separated bike lanes.

### Key Components

1. Civic Plaza
2. Central City Plaza
3. Larkin Park
4. Surrey Central SkyTrain & LRT Stations
5. Surrey (BC) Parkway
6. Central City Greenway
7. Whalley Parkway

### Parks, Plazas & Pathways

#### Civic Plaza

Civic Plaza, together with City Hall and the Library, forms the heart of City Centre. The plaza offers flexible and programmable open space for community events and gathering, including the Surrey Urban Farmers Market, Party for the Planet and Surrey's Christmas Tree Lighting Festival. At night, the plaza is illuminated, featuring evening activities like concerts and light art projections.

The redevelopment of the Recreation Centre and the relocation of the North Surrey Arena's will enable the extension of the Civic Plaza to the south, ultimately linking with the Central City Plaza to create one of Metro Vancouver's largest urban plaza system.

#### Larkin Park

Larkin Park is a new neighborhood park that will provide local greenspace for neighbourhood residents. With the intensity of programming in nearby public parks and plazas, Larkin Park will provide a much needed passive greenspace, with amenities for casual and passive park use.

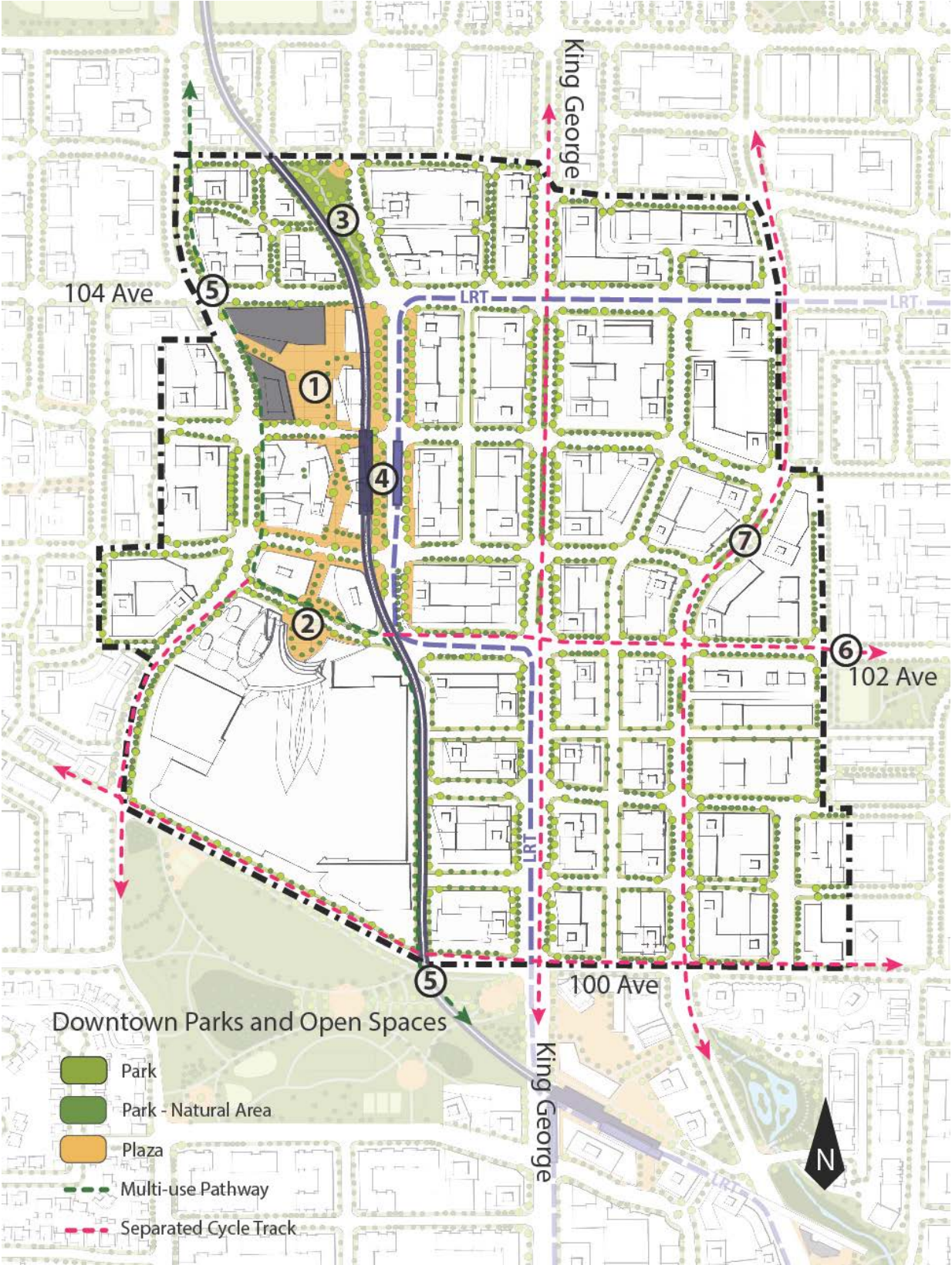
#### Central City Plaza

The Central City Plaza is a lively urban open space, connecting SFU and the Central City Mall with the Surrey Central SkyTrain Station and the Surrey (BC) Parkway. The plaza provides a venue for small and medium scale gathering and special events.

#### Surrey (BC) Parkway

The Surrey (BC) Parkway is a key active transportation link between the civic core and the rest of City Centre. The Parkway also connects with the Central City and Holland Park Greenways to provide broader linkages to North Surrey, Guildford and Newton





Central Downtown District Parks & Open Spaces

## West Village

West Village is a quickly transforming high density residential neighbourhood. Outdoor open space in this compact precinct is centred on the West Village Park, the neighbourhood living room.

West Village Park will be supplemented with a variety of smaller plazas and publically accessible open spaces delivered through new development, as well as through proximity to larger public spaces, including Royal Kwantlen Park and the Civic Plaza. Together, these places will create a finer grain network of amenities, green spaces and opportunities for social interaction, exercise and play throughout the neighbourhood.

### Key Components

1. West Village Park
2. West Village Mews
3. Royal Kwantlen Park (*west of plan area*)

### Parks

#### West Village Park

The West Village Park will provide a contemporary urban space with opportunities for a plaza, passive use and children's play. This mini-park is also the future home of a District Energy Centre, which will provide surrounding buildings with a sustainable supply of hot water heating. It is expected that the energy plant will complement the park through strong architectural design and the incorporation of public art.

#### Royal Kwantlen Park

Although located outside of the City Centre Plan area (200m west), Royal Kwantlen Park is an important greenspace that is within walking distance for residents of the West Village and Chuck neighbourhoods. With over 14 hectares (35 acres) of park amenities, including a range of athletic facilities, passive open spaces and natural areas, this park plays a critical role in addressing the outdoor recreation needs for the City Centre Plan. Future park improvements will be undertaken with community consultation, and consideration to changing demographic needs. There is a historical connection with the Kwantlen First Nation that will be respected and incorporated into any future park planning.





West Village Parks and Open Spaces

-  Park
-  Plaza
-  Separated Cycle Track

West Village Parks & Open Spaces

## Holland Park

Holland Park neighbourhood is predominantly a low density residential area, characterised by single family houses and a few multi-family developments. It is defined by its namesake park, a 10 hectare (25 acre) destination park that draws visitors from around the region for large scale events and festivals. East of Holland Park is King George Boulevard and the terminus station of the SkyTrain, which provides the context for the contemporary nature of parks and open space development in this area.

Development in the Holland Park neighbourhood will predominantly be focused around the park, and within walking distance to the SkyTrain. This puts a strong emphasis on the urban interface with the Holland Park, and provides the basis for the areas evolution into a vibrant and contemporary public space.

### Key Components

1. Holland Park
2. Holland Park Greenway
3. Surrey (BC) Parkway
4. AHP Matthews Park
5. AHP Matthews Elementary School

## Parks, Plazas & Pathways

### Holland Park

At over 10 hectares, Holland Park is central to Surrey's evolving City Centre. The Park has played host to a number of large scale festivals and celebrations, including a Live Site at the 2010 Winter Olympics and Fusion Festival, Canada's largest annual multi-cultural celebration. The park is also host to music concerts, as well as community celebrations and gatherings.

In addition to hosting celebrations and events, the park boasts a range of amenities including a display garden, amphitheater, plaza, basketball courts and playground. As the park continues to grow and develop, additional amenities will be added, including opportunities for tennis, a water park, as well as additional gardens and passive open spaces. The ultimate balance of amenities within the park will be developed with consideration to changing demographics and ongoing community consultation.

### Holland Park Greenway

The Holland Park Greenway is a 1.75 kilometer multi-use connection that link Holland Park and the Surrey (BC) Parkway with the Green Timbers Greenway on 92 Avenue. The greenway provides important pedestrian and bicycle connections with residential neighbourhoods in the southwest, as well as A.H.P Matthew and Queen Elizabeth Park.



Holland Park Neighbourhood Parks & Open Spaces

## King George

The King George District is a vibrant transit oriented mix of office, commercial and residential development, built around a network of outdoor plaza space. The district is also home to the headwaters of Quibble Creek, which presents an interesting juxtaposition between urban development and nature.

King George will continue to develop into a vibrant and bustling transportation hub. The public realm in this district will feature a variety of busy pedestrian plazas and walkways, oriented around retail and entertainment. These open spaces will predominantly be realized as public open spaces on private development sites.

East of Whalley Boulevard, the headwaters of Quibble Creek provides a natural area enclave. A future park in this area offers unique opportunities to recognize the important of the headwaters through the development of an urban wetland.

### Key Components

1. Quibble Creek Park
2. Quibble Creek
3. The Plazas King George
4. Whalley Parkway
5. Surrey (BC) Parkway
6. Quibble Creek Greenway
7. King George District Energy Centre

### Parks, Plazas & Pathways

#### Quibble Creek Park

One of the most distinctive aspects of Surrey City Centre is the existence of fish bearing creeks. The King George District is home to the headwaters of one of these creeks, Quibble Creek. Quibble Creek is a tributary of Bear Creek and the Serpentine River, which flows over 20 kilometers from the park into Mud Bay.

These headwaters offer a fantastic opportunity to enhance and improve the creek's aquatic ecosystem, while also creating public spaces that celebrate and educate visitors on the creek's ecological importance. In addition to natural area improvements, public amenity opportunities include habitat viewing platforms, boardwalks, interpretative signage and seating areas.

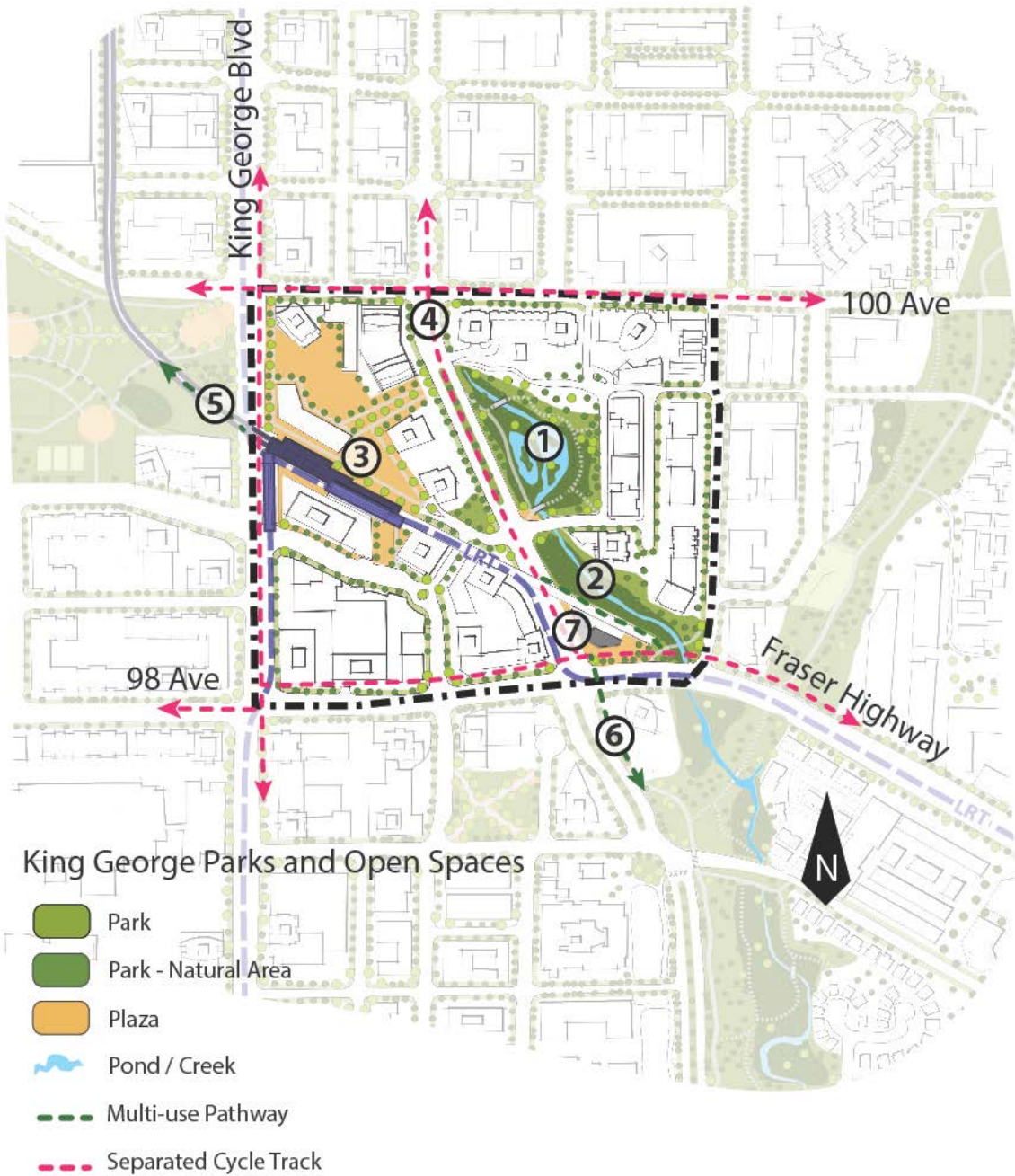
#### The Plazas at King George

In high density areas, such as the King George District, there is an expectation that elements of the public realm are delivered as public open spaces on private development sites. Around the King George SkyTrain Station an integrated network of pedestrian plazas and public open space will provide a vibrant urban pedestrian realm, oriented towards office, retail and entertainment.

#### Whalley Parkway

In addition to the Surrey (BC) Parkway, the King George District is connected to the surrounding neighbourhoods through the Whalley Parkway. The Whalley Parkway is characterised by separated bike lanes and higher level pedestrian connections along Whalley Boulevard, linking the Quibble Creek, Fraser Highway, Central City, Hawthorne and Port Mann Greenways along the way.





King George Parks and Open Spaces

- Park
- Park - Natural Area
- Plaza
- Pond / Creek
- Multi-use Pathway
- Separated Cycle Track

King George District Parks & Open Spaces

## Medical District

The Medical District is separated into two distinct precincts separated by King George Boulevard: medical and professional services to the east and residential to the west. Parks and open spaces in this district will be developed and programmed to address the amenity needs of these aforementioned precincts.

The medical and professional services precinct, east of King George Boulevard, will support office and medical employees, in addition to residents of higher density apartment buildings. In this area, Cunningham Park will provide a central commons, supported by a variety of corner plazas and publically accessible open spaces realized through private and institutional development. Together, these open spaces will provide places to enjoy lunch away from the office or to relax and take sanctuary from the surrounding urban environment.

West of King George Boulevard, Queen Elizabeth Meadows Park will provide more typical amenities to support a lower density residential neighbourhood, as well as students from the adjacent secondary school.

### Key Components

1. Cunningham Park
2. Queen Elizabeth Meadows Park
3. Quibble Creek Greenway
4. Holland Park Greenway
5. Quibble Creek
6. West Quibble Creek
7. Queen Elizabeth Secondary School

### Parks & Natural Areas

#### Cunningham Park

Cunningham Park is central to the high density medical and professional services precinct. The proximity of this greenspace to the hospital and other medical services and care facilities will play an important role in reducing patient and employee stress and improving neighbourhood health and wellbeing. The program for the park will include opportunities for social interaction, spaces for quiet reflection and potentially amenities to support physical and mental rehabilitation of patients.

#### Queen Elizabeth Meadows Park

Queen Elizabeth Meadows is an existing 3 hectare (7.4 acre) neighbourhood park that provides local greenspace to the surrounding neighbourhood. As the area transitions into a higher density, additional amenities will be added, including opportunities for a dog off-leash area, community gardens, picnicking areas and additional park pathways and seating. The park will be connected to the surrounding neighbourhood through the Holland Park Greenway along 134<sup>th</sup> Street.

#### West Quibble Creek

The Medical District is home to West Quibble Creek, a tributary of Quibble Creek that flows into the Serpentine River and eventually out into Mud Bay. The creek and adjacent riparian areas will be conveyed to the City through development for conservation purposes. Adjacent development sites will acknowledge the creek and riparian areas through careful design, including opportunities for pathways and pockets of outdoor public open spaces.



Medical District Parks and Open Spaces

- |   |   |
|---|---|
|  Park                |  Creek                 |
|  Park - Natural Area |  Multi-use Pathway     |
|  Plaza               |  Separated Cycle Track |



Medical District Parks & Open Spaces



## Green Timbers

Parks and open space in the Green Timbers neighbourhood is defined by the Quibble Creek Greenway and nearby Green Timbers Park and Urban Forest, both of which are significant components of the City Centre Green Infrastructure Network, and part of the City's broader Biodiversity Conservation Strategy (BCS). Combined, these parks will provide a significant amount of open space and natural area to support future residential development.

This neighbourhood will evolve as the gateway to Green Timbers Park and Urban Forest, the lungs of North Surrey. The Quibble Creek Greenway will support this vision by providing a corridor of open space that runs through the neighbourhood, linking with key greenways that lead into the Park and Urban Forest. Future residents of this area will have the opportunity to enjoy an abundance of greenspace with quick and easy access to a broad network of walking paths and forest trails.

### Key Components

1. Quibble Creek Greenway
2. Green Timbers Park and Urban Forest
3. Dunn Park
4. Fraser Greenway
5. Bon Accord Greenway
6. Central City Greenway
7. Quibble Creek

## Parks, Pathways & Natural Areas

### Quibble Creek Greenway

The Quibble Creek Greenway is a ribbon of parkland that transects the southeast of City Centre, connecting neighbourhoods with parks and open spaces, walking pathways and transit. Along the way a variety of park amenities will be developed, such as community gardens, bike paths and dog off-leash areas. It will also provide an important ecosystem corridor, addressing the objectives of the BCS, and featuring a range of ecosystem restoration projects. The corridor will also form the backbone of a multi-use pathway network, linking the Central City, Bon Accord and Fraser Greenways to offer connections to amenities throughout City Centre and the broader region.

### Green Timbers Park and Urban Forest

Green Timbers Urban Forest is one of the City's largest parks, offering over 183 hectares (452 acres) of forests, wetlands, lakes, grassland meadows and nature trails. Although technically not within the City Centre Plan area, its immediate adjacency offers City Centre residents with a unique opportunity to escape into nature to explore its many features. The Park is also home to the Surrey Nature Centre, which offers a range of environmental programs, workshops and events. Future park and Nature Centre improvements will include a destination nature playground, water park, exploration pond and wetland and new forest trails.

### Dunn Park

Dunn Park is a new neighborhood park that will provide local and walkable amenities to surrounding residents. The park's design will acknowledge the medium-high densities of the surrounding neighbourhood by providing a balance of active park amenity with ample space for casual and un-programmed park use. Park amenities may include an urban plaza, mini soccer field, playground and passive open space, although the ultimate design and program within the park will be determined through community consultation.





**Green Timbers Neighbourhood Parks & Open Spaces**



# SECTION 7

## Culture

# 7

## CULTURE

Culture plays an essential role in the creation of an interesting and vibrant downtown. Cultural facilities and activity supports social, educational, and economic exchange.

The following section describes the vision and strategic objectives to support new cultural catalyst projects, public art, historic identity, festivals and placemaking through community building, as well as implementation strategies to create a culturally vibrant downtown.

# 7.1

## OVERVIEW

**A strong vision and key strategic objectives will guide the development direction to support a vibrant cultural sector in Surrey's downtown.**

Downtown areas create a critical mass of activity which facilitate cultural, social, educational, and economic exchange. As Surrey's City Centre transitions into a more urban landscape, cultural assets will play an essential role in contributing to a more interesting and vibrant downtown.

As Surrey's City Centre is in early stages of this transition, the concentration of cultural assets is relatively sparse compared to more established city centres. This presents opportunity for significant growth in the cultural sector, delivered through a balance of private sector redevelopment projects, public-private partnerships, and city-led initiatives.

In the future, the City Centre will feature a variety of cultural facilities, public art installations, gathering places, festivals, concert, and a thriving cultural sector economy. These cultural assets will play a crucial role in the transformation of City Centre, and will form vital components of the urban infrastructure necessary to realize the vision of a thriving, cosmopolitan downtown.

The following sections will set out the overall vision and strategic direction for culture in the City Centre. Components will include cultural facilities, cultural catalyst projects, public art, festivals and events, heritage, and place making.

## Cultural Corridor Framework

An organizing framework for the cultural vision in City centre is the Cultural Corridor, which creates a unique hub of services and venues that concentrate arts and heritage activities and groups in a critical mass. The Cultural Corridor is centered along King George Boulevard, which runs through the central core of the plan area, from 96 Avenue to 108 Avenue. This portion of the corridor forms the northern part the city-wide Surrey Cultural Corridor, along King George Highway from City Centre to South Surrey.

The objectives of the Cultural Corridor are to facilitate ease of access to cultural assets for residents and visitors, promote collaboration and synergies amongst artists and cultural groups and to create an economic hub that draws investment and entrepreneurs to build the local creative economy.

As a framework, the cultural corridor helps visualize the arts & heritage landscape within City Centre. This structure allows opportunity to integrate, connect and support key cultural facilities, activities and public art. It also provides a platform from which to identify future projects, and to integrate and connect important cultural resources in the downtown. Map \_\_ shows locations of Cultural Assets in the Cultural Corridor of City Centre

Surrey's Public Art Plan describes how this Corridor should have a higher level of design treatment applied to various street infrastructure features including: fencing, benches, bollards, bicycle racks and man hole covers. The potential for this concept is illustrated in detail in the *Surrey Operations and Infrastructure – Public Art Plan*.





Map 15 Existing Cultural Assets 2016

## 7.2

# EXISTING CULTURAL AMENITIES

Many factors contribute to the cultural landscape of the downtown, including public facilities, private buildings, heritage influences, public art, festivals and celebrations.

### Cultural Facilities

Cultural facilities in City Centre are private, public or partnership-run entities. Below is a list of the key cultural facilities in Surrey's downtown today.

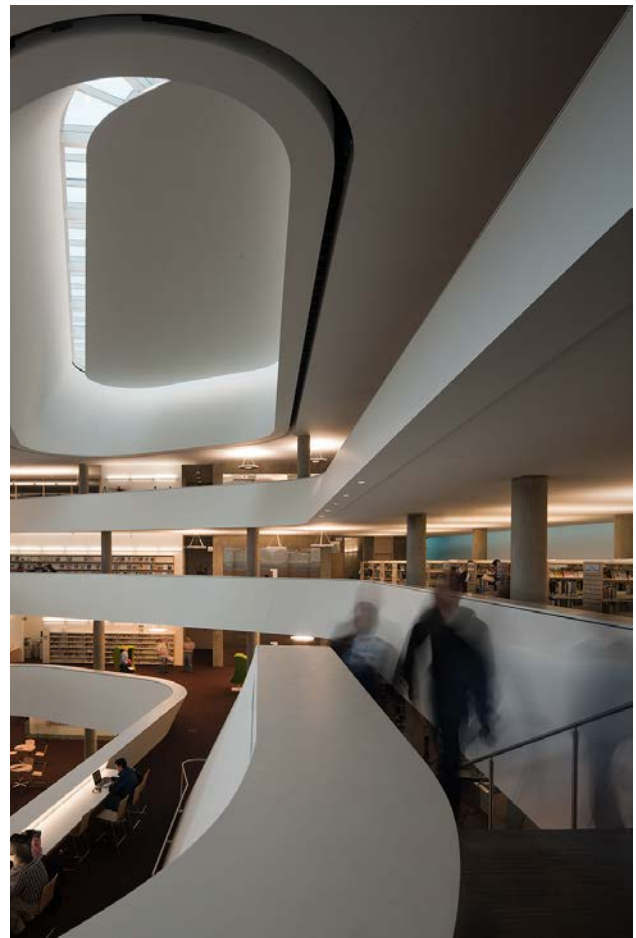
#### Centre Stage, City Hall

Centre Stage theatre is a 200-seat venue, located in Surrey City Hall. The theatre is used for Council meetings and is also used for live performance space by the larger community. Centre Stage is ideal for live music, film screenings, small-scale theatre and dance performances, as well as conferences, seminars and meetings.

Centre Stage is equipped with a 21' X 12' screen and a digital high definition projector.

#### Surrey Central Library

This iconic building, constructed in 2011, is a landmark of the Central Downtown District. It features 77,000 square foot of library space, including multi-purpose meeting rooms, study spaces, lounging areas, a computer learning centre, a children's department, teen lounge, collection spaces and a cafe. The library supports a variety of important social and educational services, including children and youth programs, immigrant and settlement services, language classes, technology classes, services for seniors and the vulnerable and business workshops. The library also serves as a Simon Fraser University satellite campus, and is host to a variety of community events.



## **City Parkway Arts Hub**

Renovations to a City owned building at 10660 City Parkway will provide programming and administrative space for a number of local, not for profit arts organizations. The creation of this arts space will complement existing cultural amenities in City Centre.

## **Surrey Centre Arts Umbrella**

Surrey Arts Umbrella offers programs that include dance, theatre, music, visual and applied arts. The school also offers art camps, community programs and early learning programs.

## **SFU School of Interactive Arts & Technology**

The School of Interactive Arts and Technology (SIAT) at SFU is an interdisciplinary research focused school where technologists, artists, designers and theorists collaborate in innovative research and immersive study. A SIAT education combines the science of human experience, the analysis of media and culture, the creation of original and experimental works of art, and the implementation of new technologies.

SFU plans to expand the campus are currently underway. The expansion includes a new 5-storey, 16,066 square metre (172,933 sq. ft.) building for Sustainable Energy and Environmental Engineering programs. The project includes a 400- seat lecture hall located on the ground floor to serve the full SFU Surrey campus and is also intended to serve the broader Surrey community.

## **Rising Sun Social Innovation Centre & Gallery**

The Centre and Gallery is a 2 storey structure with a floor area of approximately 3000 sq. ft. that contains areas that can be used for the delivery of a number of different arts and culture programs and services. It also includes a studio and gallery for the preparation, display and sale of community 'fine arts', with particular emphasis on world artistic expression.



## Public Art

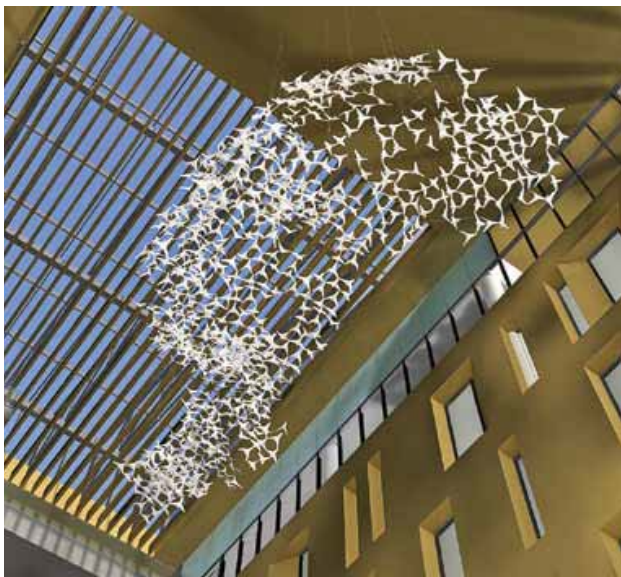
Public art installations animate the public realm and contribute to creating a memorable and unique landscape. They also engage residents in the interpretation and expression of what is important and significant to the community.

### Public Art Walk

To encourage residents and visitors to experience multiple ideas and voices, a walkable route of varied public artworks can be found in Surrey's City Centre. This route extends from the artworks in Holland Park north along University Boulevard, and includes the artworks in City Centre Library, City Hall, and concludes with the artworks at the Chuck Bailey Recreation Centre.



Urban Screen at Chuck Bailey Recreation Centre



Public Art in City Hall



Public Art in Holland Park





Map 16 Existing Public Art Locations 2016

## Heritage Sites

### Whalley's Corner & Binnie Block

A key heritage area in the City Centre is Whalley's Corner and Binnie Block, located at 108 Avenue and King George Boulevard. In 1925, a small commercial area emerged in the north end of Surrey with Whalley's Corner Gas at the intersection of Grosvenor Road, Ferguson Road (108 Avenue) and King George Boulevard (then Highway). The development included a service station, a small general store, soft drink stand, and tourist cabins.

In 1947, his "Binnie Block" was one of the first commercial buildings along the highway, with the Cameo Theatre and a branch of the Bank of Nova Scotia. The same year also marked the official opening of a post office at Whalley's Corner. After which came the Goodmanson Building (the Round Up Café) in 1949, and then the Dell Shopping Centre in the 1950's. The Dell Shopping Centre opened as the first of the centralized shopping centres in Surrey.

A mid-century modern design aesthetic emerged for this area during this time. Remnants of the original buildings are most evident in the area along Binnie Block and King George Boulevard between 108 Avenue and 105A- Avenue. These areas have predominately narrow storefronts and a Mid-century modern influence can be seen through elements such as flat roof lines, neon signs, low profile suspended canopies, simple clean building lines with muted colour palettes.

### St. Mary's Ukrainian Greek-Orthodox Church

St. Mary's Ukrainian Greek-Orthodox Church (10765 135A Street) is on Surrey's Heritage Register and is significant as a landmark place of worship for over half a century. A large population of Ukrainian-Canadians were among the many groups of people that settled in Whalley, and they soon recognized the need for their own place of worship.

The church property was purchased through donations and fundraising, and construction on the church began in 1950, and was completed in 1955 with volunteer labour. The use of the historical style for the church, at a time when many churches chose to build in new modern styles, indicated a strong desire to maintain a distinct community identity.

### Roll's Carpenter Shop

(13946 Fraser Highway) Roland Earl Wilfong and Olive Anne Wilfong acquired a block of eight approximately 1-acre lots between Pacific Highway (now Fraser Highway) and Townline Road (now 96 Avenue) immediately west of Nichole Road (140 Street). Shortly thereafter, "Rolls Carpenter Shop", likely named after the owner, was built facing Pacific Highway, later becoming the Trans-Canada Highway and now Fraser Highway.

### Round Up Café

Goodmanson Building (Round Up Café) - has served the Whalley neighbourhood for over fifty-five years. Len Goodmanson built the original structure on the property in 1949, housing the Round Up Cafe, which Goodmanson owned until 1961. Since 1973, the restaurant has been owned and operated by the Springenatic family, who have maintained the essential roadside diner character, appearance and menu.

Typical of the era in which it was established, the large neon sign was a response to the width of the street and the speed of passing cars, enticing customers with its bold shape and colours. Such signs have seldom survived in connection with their original businesses; the Round Up Cafe and its neon sign are therefore a rare combination.



Photo of Historic Picture of Round Up Cafe

## Outdoor Festivals & Events

City Centre is home to a number of major annual outdoor City events, as well as dozens of community festivals, concerts and gatherings. These are supported through a variety of public outdoor venues, including:

- Holland Park Festival Grounds
- City Hall Plaza
- Central City Plaza

In addition to community events and music concerts, City Centre is host to three of the City's major annual events, drawing thousands of visitors to the City annually.

### Fusion Festival

Surrey Fusion Festival is one of Canada's largest multicultural celebrations. Over a weekend in July, this free festival features dozens of performances on multiple stages, with over 30 cultural pavilions featuring cuisine from around the world.



Photo of Fusion Festival

### Party for the Planet

Surrey's Party for the Planet is one of the largest Earth Day celebrations in BC. This free festival is intended to inspire awareness for the natural environment and provide fun and engaging opportunities to get involved.

### Surrey Tree Lighting Festival

Surrey's Tree Lighting Festival is a free family event centered on the lighting of the City's official Christmas tree and kick off the holiday season. The festival is supported by a variety of concerts and events, including sleigh rides, food and fun activities all day long.

## Diverse & Small-Scale Retail

Unique commercial areas can also create cultural identity and sense of place within City Centre. This can be seen through the establishment of small scale ethnic shops and restaurants located in the north end of the plan. Small scale and eclectic "mom and pop" businesses gives this district its unique character. These include multicultural grocery stores, specialty meat shops, a European deli, as well as ethnic restaurants such as African, Jamaican, Japanese, Vietnamese, Mexican and Salvadoran.

An African business area is also emerging at the north end of the district, where one can find groceries, restaurants and retail goods that are run by people who self-identify as people of African descent.



## 7.3

# FUTURE DIRECTION

**Culture will play an important role in building vitality, cultural capacity and energy of the City Centre**

## Cultural Catalyst Projects

Cultural Catalyst Projects provide strategic public investment in projects that would spark momentum for the continued transformation of the City Centre. These projects will focus investment where it can have the most impact in supporting private investment and enhancing the vibrancy and economic wellbeing of the City Centre. Significant cultural projects in the downtown will result in a strengthening of City Centre neighbourhoods and the realization of the Plan vision.

These projects can be city-led, introduced through new policies or funding, or part of a partnership structure with the city, and/or other levels of government, or major institutions, or be part of a private sector development. Some examples of cultural catalyst projects that have been initiated to date include the SFU Theatre, City Centre Library, Centre Stage, Civic Plaza, and the City Parkway Arts Hub.

Future Cultural Catalyst Projects for Surrey's City Centre include the following:

- Interactive Art Museum
- Performing Arts Centre
- Iconic public art in Civic Plaza
- Artists Hubs – live work studios, exhibition space, performance space

### Interactive Art Museum

A new performing contemporary art gallery, located in the downtown, is one of the key cultural catalyst projects that have been examined to contribute to the cultural vitality of Surrey's downtown. The Interactive Art Museum (IAM) is intended to be a collaborative institution that engages and contributes to the community through participatory exhibitions and programs. Through various forms of applied and interactive technology, this community space would provide visitors with a creative learning environment, engaging them with artworks that provide experiences of beauty and artistic skill, as well as poetic entry points to engage with conversations about broad

contemporary ideas and themes important to artists and residents in the region. Through partnerships with artists, other community organizations, schools and social service agencies, the Interactive Art Museum makes art accessible to everyone, connects diverse communities through art, and supports and strengthens community based initiatives.

In addition to advancing the cultural vision of this Plan, the development of a contemporary art gallery within City Centre will assist in decentralizing Art Services within in the City. This will enable a refocus of the current Surrey Arts Centre which will increase the Centre's programming and service capacity.

### Performing Arts Centre

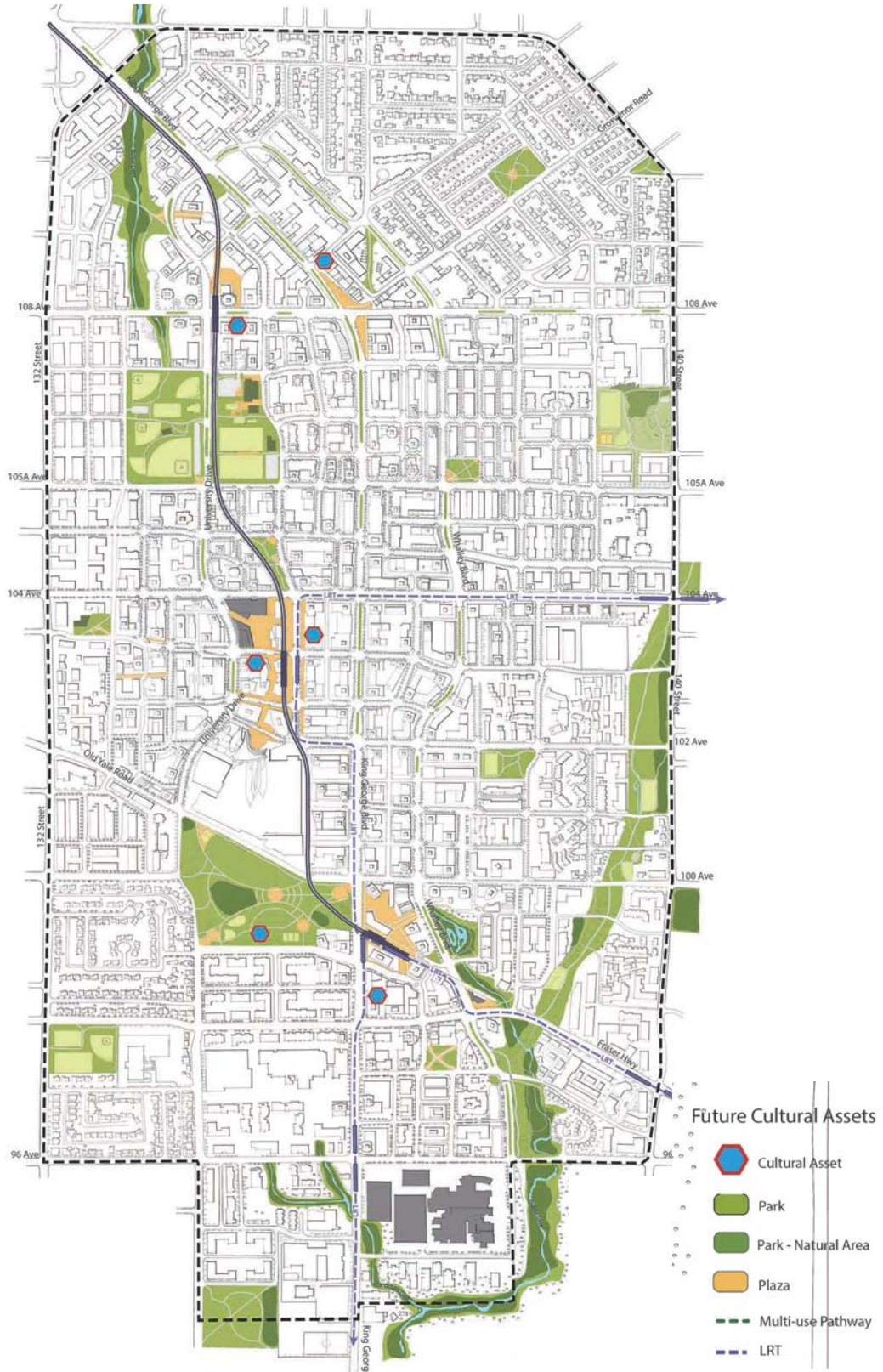
Another large cultural catalyst project envisioned for the City Centre is the Performing Arts Centre. In 2012, Bing Thom Architects completed a feasibility study for a new performing arts centre for Surrey's City Centre. The study focused on a facility that would include a 1,200 seat theatre, black box studio and ample lobby space for hosting receptions and community events and celebrations. This flagship facility would be an anchor catalyst projects that would continue the revitalization of Surrey City Centre.

While the primary activation of the City Centre Performing Arts Centre would be focused on evening performances and weekend matinees, the intention would be that the Centre be a hub of activity during weekdays as well. Performing art education programming could be featured in the studio space during the day. Business meetings and seminars, receptions and community celebrations could take place in the lobby spaces and the studio. In addition street level retail space could be incorporated into the Centre's design in the form of cafés, restaurants and perhaps boutique stores. This mixed use approach would be designed to provide activation of the Centre and surrounding streets and neighbourhood during daytime hours throughout the week.

### Iconic Public Art

A third cultural catalyst project is the realization of an iconic public art installation within the City Centre Plaza. An art installation at a world class scale, located within the core of City Centre, will inspire residents and visitors, energize an important public space and stimulate social interaction and discussion. It will also contribute to the City Centre Art Walking Loop by providing a central anchor art piece around which the loop can continue to develop.





Map 17 Future Cultural Assets

## Public Art

Future public art installations and enhancements will focus on four initiative areas: Public Art Walk Enhancements, Public Art along Transit, Public Art along Greenways and Strategic Civic Art Sites.

### Public Art Walk

The public art walking loop links together key public art installations and provides a pleasant and accessible opportunity for residents and visitors to view art, from Holland Park to the Chuck Bailey Recreation Centre. Additional enhancements along the alignment of the art walk, such as new art installations, building façade improvements, artistic street furniture and banners, will be added to enrich the experience. Area improvements, such as corner plazas, seating areas and architectural featuring, will be realized along the alignment of the art walk through the development of private property.

### Civic Art Sites

Eight additional Public Art sites have been identified within City Centre. As redevelopment occurs, additional sites will be added.

- West Village District Energy Centre
- Surrey Civic Plaza
- Whalley's Corner
- Quibble Creek Greenway
- Coast Capital Headquarters at King George Station
- Surrey Central SkyTrain Station
- King George District Energy Centre
- Along University Boulevard

### Quibble Creek Greenway

Public Art along greenways provide aesthetic rewards that are incentives for people to walk and cycle. They contribute to and create enjoyable and engaging journeys and serve as memorable landmarks that evoke a sense of place

The Quibble Creek Greenway is the central feature of the Green Timbers neighbourhood. Public art along the greenway will reflect and form a unique and unifying characteristic of this neighbourhood. This greenway will convey the idea of linear sculpture park that is viewed by walking or cycling. It will be neighbourhood-oriented and designed to be experienced from adjacent pathways.

Elements may include artistically designed seating opportunities, wayfinding and distance markers and viewpoints. The greenway will provide opportunities for a variety of artwork including sculpture, banner, and pavement art.

### Public Art in Transit

High quality public art has been shown to improve the customer experience and give a sense of identity and vibrancy to public transit systems. It creates an inviting, comfortable space that encourages ridership by enhancing people's journey and perception of safety and sense of community identity.

The proposed LRT system should incorporate public art features that promote unique community identities and offer creative encounters for riders that are uplifting, humorous and memorable.



**Example of Adaptive Re-use of Heritage Sign for Transit Shelter Public Art**





Map 18 Future Public Art Locations

## Heritage Revitalisation

### Consideration for Heritage Register

The following sites will be considered for Surrey's Heritage Register:

- **Rickshaw Sign-** (10522 King George Boulevard) This neon sign has been a landmark along King George Boulevard for many years. It was previously not considered for addition to the Surrey Heritage Register, however recent research indicates that the sign likely dates from at least the mid-1960s. This sign has potential for addition to Surrey Heritage Register, however further assessment is required.
- **North Surrey Medical Building** (9656 King George Boulevard)- Built in 1969, by Architect Peter Cole, this building is constructed of simple concrete material and glass and presents a muted colour palette.

The architectural style represents the mid-century modern design aesthetic. Concrete is used to frame windows and doors and is shaped in a unique geometric form. The arches and columns and cantilevered areas are clad with concrete to add simplicity to the structure.

- **Galbraith House** (13756 112 Avenue)

### Heritage Interpretation Opportunities

Potential Heritage interpretation opportunities exist at the following sites:

- **Whalley's Corner** -related to Arthur Whalley and the original 5 corners. Special street blades signs exist. There is opportunity for public art in the plaza related to the history, and also interpretation signage.
- **Dell Shopping Centre** -related to the significance of one of Surrey's oldest shopping centres.
- **Bolivar Hatcheries** -related to the Bolivar Family and their hatchery. The hatchery was quite a presence in the 40's and 50's as people drove down the King George Highway. It had a neon sign with fighting roosters on either side.

- **Cameo Theatre**-Part of Binnie Block, this building was built in 1954 and provided an important entertainment destination for the community. Heritage re-interpretation is recommended with redevelopment of the site. Opportunities could include re-creation of the "Cameo" signage and incorporation into new development.
- **Bolivar Mansion**-13453 111A Avenue (relocated) This house was once home to Haddon Bolivar and his family. The building has been significantly altered so the potential for restoration is very low Potential for interpretation related to the Bolivar family and the Florence Nightingale Hospital.
- **Hassell Building** (13655 & 13659 King George Boulevard). Built in 1963 for Mr. Hassell, who was a prominent Surrey figure. During the 1960's he was heavily involved in community groups.



Photo of Historic Whalley Corner Gas Station 1925



Photo of Historic Binnie Block 1950's



## 7.4

# CULTURAL IMPLEMENTATION STRATEGIES

**There are several strategies to help support and implement additional Culture assets within City Centre.**

## Grant Programs

### Neighbourhood Enhancement Grants

Neighbourhood grants are available city-wide, and would especially contribute to placemaking and creating a vibrant downtown. There are two categories of grants, a Small Projects Grant, and a Celebration & Community Activity grant.

### Cultural Grants Program

Since the establishment of the Surrey Cultural Grants program in 2013 the City has provided funds to 100 unique arts and cultural organizations who offer a variety of creative and innovative programs and events to thousands of residents each year.

The vision of the Cultural Grants Program is to support and enhance arts and heritage in Surrey by:

- Building organizational capability and sustainability in existing and new cultural organizations,
- Investing in community-based cultural activities that promote awareness, access, participation and appreciation of arts and heritage, and
- Encouraging collaborative opportunities and partnerships.

Many of these groups animate the cultural spaces in City Centre including Centre Stage, City Room, the Civic Plaza, City Centre Library and Holland Park. These cultural activities employ local artists and have a positive impact on the development of Surrey's

creative economy. Attendance at these events help residents connect to their community and promote social cohesion and cross cultural understanding

## Private Development Public Art Program

In 2011, the Private Development Public Art Program was approved by Council. The program establishes a sustainable funding mechanism to support the City's commitment to public art through a required private development amenity contribution. This program applies to all multifamily residential developments with more than 10 dwelling units and commercial and industrial development applications involving the construction of a building with a total floor area of 1000 m<sup>2</sup> (10,765 sq. ft.) or greater.

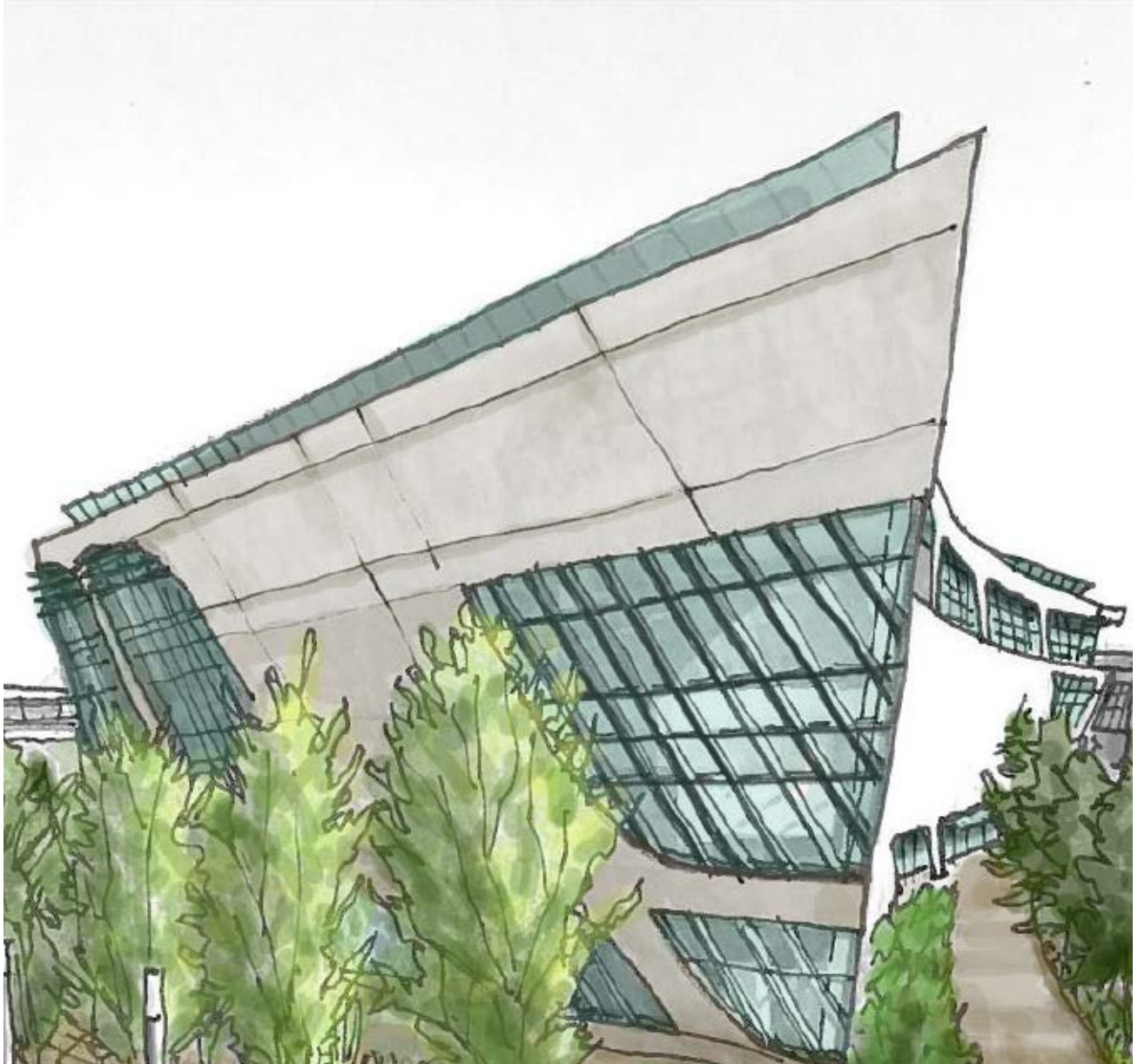
There are two options for locating private development public artworks. One option allows the art installation to be undertaken by the developer, the second option allows for payment of cash in-lieu of public art to the Public Art Reserve Fund. (see Private Development Public Art Policy for further details on the program).

## Zoning

As part of the City Centre Plan update, amendments are proposed to the zoning by-law to allow for artist studios as a cultural uses. Amendments to the by-law include inclusion of a definition of "artist studio" as well as the addition of artist studio as a permissible use under Cultural Uses. Prior to the amendment, the zoning by-law defined Cultural Use as "a facility which provides for social enlightenment and includes museums and art galleries". Adding the "artist studio" use will expand the cultural use definition.

In addition, all "Cultural Uses" will also be added as permissible uses in several commercial zones including Community Commercial Zone (C-8), Downtown Commercial Zone (C-35), and in City Centre, the Highway Commercial Zone (CHI).

Other zoning incentives and density bonus may be explored in the future as the City develops and redefines its density bonus policy.



# SECTION 8

## Community Services

# 8

## COMMUNITY SERVICES

Community services and facilities are essential components for the overall health and well-being of City Centre residents.

The following section describes the existing and future public sector community and recreational services in City Centre. These facilities, including municipal community and recreation centres, libraries, health and educational services, provide the foundation for a connected, social and healthy City Centre, with the capacity to provide for the programming and community servicing needs of future residents.

# 8.1

## OVERVIEW

**Community services and facilities are essential components of the overall health and wellness of all City Centre residents.**

Community services and facilities are essential components of the overall health and wellness of all Surrey City Centre residents. They provide year round amenities and programming that encourage active lifestyles, learning, opportunities for social interaction, and the capacity to provide dynamic programming that supports all ages and abilities. They also offer services to promote health and well-being and educational opportunities.

New and improved community and recreation facilities and services will act as community hubs that bring people together, supporting community capacity, volunteerism and a sense of place. They will be transformational health and social service centers that, in collaboration with community partners, will make a positive impact on real social issues facing the community. City facilities and services will welcome the entire community, and will strive to serve vulnerable individuals, families and children through fostering a sense of belonging and connection.

Expansion of public sector education facilities will provide increased energy to the public realm, with the addition of students on the street. This will also provide expanded cross-functional opportunities for businesses, research and other related public sector partnerships.

Partnerships with Federal and Provincial levels of government will allow continued support services for health, including mental health and addictions services for vulnerable populations.



## 8.2 CITY FACILITIES

### Existing Facilities and Partnerships

The primary community and indoor recreation facilities in City Centre are discussed below.

#### North Surrey Recreation Centre and Arenas

Built in 1966, the North Surrey Recreation Centre is a fully accessible facility located next to the Surrey Central SkyTrain Station. The facility includes a 37 metre pool with aquatic amenities, weight room, fitness studios, two ice sheets as well as a variety of multi-purpose rooms. The centre offers patrons with a variety of registered and drop-in recreational programs, as well as preschool services and summer camps. Multi-purpose rooms are available for community bookings and events. This facility is approaching the end of its functional lifecycle and will need to be replaced in the near future.

#### Chuck Bailey Recreation Centre

Originally built as an Olympic legacy project in 2010, the Chuck Bailey Recreation Centre offers multi-generational programs and services designed to meet growing community needs. The facility offers a variety of registered and drop-in programs supported through a gymnasium, youth lounge, seniors centre and a range of multi-purpose rooms. The centre also includes preschool services, children's programming, and afterschool programs. Adjacent to the Chuck is a covered youth park, including outdoor amenities for skateboarding, BMX, ball hockey and basketball.

#### City Centre Library

Built in 2011, the City Centre Library is a landmark of the Central Downtown District. It features 77,000 square foot of library space, including multi-purpose meeting rooms, study spaces, lounging areas, a computer learning centre, a children's department, teen lounge, collection spaces and a cafe. The library supports a variety of important social and educational services, including children and youth programs, immigrant and settlement services, language classes, technology classes, services for seniors and the vulnerable and business workshops. The library also serves as a Simon Fraser University satellite campus.



Chuck Bailey Recreation Centre



Chuck Bailey Covered Skate Park



City Centre Library

#### Community Partnerships

In addition to existing facilities, the city also draws on community partnerships to deliver services in a multi-faceted manner, often beyond the operational scope and capacity of existing city programs.

## Future Facility Enhancements and Partnerships

As Surrey's City Centre grows into a dynamic urban centre, the existing community services will be expanded and enhanced and existing community and recreation infrastructure will need to be replaced, upgraded. To meet the needs of an increasingly diverse population, the City's strategy to provide services and programming will be multi-faceted, and will involve partnerships and strategic relationships with other service providers, as well as collaborations with educational institutions and community organizations.

To effectively respond to this anticipated growth, the Parks, Recreation and Culture Department will develop a new 10-year Strategic Plan. This plan is intended to guide the City's community and recreation service delivery priorities through to 2028. The following outlines the plans for the three of the main city facilities in the City Centre.

### North Surrey Recreation Centre Replacement

The existing North Surrey Recreation Centre is approaching the end of its functional lifecycle. This presents the City with a unique opportunity to plan for replacement facilities that correspond with the growth and demographic trends projected within this plan. As part of this process, the City will separate the arena and recreation center functions and relocate the ice rinks to a nearby location, adjacent to the Scott Road SkyTrain Station. This will provide opportunity for the future expansion of additional ice sheets, while also offering added flexibility for the redevelopment of the community, recreational and aquatic components within City Centre.

The new community centre will total approximately 60,000 sq. ft. and will be located within a highly visible location, somewhere in the City Centre. Currently, details for the relocation, including a location and implementation strategy, have not been finalized. The City is exploring potential partnership opportunities with the YMCA as well as the possibility of providing the replacement facility within a multi-use comprehensive development that may include housing, education and health services. The future program for this new facility will include an aquatics centre, weight room and fitness centre, gymnasium, multi-purpose rooms and administrative and support spaces. The facility will also feature a family development centre, aimed at providing a range of social services for children and families, as well as a central office for the delivery and referrals of other family oriented resources and services.

### Chuck Bailey Recreation Centre Renewal

As the City Centre population grows and diversifies, it will be necessary to add new activity spaces to the Chuck Bailey Centre. Expansion plans include additional multi-use space, a second gymnasium and a fitness centre and weight room. Details of the expansion program will be based on consultation with community stakeholders and residents in the area. New and improved recreation facilities and programming will be coordinated and integrated with the existing facility.

### City Centre Library

Surrey Libraries commits to engage with the community, to inspire the community and to strive for excellence through improved access and expanded technology. More meeting room space will be added to allow for expanded engagement and programming opportunities. The Library will identify community needs and invite participation in developing programs and services over the upcoming years with a focus on families and children, youth, newcomers, seniors, urban aboriginals and millennials. The City Centre Library will continue to collaborate with partners to improve social well-being with special emphasis on children and their caregivers. The library will also continue to foster digital literacy as technologies change.

### Community Partnerships

As the City Centre continues to develop, opportunities to explore facility development and service delivery enhancements with partners such as Fraser Health, Simon Fraser University and Kwantlen Polytechnic University, may lead to a number of value added spaces and joint-use facilities. The provision of multiple, shared use spaces and the combining of services and programming will be explored as a means to decentralize services throughout the City Centre.

New and improved partnerships with other community service providers will complement, enhance and augment the community and recreation services provided by the City, and will increase the capacity to support a growing population and a dynamic urban centre.



Photo of Inside City Centre Library



## 8.3 PUBLIC SECTOR EDUCATION

### Major Post Secondary Institutions

The Academic Precinct is beginning to emerge in the Central Downtown area with the expansion of two major universities in the core. Simon Fraser University (SFU) has been a key partner and catalyst in the transformation of the area, beginning with the construction of the Surrey Campus in 2003, and now with the expansion of the campus on a new site on University Drive. Kwantlen Polytechnic University (KPU) is currently planning a new campus to the City Centre within the 3 Civic Plaza building.

#### Simon Fraser University

Simon Fraser University currently has 470,000 square feet of space at the base of the Central City Tower in City Centre, and leases additional space in the Medical District. At this time, the SFU Surrey campus is over-capacity and has plans for future phases of expansion of Surrey campus.



Existing SFU Surrey Campus at Central City Mall

The next phase of expansion, currently in process, will allow for a new 5-storey building for Sustainable Energy and Environmental Engineering. SFU has applied for the federal government's new Post-secondary Institutions Strategic Investment Fund (SIF), which will provide \$2 billion over three years to support excellence in research, innovation and environmental sustainability at campuses across Canada. The SIF will cover up to 50 percent of the project's eligible costs, with the remaining funding to be matched by the provincial government.

The building will house a 400-seat lecture hall, labs, office space, student recreation space and a café, totaling approximately 16,066 square metres (172,933 sq. ft.) of building floor area. The proposed SFU building is expected to have 320 undergraduate and 195 graduate students for a total of 515 FTE students. The building is expected to be complete for April 2018.

SFU's five year capital plan includes \$355 million in a range of new capital projects for City Centre, including a Science Health and Technology Building, a Business Management Building and a Graduate Facility Building.

#### Kwantlen Polytechnic University

Kwantlen Polytechnic University (KPU) is planning to open a new campus in the City Centre in 2017, with its KPU Civic Plaza Campus, which will be located in the 3 Civic Plaza development.

The campus will occupy all 5 floors of the office podium and offer professional studies, upper-level business courses and post-graduate credentials.





**Rendering of Future SFU Sustainability Energy & Environmental Engineering Building**



**Rendering of Future KPU Campus Located in 3 Civic Plaza Building**

## Secondary and Elementary Schools

There are three high school and eight elementary school catchment boundaries that cover the City Centre area (see **Map 18**). Many of the actual schools are located along the periphery of the plan boundary, with two elementary schools and one high school located within the plan area.

The Elementary Schools that serve the City Centre area:

- AHP Matthew Park
- Cindrich Elementary
- Forsyth Road Elementary
- James Ardiel Elementary
- Lena Shaw Elementary
- Old Yale Elementary
- Simon Cunningham
- K.B. Woodward Elementary

The Secondary Schools that serve the City Centre area:

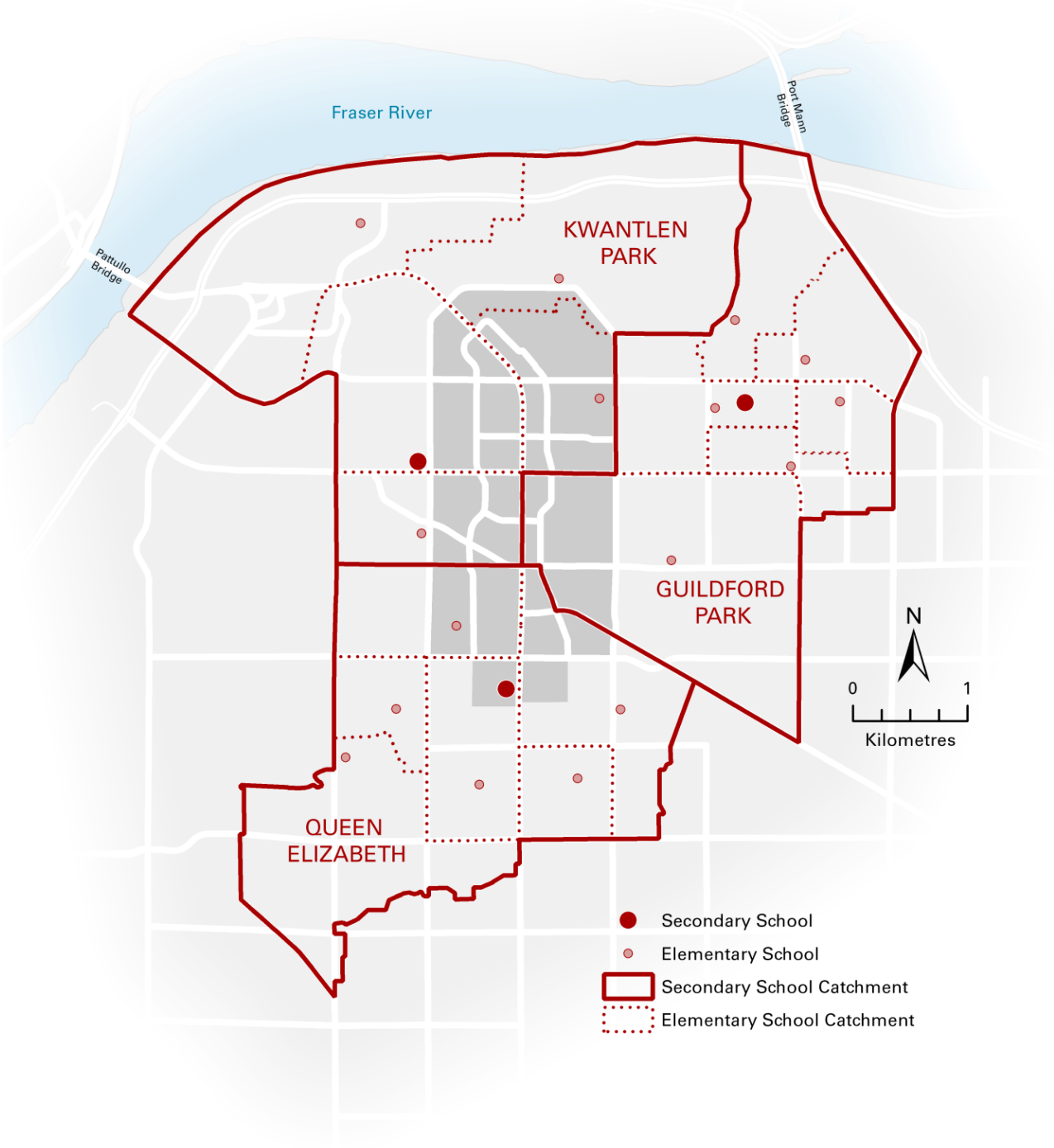
- Queen Elizabeth Secondary
- Kwantlen Park Secondary
- Guildford Park Secondary

A survey of the schools in the area suggests that the area still has capacity to accommodate growth within the elementary school population; however the secondary schools are nearing capacity. With the proposed build out, and combined yields remaining constant, is estimated that there will be 1,100 more students (670 elementary and 430 secondary) in 10 years.

Medium-term, the area does have that the ability to grow its school capacities within sites already owned by the schools district, should funding for additions become available from the Ministry of Education. There is also the potential to re-purpose sites being used for specially or alternate programs should those programs have suitable locations elsewhere.

In 20 years projections indicate there will be 1,400 more students (850 elementary and 550 secondary). In 30 years, 3,700 more students (2,250 elementary and 1,450 secondary). Yields will likely decrease as the proportion of high-rise units increase.

In the long term, (over 20 year horizon) the District would not be able to accommodate the growth within existing sites. To accommodate a future urban school, opportunities to explore joint development with City facilities as well as other opportunities for creating new space for the district longer-term should be explored.



Map 19 Secondary & Elementary School Catchment Boundaries

## 8.4

# HEALTH SERVICES

The City Centre Plan accommodates a wide range of health services as well as a major hospital, Surrey Memorial Hospital, at the south end of the plan. While there are health and medically related services located in the high density node areas of the plan, there is a higher concentration of these types of services in close proximity to the hospital. To the north of the hospital, there is a focus on health-related offices and health innovation research and business related uses. To the south of the hospital, there is a continuum of addictions, and mental health services.

## Hospital Facilities

### Surrey Memorial Hospital

Surrey Memorial Hospital (SMH) began operations in 1959 and today is second largest hospital in British Columbia. In 2011, construction began on a new eight-storey Critical Care Tower to expand SMH with the addition of 430,000 square feet. The expansion increased the number of acute care beds by 30% to 650 and included a new emergency department almost five times the size of the previous ER. In addition, the new facility provided 48 private neonatal rooms, 25 Intensive Care beds, 25 High Acuity Unit beds, 2 dedicated medical floors, an expanded laboratory, rooftop helipad, and additional space for SMH's clinical academic campus.

### Jim Pattison Outpatient Facility

In 2011, a new Outpatient Centre was completed just at the eastern edge of the Surrey City Centre plan area. The facility offers day surgery, diagnostic procedures such as lab, X-ray, CT and MRI scans, and biopsies, and specialized health programs for patients that do not require an overnight stay in the hospital.

## Other Health Facilities

Other health facilities in the plan area include facilities that provide services for people with physical or mental impairments as well as mental health, addictions and other needs. Facilities in close proximity to the hospital include:

### Laurel Place

This facility provides Complex Care, Convalescent Care, Specialized Dementia Care, Bariatric Care and Palliative Care. Through a partnership with Surrey Memorial Hospital, the facility also includes a Hospice and Rehabilitation Unit.

The Specialized Rehabilitation Unit offers a bridge from acute care to outpatient services by providing inpatient rehabilitation to adults with new physical and/or mental impairments (leg amputation, stroke, brain injury).

### Kinsmen Lodge

Kinsmen lodge is a complex care home for low income seniors requiring long term nursing care. It is owned and operated by the Whalley & District Senior Citizens Society. This facility provides 157 publically subsidized residential care beds and one respite care bed for seniors.

### Phoenix Centre

In 2007, the Phoenix Centre opened. This facility provides 28 short-term addiction recovery beds and 36 transitional housing units.

### Creekside Withdrawal Management Centre

This is an addiction and health clinic, offers a 24-hour medically supervised environment for detox. It includes counselling and assistance to find temporary housing.

### Quibble Creek Health Centre

This facility offers a 25-mat sobering centre that provides a maximum 23 hour stay for people to safely sober up. Fraser Health also operates a clinic on-site that offers outpatient counselling, referrals, treatment and prevention services, Phoenix Society offers 15 short-term access to recovery rooms, and 52 supported transitional housing units are included as part of this development.

### North Surrey Health Centre

The North Surrey health Centre is a low-barrier clinic funded by Fraser Health and operated by Lookout Society. It offers general health services, addictions referrals, counselling for mental health issues low-cost dental services, and supports for people who are HIV positive.



8.5

## 8.5 OTHER SERVICES

### Non-profit Community Services

As with other kinds of services, a downtown is also an appropriate location for non-profit community services due to its transit accessibility, and proximity to other amenities. The range of services can include settlement services, employment services, support services for people with mental health and addictions issues, and services for families, women, children and youth. In the City Centre, and other areas of Surrey, these services are permitted in commercial zones.



**Surrey Memorial Hospital**



**Jim Pattison Outpatient Facility**

### Child Care Facilities

There are currently two non-profit child care centres in City Centre, one at City Hall, run by the YMCA, and the other at Surrey Memorial Hospital, run by Fraser Health. In addition there are many private child cares that are located in single family areas of the plan.

Child cares are permitted in commercial zones, as well as single family homes. These uses are encouraged in mixed use developments.



**Child Care Playground at City Hall**



**SECTION 9**  
**Housing**

# 9

## HOUSING

To support a vibrant and robust downtown for all residents, the City Centre Plan provides a wide range of densities which can accommodate diverse unit types and tenures.

The following section outlines land use related policies and guidelines related to housing stock diversity, as well as an inventory of existing rental and social housing in the City Centre.

# 9.1

## OVERVIEW

**The City Centre Plan provides a wide range of densities which can accommodate diverse unit types and tenures.**

The land use plan provides a range of densities and specific policies that encourage a wide range of unit types such as single family houses and larger ground-oriented units, as well as smaller micro-suites and lock-off suites. Affordability strategies are also identified in the plan through ensuring supply of single family stock that permits secondary suites and coach houses, subdivision into small lots where appropriate, and reduced parking requirements in areas close to transit.

The goal of the City Centre Land Use Plan is to also enable land use conditions that allow flexibility for developers to incorporate non-market rental and social housing through partnerships with government and other agencies. The Mixed-Use designation in the Land Use Plan allows for this kind of comprehensive development. Under this designation, developers can accommodate a combination of residential, commercial and institutional uses on a single site.

More detailed and specific strategies for facilitating affordable and supportive housing are identified in Surrey's Affordable Housing Strategy. The following section outlines land use related policies and guidelines related to housing stock diversity, as well as an inventory of existing rental and social housing in the City Centre.



## 9.2

# DIVERSITY OF HOUSING TYPE

A range of residential unit types is desired for the City Centre. While it is expected that urban centres, are home to greater concentrations of smaller households, including couple households, singles, and other non-family households, it is important that a diversity of unit types be encouraged to accommodate a variety of household types and residents at varying stages of life.

The City Centre Plan aims to facilitate the construction of many unit sizes and types, including larger units for families and smaller (typically more affordable) units for singles, students, and seniors. The Land Use Concept sets out a wide range of density designations that allow for a wide diversity of housing stock. Higher density areas are located in close proximity to skytrain stations and allow for high-rise and mid-rise residential tower forms of development. The medium density designation facilitates townhouses and apartment buildings. The low density designation allows for single family homes with secondary suites, coach houses, and duplexes. Together, these forms of housing allow for larger unit types, as well as small units types.

## Family Oriented Housing

The City Centre Plan encourages family-oriented unit types throughout the plan area to support families living within, and close to the downtown. These building forms tend to be ground-oriented and/or larger in size. They include single family houses, as well as townhouses, and 2 to 3 bedroom units in high rise buildings.

### Single Family

Two single family areas have been identified in the plan: one area in the north-east and the other at the south west. The single family/duplex designation has been established to retain the single family housing form within the downtown. To continue to allow gentle densification however, the single family designation areas will allow gentle infill redevelopment into ground-oriented housing. This includes subdivision of larger lots to allow small-lot single family homes and/or duplexes and in some cases low density townhouses. (see Section 4.3).

### Multi-Family

Design policies have also been established to encourage the provision of townhouses within high density multi-family developments. These include design requirements for areas with a 7.5 and 5.5 FAR designation to construct townhouses at the ground level of high rise towers. (see Section 4.3). In the 2.5 FAR designations, townhouse form of development is encouraged at the perimeter of the plan area in order to provide a suitable transition building type across from existing single-family houses along the periphery of the plan.

In addition to single family houses and townhouses, larger family-oriented condominium units can also form part of the family-oriented housing mix. Currently studio and one bedroom units make up the largest component of units type built in City Centre. Four of every five dwellings are studio and one- or two-bedroom units. To encourage the construction of two or three-bedroom units, a policy incentive has been incorporated into the amenity fee structure. The amenity charge for units with two bedroom or more will have a lower per-square foot charge compared to one bedroom or studio units (see Section 12.3).

## Smaller Unit Types

### Micro-Units

Micro-units are a newer type of smaller housing unit in Surrey which may provide affordable housing options for single households, such as for working professionals and students. In Surrey City Centre these units are smaller than the typical studio unit size.

Incorporating these smaller units into the plan will encourage the development of affordable units in close proximity to transit, open green space, commercial, and community and recreational facilities. The plan provides design direction to ensure the units are livable (see Micro-unit Design Guidelines Section of the Design Guidelines), as well as locational criteria in the Development Policies in Section 11 of the plan.

### Lock-Off Suites

Secondary suites within apartments are referred to as “lock-off suites”. These unit types offer another option for smaller suites that can be enable condominium owners to rent out or have flexible extra space in their homes. These suites can allow the larger unit to adapt change over time according to the needs of the unit owner. For example, the lock off suite can also be used as an extra bedroom for family, a student, an in-law suite, or a unit for a care-giver or nanny.

## 9.3

# DIVERSITY OF HOUSING TENURE

Along with diversity of housing type, diversity of housing tenure is also an integral component of the housing strategy for City Centre. The inclusion of market and non-market rental and social housing supports a vibrant and robust downtown in the City Centre. This tenure provides housing options for diverse populations with different income levels and household types, including families, couples, singles, seniors and vulnerable populations. The following section outlines the existing market rental, non-market rental and social housing stock on City Centre.

### Existing Market Rental Housing

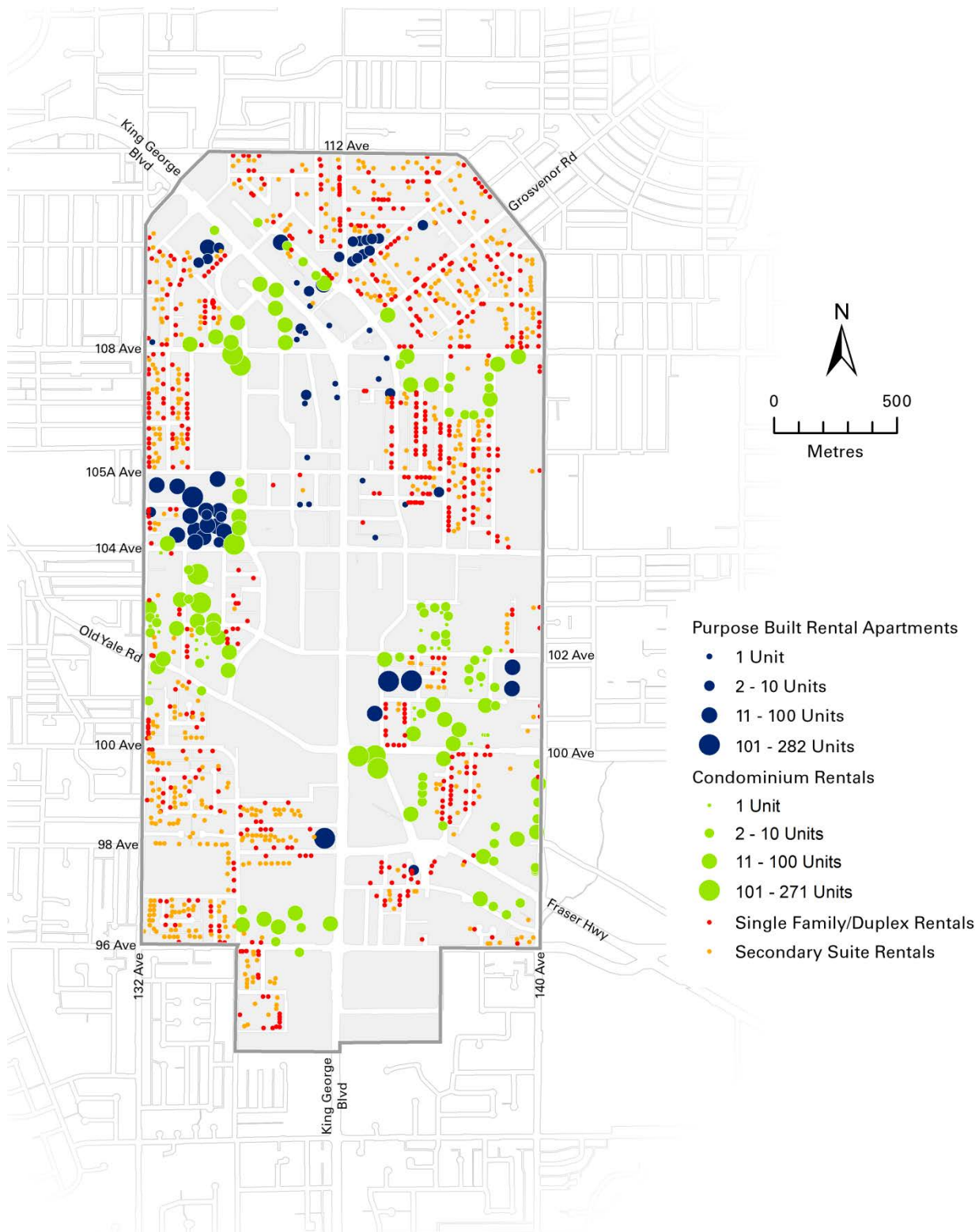
Rentals make up a significant proportion of the housing stock in City Centre where approximately half of all (private) households rent. There are four components of market rental housing in City Centre: purpose built rental apartments, condominium rentals, private house rentals and secondary suites in single family houses.

Purpose built rental apartments comprise a relatively small share (23%) of the rental housing stock in City Centre. The current inventory amounts to 1,437 units which represents a sizable share (roughly one-quarter) of all purpose built rental units in Surrey. The largest segment of market rental housing in City Centre is comprised of condominium rentals. Of the 8,289 condominium units in City Centre, 3,557 units or 43% are not occupied by the owners as a primary residence. While some of these units may be secondary residences or vacant, it is presumed that the vast majority are rented or available to be rented. It is believed that rentals make up a much higher proportion of condominium apartments in City Centre compared to the rest of Surrey. (As a comparison, the Canada Mortgage and Housing Corporation estimated that 24.2% of condominiums in the Fraser Valley, which includes Surrey, were rented in October 2015.)

House rentals including single family houses, duplexes and manufactured homes make up a much smaller component of the rental housing stock in City Centre. However, it is believed that houses are much more likely to be rented in City Centre compared to the rest of Surrey. Many of these properties are located in areas that are expected to redevelop at higher densities and it is likely that rental housing is an interim use. Of the 1,667 single family houses, duplexes and manufactured homes currently in City Centre, 623 or 37% are not occupied by the owners as a primary residence and are presumed to be rented.

The final component of market rental in City Centre is the rental of secondary suites in single family houses. There are an estimated 536 secondary suites, accounting for only 9% of rental units. Secondary suites comprise a relatively small portion of rental housing in City Centre largely due to the overall mix of housing types which skews towards apartments. This contrasts with Surrey overall where secondary suites are believed to be the dominant form of rental housing.

**Map 19** shows the distribution, relative proportion and type of rental units currently in the City Centre.



Map 20 Rental Housing Locations 2016

## Existing Non-Market and Social Housing

Non-market rental and social housing also form part of the housing mix in City Centre. This includes housing for people with disabilities, seniors, and vulnerable populations. This form of housing may be stand-alone buildings, or form part of a mixed use development in a high density building that is close to amenities, services and transit.

The City Centre has non-market rental and social housing ranging from seniors facilities, housing to support people at risk of being homeless. Continued partnerships with other levels of government will help facilitate construction of other projects. Examples of these existing housing projects in City Centre include:

### Transition & Supportive Housing

- Phoenix Centre
- Quibble Creek
- Phoenix Rising Sun Villas
- Timbergrove Apartments

### Aboriginal Supportive Housing

- Ama-Huuwilp
- Kechi-o-wekwin

### Non-profit and Co-op Housing

- Kinsmen Ravine Estate
- Chelsea Place
- Jessica Place
- Sutton Place
- The Gateway
- Ted Kuhn Towers 1 & 2
- Mayflower Co-op
- Sunshine Housing Co-op



Phoenix Centre



Timbergrove Apartments



Rising Sun Villas



## 9.4

# FUTURE DIRECTION

A comprehensive and detailed strategy is needed to fully explore the role of policies related to creating new rental and affordable housing in City Centre and city-wide. This includes protection of existing rental stock, construction of new stock near transit areas, and housing for special populations.

### Protecting Rental Stock

Protecting the existing rental stock is a key consideration city-wide. Over the past few years there has been an increasing demand for rental housing in the City Centre as well as the Lower Mainland in general; vacancy rates for rental housing have been decreasing and the rents have been increasing. Currently, Surrey's Strata Conversion Policy is in place to protect the existing rental stock, and this policy is applicable to any redevelopment of rental housing stock in City Centre. However, there are no existing city policies to protect purpose-built market rental housing.

The multi-government and partnership nature of providing non-market and social housing will require a comprehensive and detailed city-wide strategy to fully explore the role of the city and the future policies related to creating new rental and affordable housing. To address issues related to rental as well as affordable housing stock, the City has initiated an Affordable Housing Strategy. The strategy will include an examination protecting and facilitating construction of new affordable rental housing stock and related policies.

### Rental Housing Near Transit

The Affordable Housing strategy process will also consider strategies to facilitate and support the construction of rental housing stock within close proximity to transit-oriented areas, and in particular affordable housing near frequent transit areas. According to MetroVancouver's Regional Affordable Housing Strategy, renters are more likely to take transit to work than owners, and renter households earning less than \$50,000 per year depend on transit the most.

### Student Housing

The City Centre contains a large post-secondary institutional presence, and future expansions underway will grow the student presence in the downtown. Provision of housing specifically for the student population will also need to be a consideration.



# PART C

## Implementation



# SECTION 10

## Urban Design Guidelines



# 10

## URBAN DESIGN GUIDELINES

Urban design guidelines play an integral role to help transform the suburban City Centre landscape to one that is more urban.

The design guidelines have been organized into seven sections:

- Skyline
- Building Heights
- Block Structure & Connectivity
- Commercial & Non-residential
- Historic District Commercial
- Residential
- Plazas and Open Space

# 10.1

## DESIGN OBJECTIVES

**This copy is a topic statement about the sub-section.**

These guidelines will shape public and private sector development including buildings, streets, plazas and gathering spaces, into an environment that is vibrant, pedestrian-friendly and highly attractive to support investment and activity in the City Centre.

The following design objectives will help to support the larger City Centre vision:

**Establish an identifiable downtown skyline**

**Integrate high density with walkability and transit orientation**

**Create a high quality, attractive architectural built form**

**Establish an image of a green City Centre**

**Provide a high quality, vibrant public realm**

**Use west coast contemporary lines & natural materials**

**Foster unique identity in character areas**

## 10.2 SKYLINE

**Skyline views of the downtown can be the most memorable and defining the images of a city.**

The urban design guidelines provide principles and guidelines to help shape the skyline and to influence the image of Surrey City Centre. Surrey City Centre's skyline is at the very early stages of its skyline formation and through the build-out process, the City Centre skyline will become more defined.

The shape of the city's skyline should reinforce its physical context and emphasize its positive attributes. Skyline views of cities should be taken from the most public views that are visible to the most people. Specific views from bridges, highways or busy streets create the strongest image as a skyline.

A unique feature of the City Centre is that sits on a topographic knoll – one of many that are dotted in the Fraser River basin. This location allows the City Centre skyline to be visible from surrounding areas. Public views are primarily from New Westminster and Coquitlam with secondarily far-off views from Richmond and southeast Surrey. Given this topography, a traditional tapered form suits the skyline for City Centre.

While City Centre sits atop a knoll, the specific location sits in a local trough which runs north/south roughly along King George Boulevard. When seen from public views, it has the effect of cutting off views of the lower part of the building and reducing the overall height.

This can be punctuated with nodes that emphasize specific areas and in this case correspond with rapid transit stations, the civic core area and the Gateway/108<sup>th</sup> area. Two nodes are identified as the Central/King George Station node and the Gateway/108<sup>th</sup> node in the north.

**Higher building forms at the nodes can give prominence to and reinforce the City Centre skyline.**

A unique feature of the City Centre is that sits on a topographic knoll. This location allows the City Centre skyline to be visible from surrounding areas of New Westminster, Coquitlam, Richmond, and southeast Surrey. Its back drop is also set against mountains to the north. Given this topography, a traditional tapered form suits the views of the City Centre.

**Guideline:** Create a skyline form as “tapered with nodes”.

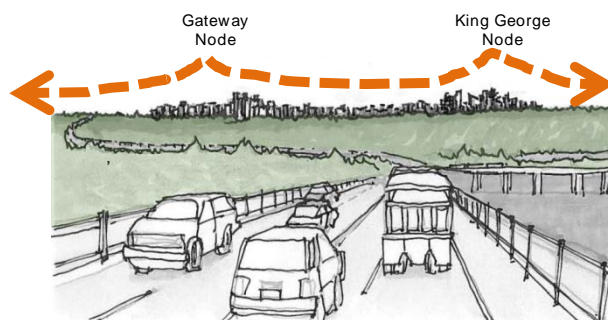
**Guideline:** Use high landmark tower forms to help create a reference point and hierarchy of forms on the skyline.

### Maximize Views

Views from the northern geographic knoll are spectacular. These views are of the mountains to the north, the Fraser River to the north east and north west, Georgia Straight and Vancouver Island to the west, the Gulf Islands to the south west and south, and Mt. Baker to the southeast.

**Guideline:** To maximize the private views from towers, buildings should taper down in height from the centre to the periphery and should step down on hills (i.e. north of 108<sup>th</sup>).

**Guideline:** Emphasize views towards the key nodes by tapering building heights at the edges. For the Gateway node, provide lower building heights coming up Peterson Hill along King George Boulevard, so that views into the Gateway Node are unobstructed.



## 10.3

# BUILDING HEIGHT CONCEPT

**The Building Heights concept will help support the skyline vision for City Centre.**

The Building Height Concept supports the skyline vision through clustering the tallest buildings in City Centre around each of the three SkyTrain Stations, with the greatest concentration of tall buildings in the vicinity of the Surrey Central and King George SkyTrain Stations. As build-out occurs, the Surrey Central and King George Stations will read as one node on the skyline. This concept will result in an attractive and memorable skyline with two peaks linked by valleys of lower buildings **Map 20** shows the Building Heights Concept Map

### **Emphasize Nodes with Height and Keep the Edge Approaches to Lower Forms Tapering Up to the Nodes**

The main roads leading into City Centre (King George Blvd from south and north, 104 from east and west) should make the city form more legible by allowing views of the nodes from these approaches. Lower buildings at the periphery of the plan area will emphasize the importance of the highest node at King George Station.

**Guideline:** Locate taller buildings and landmark building forms in locations which emphasize the importance of the nodes. Increased heights may be considered for landmark towers within node areas.

**Guideline:** Lower buildings (4 to 6 stories) should be located on the outer edges of the plan, stepping up the height to higher buildings toward the middle nodal areas of the plan area.

### **Consider Topography in Relation to Building Heights**

The topographic high point of City Centre is located in the north east from 105A to 108<sup>th</sup> Avenues and 136<sup>th</sup> to 140<sup>th</sup> Streets. The topography rises 25m from King George Boulevard up to 140<sup>th</sup> Street which increases the effective height of buildings and it increases the visibility of this area from surrounding areas. This is a future multiple residential neighbourhood centred around Forsyth Park and buildings should be at a scale that addresses the additional topographic height.

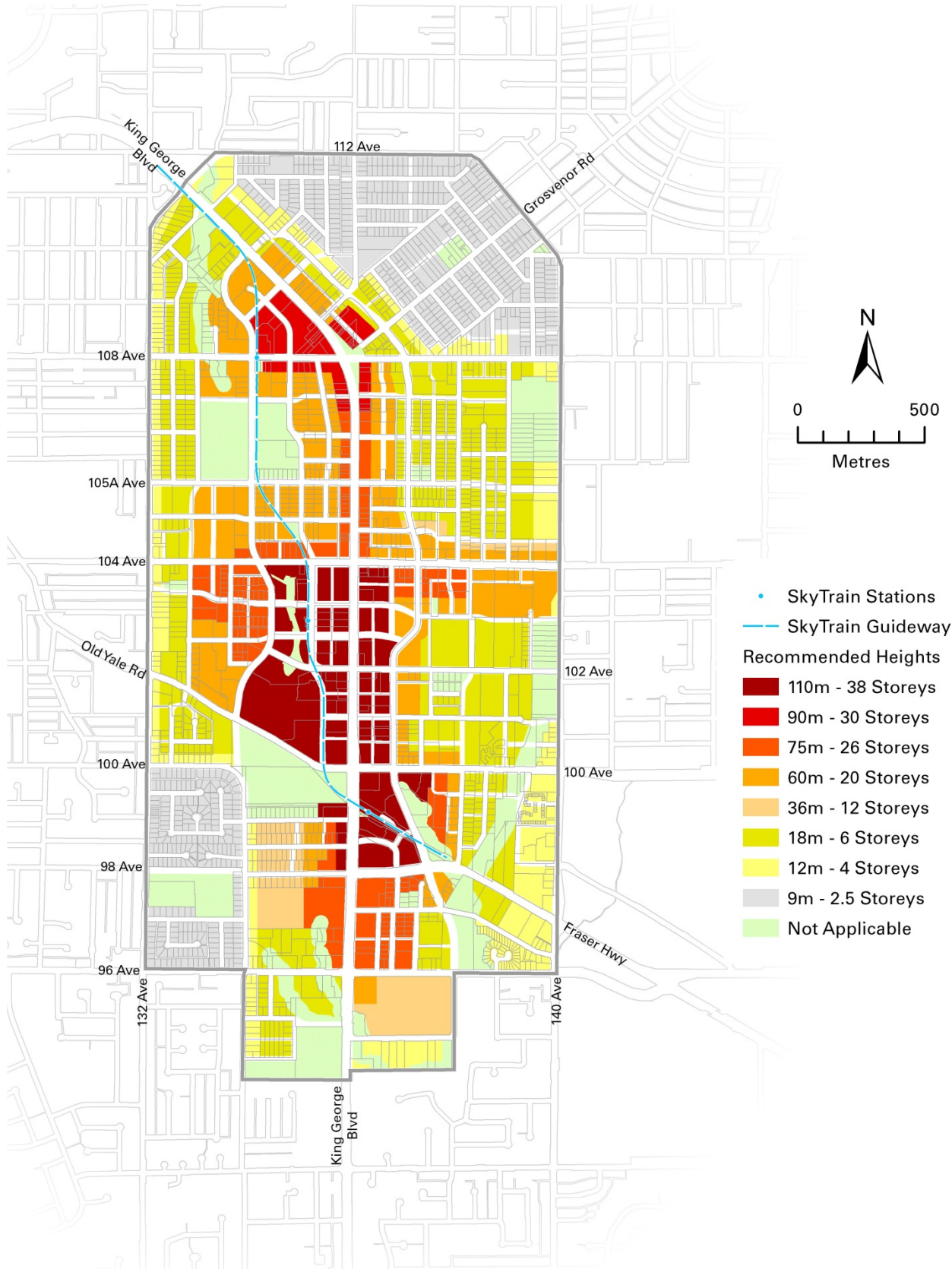
**Guideline:** In higher elevation areas, such as the Forsyth neighbourhood, building height should be a maximum of 12-18 metres high (4-6 storeys).

**Guideline:** Along the hillside, such as Peterson Hill, building heights should be a maximum of 12-18 metres (4-6 storeys), to maximize view corridor towards the Gateway/108 Ave Node

### **Provide Appropriate Transition to Single Family**

**Guideline:** In single family interface locations, building height should transition down to a maximum of 12 metres height (4 storeys).





## 10.4

# BLOCK STRUCTURE & CONNECTIVITY

**A finer-grained block structure provides a pedestrian oriented framework, which is critical to creating a vibrant downtown.**

The land use plan shows the minimum street and lane network that will be required. However to achieve a block size that promotes high connectivity, additional streets, green lanes and pathway connections through sites may be required at time of development. The ideal block size will vary depending on the form of development and site size. High pedestrian penetrability will be required in areas with densities over 2.5 FAR.

### Smaller Block Sizes to Promote Walkability

**Guideline:** A block length should be no longer than 80 to 100 metres before a connection is provided

**Guideline:** Use streets, green lanes, and walkways to achieve walking connections and smaller block size.

### Achieve Connectivity in Established Neighbourhoods

Where parcel consolidation is less predictable, such as in established neighbourhoods that have very long term redevelopment horizons, achieving ideal grid road connections can be challenging. In these cases, establishing higher number of off-set green lane connections may be preferred, compared to achieving fewer and more uncertain roads connections that are ideally aligned.

**Guideline:** In medium density neighbourhoods, such as the Forsyth, off-set lanes and higher lane density will form part of the neighbourhood character.

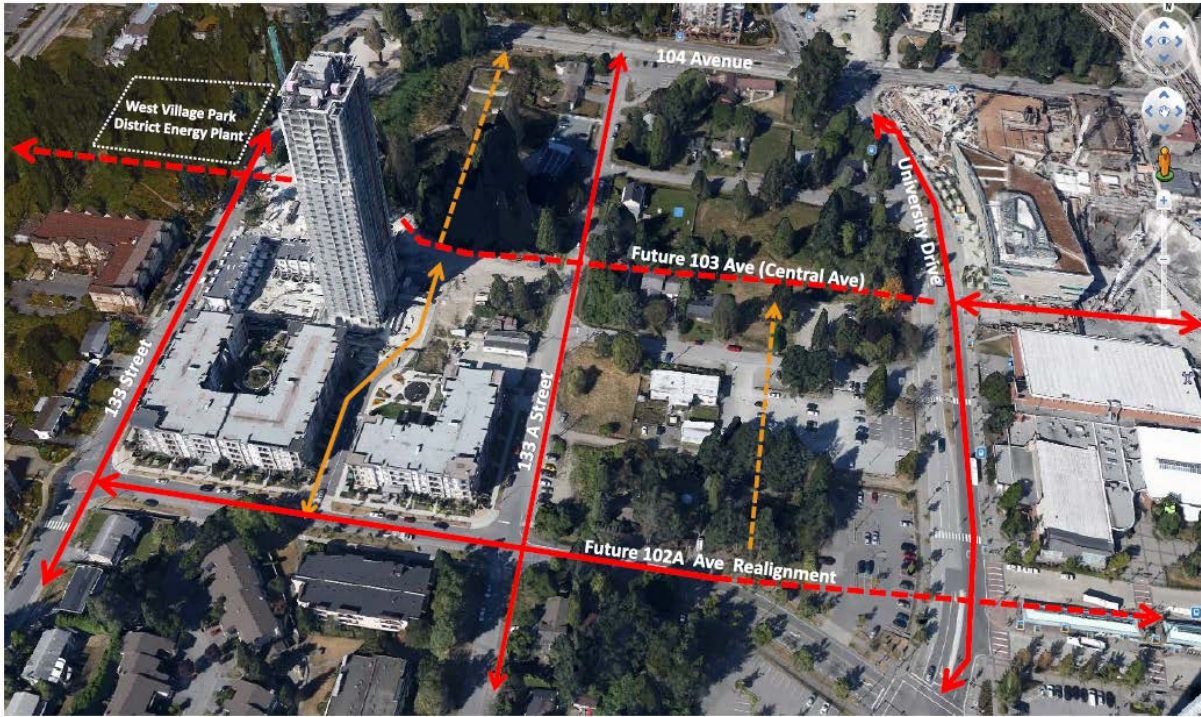
### Pedestrian links should have a high degree of defensibility

**Guideline:** Pedestrian paths should be wide enough to allow two disabled persons with wheelchairs, scooters, or walkers to pass.

**Guideline:** Units should be designed to provide natural surveillance of pathways connections through sites

West Village- Finer Grain Road Network

- Existing Road
- Existing Lane
- Future Road
- Future Lane



# 10.5

## COMMERCIAL AND NON-RESIDENTIAL

### Ground Floor/Street Interface in Highly Active Areas

Successful commercial streets are vibrant and provide interest for the pedestrian. Key factors that provide a vibrant ground floor interface environments. In areas identified as “highly active” (see **Map 21** in Section 11.2 Development Policies), the following apply.

#### Façade Rhythm Creates a Vibrant Pedestrian Experience

Thriving streets all over the world often have narrower façade lengths that create visual interest for the pedestrian and makes walking distances seem shorter. In contrast, facades designed with horizontal lines and few doors make distances seem longer and signal the pedestrian to keep moving on, rather than stopping.

**Guideline:** Provide narrow storefront widths to establish a pedestrian scale and rhythm and to add texture and visual stimuli

**Guideline:** Differentiate storefronts through change of materials and façade treatment

**Guideline:** Create visual interest with vertical articulation.

#### Open Façade Edges Increase Pedestrian Activity

Where the street facades are open and transparent, with large windows and many openings and entrances, pedestrians tend to slow down and stop more frequently, than long sections of blank facades or dark glass. Studies also show that there is seven times more pedestrian activity in front of open facades.

**Guideline:** Maximize windows to retail shops to encourage easy viewing of goods.

**Guideline:** Avoid columned arcades that reduce visibility into the store.

**Guideline:** Set floor levels at the sidewalk grade and step with grade on sloped sites.

**Guideline:** Avoid security, bars on windows and bollards at storefront. Consider the use roll away security gates, or use of landscaping such as planter pots to provide security while maintaining a positive visual image.

#### Weather Protection Increases Pedestrian Comfort

**Guideline:** Provide continuous weather protection with canopies

**Guideline:** Use canopy materials and finishes related to the building such as glass and metal.

**Guideline:** Consider translucent canopy materials that allow light onto the sidewalk below and create a brighter image on the street.

**Guideline:** Locate canopies a minimum of 3m above the sidewalk level.

**Guideline:** Ensure canopies are deep enough to provide rain shelter. A minimum depth of 1.5m is recommended.





Rendering Showing Active Retail Interface Condition

## Street Enclosure Defines the Street

Streets should have a strong street enclosure oriented to line the streets, particularly curved streets and the edges of open spaces. For open spaces such as plazas and parks, the buildings can define the edge or “urban room” with a strong building form surrounding these spaces.

**Guideline:** Towers should be set close to the street to reinforce street definition and enclosure with a maximum 4m setback from the podium face

**Guideline:** For wider streets such as King George Boulevard, south of 104 Avenue and on 104 Avenue, east of King George Boulevard, where the street is widened for the benefit of future rapid transit, a higher street enclosure of 6-8 storeys is encouraged to create a better proportion of enclosure.

**Guideline:** On the south side of east-west streets, the street enclosure should be interrupted for openings or setbacks in the upper podium of buildings to allow sunlight access to the street and north sidewalk in the winter months.

## Ground-Floor Activity Creates an Interesting Streetscape

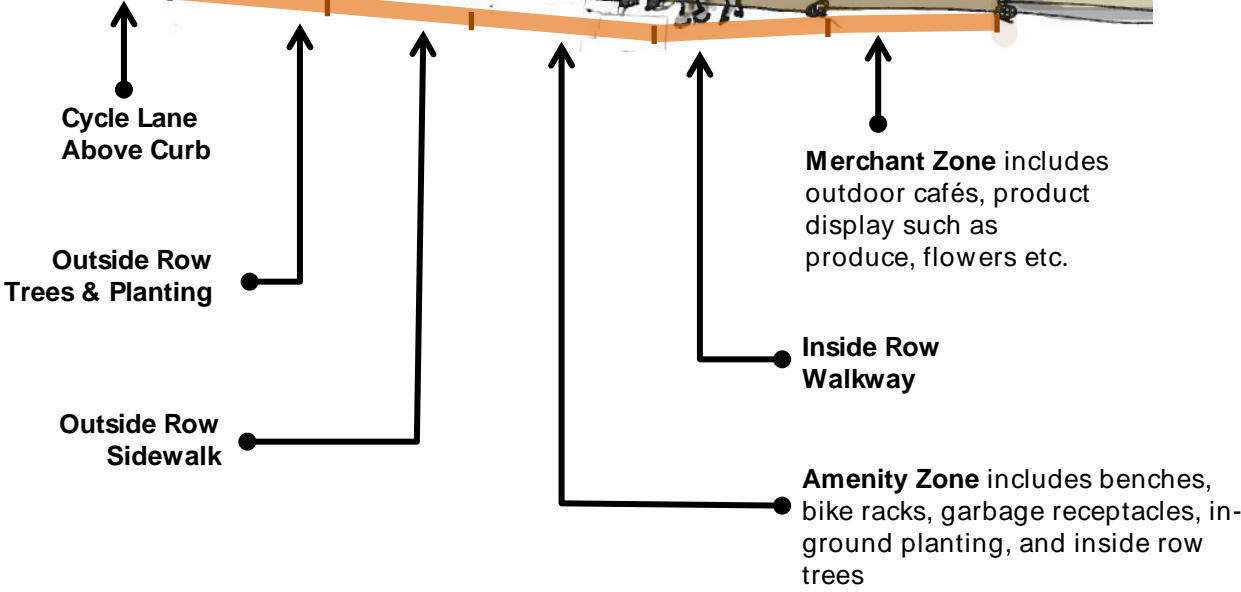
**Guideline:** Create a “Merchant Zone” where a setback of 4 to 8 or more metres is possible. Provide an inside row of trees on private property where there is a setback of 3m or more to reinforce the formal tree lined promenade along the streets.

**Guideline:** Provide space for outdoor cafes, seating, product display, and bicycle parking at the storefront where appropriate.

**Guideline:** Provide amenities such as benches, garbage cans, bike racks, and public art along the streetscape where possible.

**Guideline:** Relocate non active uses such as exit stairs and service spaces to maximize active frontages.

### Commercial & Non-Residential- Streetscape Components



## Non Residential Building Form & Character

### Integrate Towers along the Streetscape

**Guideline:** Use a continuous podium to create continuity along the streetscape and integrate other building forms.

**Guideline:** Use a podium to provide a strong base that balances the tower form.

**Guideline:** Create a strong podium of 4-6 storeys for tower developments.

### Form the Top of Towers into the Roof Expression

**Guideline:** Roofs of lower buildings should be greened and treated to address overlook from higher buildings.

**Guideline:** Include functionality into roof such as roof gardens where appropriate.

## Incorporate Sustainable Building Practices

**Guideline:** Use shading devices to minimize unwanted solar gains during summer months. Vertical fins may be considered on west facades and horizontal louvers on south, east and west facing windows.

**Guideline:** Mitigate thermal bridging impacts by minimizing window frame connections, and place windows in line with insulation layer.

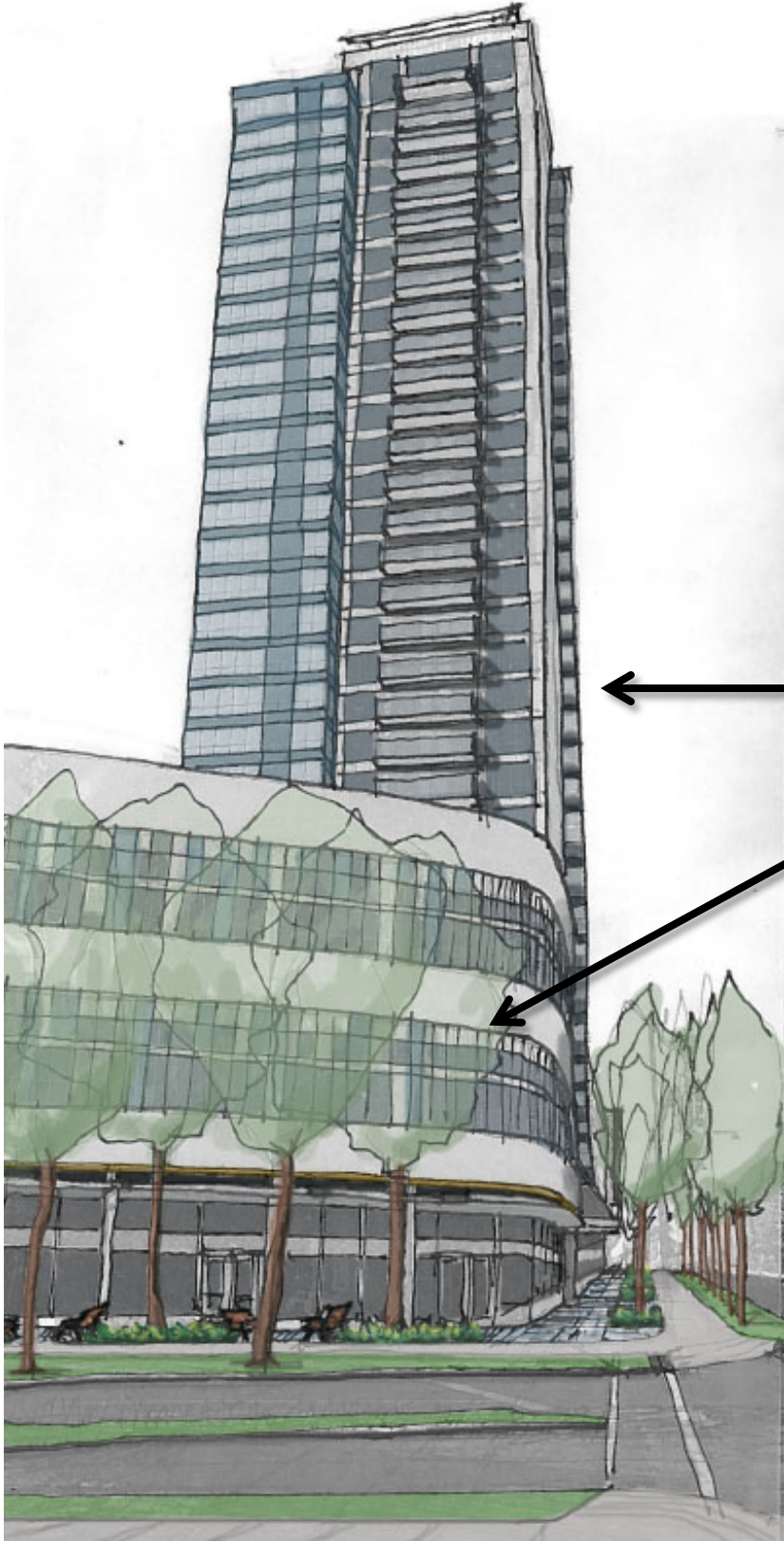
**Guideline:** Maximize potential for natural ventilation, and reducing the need for mechanical ventilation

**Guideline:** Include materials that help with reducing heat absorption, such as using materials that reflect light away from the building, or green roofs to absorb heat

**Guideline:** Optimize fenestration on south and west-facing facades. While ground floors may have floor to ceiling windows, consider oversized windows on upper floors; a 50% glazing ratio may be considered

**Guideline:** Consider using shading devices to minimize solar gains during summer months such as planting deciduous trees along west and south facades





Tower Development

Continuous Podium to Create Continuity and Balance Tower Form

# 10.6 HISTORIC DISTRICT COMMERCIAL

## Ground Floor/Street Interface

Storefront widths in the Historic District average about 7 to 8 metres. Retaining the historic widths for existing sites and infilling with narrow storefront widths will provide a visually interesting and successful commercial environment that reinforces the historic character..

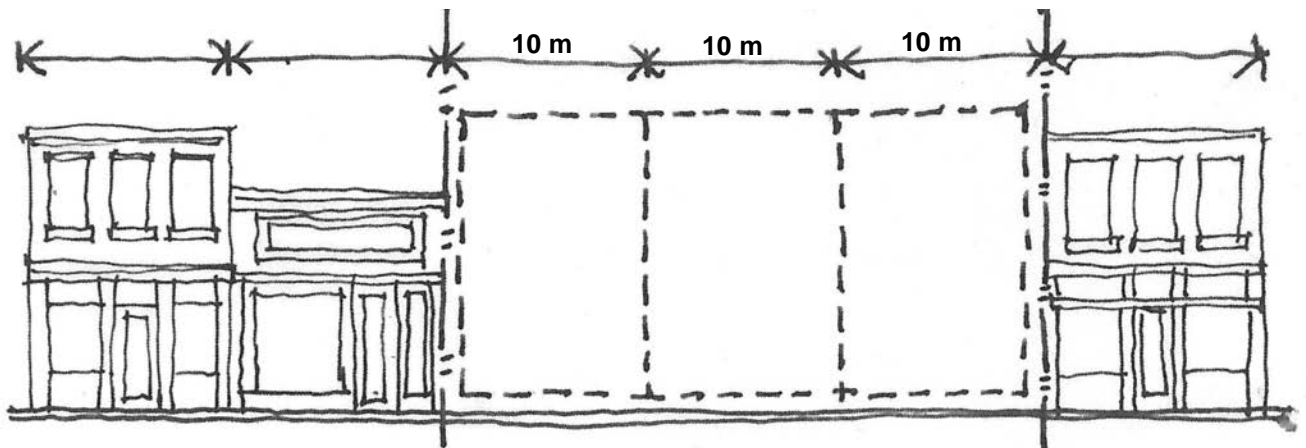
### Reinforce Historic Storefront Widths

**Guideline:** In the Historic District, the maximum individual storefront width should be no wider than 10 metres.

**Guideline:** The design of the facade of a new building should be divided into vertical units of width within the range typical of heritage buildings in the historic district.

**Guideline:** Avoid consolidation of two (or more) shopfronts into one, since it reduces pedestrian interest. If such a consolidation is proposed, the retention of original historic building features should not be compromised, even if it this means retaining a redundant entry configuration.

**Guideline:** At-grade large retail tenants should either be set behind smaller tenants with a smaller entrance at ground level or located on the 2<sup>nd</sup> floor with smaller retail at grade.



## Building Form & Character

Influenced by the Mid-Century Modern design aesthetic, the use of clean contemporary lines influenced by 1950's, natural materials is encouraged in the Historic District..

### Use Simple Clean lines to Express the Mid-Century Design Aesthetic

**Guideline:** Use simple geometric lines

**Guideline:** Reduce ornamentation on building façade

**Guideline:** Emphasize horizontal and vertical planes

**Guideline:** Use flat roofs or roof lines that are prominent and distinct, yet understated

**Guideline:** Use boldly cantilevered forms in the canopy.

**Guideline:** Express canopies with dynamic shapes, such as angles, wedges, and butterfly roofs.

### Allow Natural Light to Flow from Outside to Inside

**Guideline:** Allow building design to create transparency between the outside realm and the inside realm

**Guideline:** Consider open floor plans and floor to ceiling windows.

### Natural Building Materials Reinforce a Clean Simple Design Aesthetic

**Guidelines:** Use natural materials such as brick, stone, and wood.

**Guideline:** Combine natural materials with concrete, steel, and glass to create a complete façade. Common façade materials of mid-century modern period are:

**Guideline:** Apply stone elements as accents only, adding aesthetical value. Natural stone cut into long, thin pieces and applied in distinct patterns to building facades is representative of mid-century modern style.

### Use Concrete as a Finishing Material

During the 1950s, concrete was used to frame windows and doors and often is shaped in unique ways. For example, arches and columns were addressed with concrete to add simplicity to the structure. Cantilevered areas would be clad with concrete.

**Guideline:** Use of high quality architectural concrete is encouraged as the primary building finish or accent.

**Guideline:** Concrete patterned blocks may be used to create an interesting screen or building feature.

### Incorporate Mid-Century Modern Colour Palette

**Guideline:** Use a muted color palette in natural earth-tones on building facades. Examples of common muted colour palettes used in the mid 1950's include: yellow, gray, blue and green

## Historic Signage

### Reinforce Heritage Character Through Sign Preservation

Two signs from the mid-century period have survived in the Downtown Historic District, the Round up Café and the Rickshaw signs. Preservation of these signs creates a memorable image, a sense of longevity and permanence for the business, while reinforcing the historic character

**Guideline:** Where possible preserve and restore historic signs. Reuse of these signs for new business is recommended.

### Integrate Existing Heritage Signs into Redevelopment

If re-use of the sign is not possible, new developments should integrate the heritage sign into the redevelopment through an adaptive re-use approach.

**Guideline:** If original sign is not part of redevelopment, then adaptive re-use of neon signage encouraged.

**Guideline:** Consider adaptive reuse of a heritage sign for purposes other than signage. For example a heritage sign could be used as a public art feature on private or public property

### Incorporate Historic Design Elements in a Contemporary Way for New Signage

Mid-century signs were often the focal point of a building. Fins, flag poles, and elaborate shapes were used to call attention to the business advertised. Neon lights and groupings of small individual light bulbs were used to trace lettering, logos and images.

**Guideline:** Use 50's mid-century modern influence through the use of clean contemporary lines,

**Guideline:** Use of simple, stylized channel lettering encouraged

**Guideline:** Internally illuminated, plastic-faced box signs are not recommended.

**Guideline:** Indirect light sources on signs or letters individually lit with neon or small decorative light bulbs are historically appropriate.

**Guideline:** LED lit signs emulating historical neon signage is encouraged

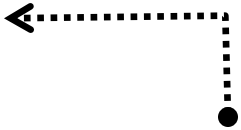
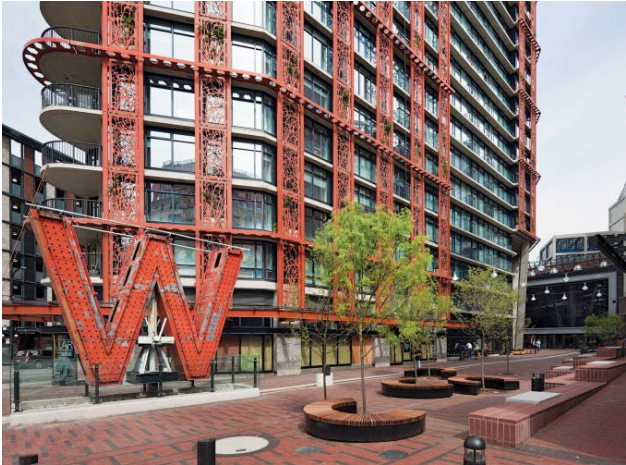
**Guideline:** Canopy signs will not be permitted. Signs of this type were seldom used in the mid-century period because of the relatively low canopies common at that time; instead projecting signs were typically placed above suspended canopies.

**Guideline:** Projecting signs are supported. Signs of this type are mounted perpendicularly to the building face and were used in mid-century periods. Projecting signs are desirable because they work well with canopies and tend not to obscure architectural details.

**Guideline:** Building face mounted signs with solid metal lettering backlit by lamps or incandescent neon bulbs tracing the letter shapes will be supported.

Examples of contemporary adaptive re-use of heritage signs are shown on the next page.

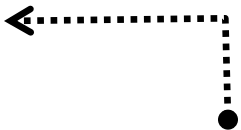




**Woodward's Department Store "W" Sign**  
Serves as Public Art at Street Level  
(Vancouver)



**Eamon's Bungalow Camp Sign**  
Re-adapted as Transit Shelter  
(Calgary)



**Ridge Theatre Sign**  
Re-purposed as Public Art as Part of  
Arbutus Ridge Residential Redevelopment  
(Vancouver)

# 10.7

## RESIDENTIAL

A lively city needs to have high density in residential areas, to achieve a certain critical mass. But to be successful, this density needs to be combined with livability, high quality design and good edge conditions between public and private space. This section describes components for creating lively urban residential neighbourhoods through guidelines for the ground floor street interface, site design, and building form and character in residential areas.

### Residential Ground Floor/Street Interface

People's interest should be engaged with primary living spaces at the ground level. This interaction between the building ground plane uses and the public realm creates a positive urban experience.

#### Scale the Ground Floor for Pedestrians

The pedestrian experiences the ground-floor more directly, than stories above. These interfaces should be designed for the pedestrian scale.

**Guideline:** A two to three storey expression of townhouses at the base of the building should be provided to engage and create the street life in residential neighbourhoods.

**Guideline:** Townhouse floor levels should step with the sidewalk grade min 0.5m max 1.5m.

**Guideline:** Principle building face of the townhouse should be setback a minimum of 4.5m from the edge of the sidewalk.

#### Create a Friendly Edge to Create Activity and Pedestrian Comfort

Semi-private outdoor space immediately in front of ground floor residences creates a "soft edge" condition, which plays an important role in the level of life on residential streets. These can be created by landscaping, a porch area, and interesting design features.

**Guideline:** Each individual entrance should be enriched with landscaping, a tree and art features. Soft edges create opportunity for more pedestrian activity and interaction.

**Guideline:** Distinctive character elements, which express the individual neighbourhood, should be incorporated. Railings should have specialty materials, colour and detailing.

**Guideline:** Non-active uses such as amenity rooms, dens and service spaces should be relocated away from the street interface.

**Guideline:** Expand the public realm sidewalk and inner boulevard by setting back the fencing for residential patios 1 m beyond the sidewalk.

**Guideline:** A separate entry porch to each unit should be expressed at the street level with weather protection over each entrance.

**Guideline:** Front doors and porches should face the street with steps leading straight to the street (not turned).

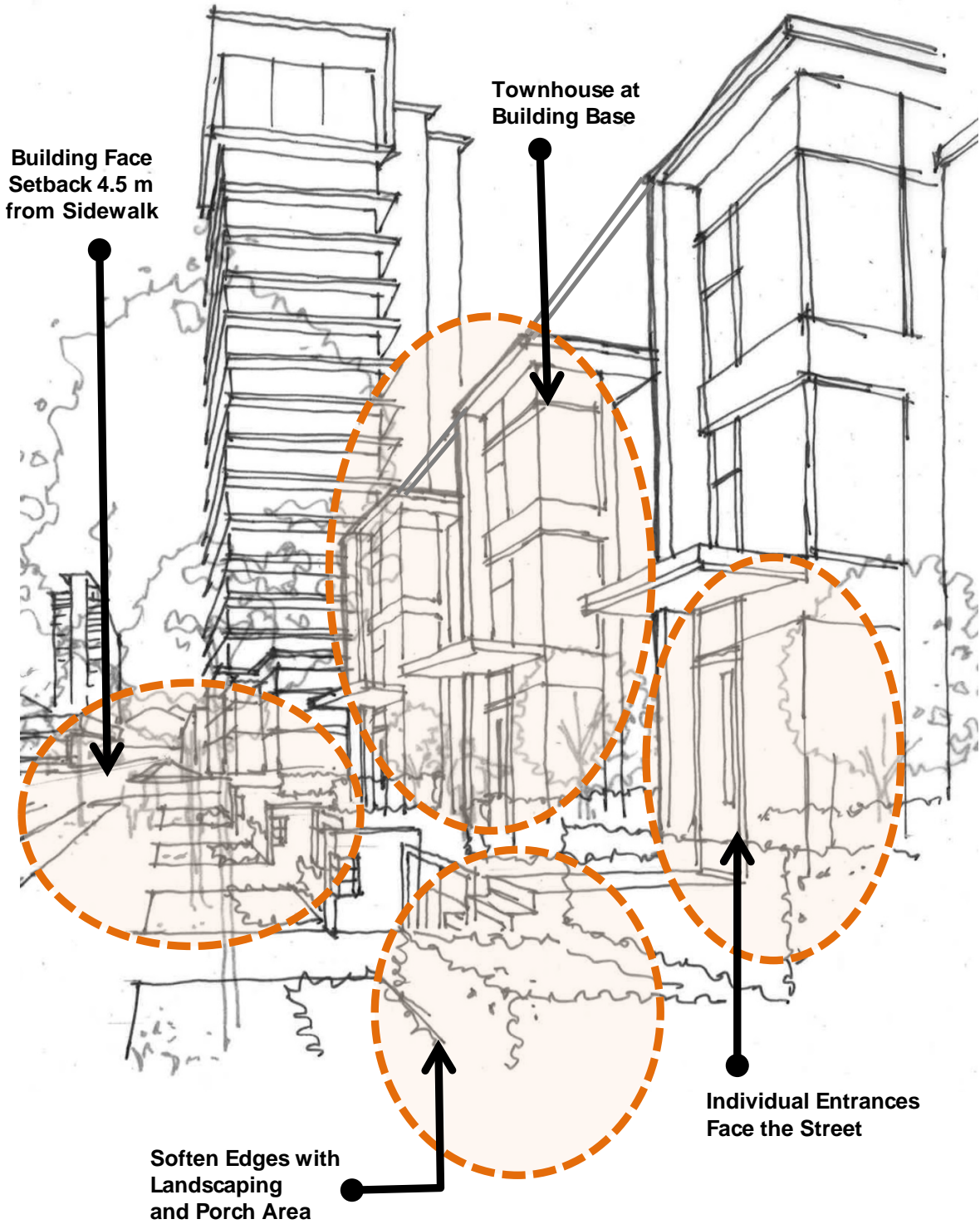
#### Provide Privacy and Livability in Dense Urban Areas

**Guideline:** Create a clear definition between public and private spaces.

**Guideline:** Residential liveability should be provided including privacy separation between units and provision of open space for private and shared use.

**Guideline:** Semi-private uses such as living, dining rooms and kitchens should face the street with windows that overlook the street and public areas. Private bedrooms would be located on the 2nd floor.

**Guideline:** Shared outdoor amenity spaces should incorporate child's play area for a variety of weather conditions and include passive and active programmed spaces including marked areas for sports.



## General Site Design

### Create Interest with Off-Grid Building Orientation

Most towers should be oriented square to the street grid to reinforce the street definition. However, too much repetition of tower groupings with the same orientation can appear repetitive, so selective off-grid orientation at some locations will create interest.

**Guideline:** At some prominent corners, vary building orientation to add interest.

**Guideline:** Consider off-grid orientation to create a cluster around green open space.

### Punctuate the Street-end View with Axial Building Forms

Many of the roads in City Centre curve to connect to other roads both existing roads and future roads. Where the street curves away or ends, this creates an opportunity to punctuate the street end view with a specialty axial building form. The longer the street in front of the street end site, the better appreciation of the form while moving along the street.

**Guideline:** Axial building forms should emphasize interest rather than height.



**Sketch Showing Interesting Building Form At Focal Point of Axial View**



## Minimize Visual Intrusion of Service Infrastructure on the Public Realm

Service requirements for both on and off-site should be identified early in the development process to minimize visual intrusion on the public realm.

**Guideline:** Locate and screen services and kiosks out of view from the public realm yard setbacks and provide screening.

**Guideline:** Set the Hydro kiosk back to the building face and provide screening,

**Guideline:** Identify the location of the gas meter, and parking mechanical to be located below grade. Any associated vents should be located back from the public realm yard areas

## Orient Buildings to Maximize Solar Gains and Reduce Heating Requirements

**Guideline:** While podiums need to be oriented according to existing street grids and existing buildings, a tower's orientation should be rotated such that the longest façade is within 30 degrees of true south.

**Guideline:** Buildings should be designed to maximize the length and width ratios of towers to take maximum advantage of potential solar energy.

## Residential Tower Form and Character

### Form the Top of Towers into the Roof Expression

**Guideline:** Include functionality into roof such as roof gardens.

**Guideline:** Minimize height in elevator penthouses and shape to emphasize the architecture of the building.

**Guideline:** Green and treat roofs of lower buildings to address overlook from higher buildings

### Mitigate Pedestrian Level Wind Effects

In the highest density areas, reducing the impacts of wind should be considered. Features that can reduce wind impacts are balconies and articulation on tower forms which capture and slow the wind at the upper levels. A wind analysis may be necessary for towers in the denser areas.

**Guideline:** Incorporate podium at base of building to reduce wind speed and direction

**Guideline:** Orient widest point tower building face away from prevailing winds

**Guideline:** Minimize the size of point tower floor plate to minimize effects of down flowing wind

**Guideline:** Mitigate wind tunneling intensity by using appropriate tower separation distances

## Reduce Shadow Impact and Consider Views

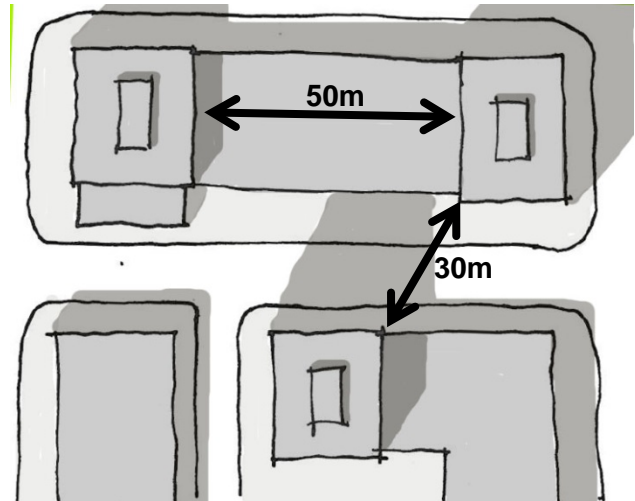
Tower forms can be sculpted to reduce shadowing and maximize privacy and views. Towers should be spaced to increase privacy between residential towers, be slim in profile to allow views through and be oriented to minimize shadow impacts.

**Guideline:** Tower separation for residential units should achieve a distance of 30 m on a diagonal or 50m face to face.

**Guideline:** Create a compact tower shape and orientation to reduce shadow impacts. Consider minimizing the east-west dimension to 28m width and a maximum 600 square metre floor plate size.

**Guideline:** Locate towers to allow views through from surrounding sites and from within the site for multi-tower sites.

**Guideline:** Locate towers to minimize shadow impact on parks and plaza space. Show 10 am, noon, and 2 pm at Equinoxes.



## Incorporate Sustainable Building Practices

**Guideline:** Use shading devices to minimize unwanted solar gains during summer months. Vertical fins may be considered on west facades and horizontal louvers on south, east and west facing windows.

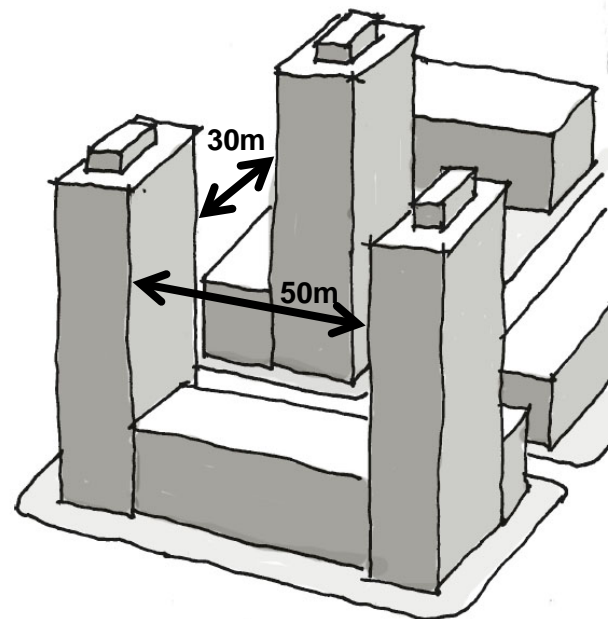
**Guideline:** Mitigate thermal bridging impacts by minimizing window frame connections, and place windows in line with insulation layer.

**Guideline:** Maximize potential for natural ventilation, and reducing the need for mechanical ventilation

**Guideline:** Include materials that help with reducing heat absorption, such as using materials that reflect light away from the building, or green roofs to absorb heat

**Guideline:** Optimize fenestration on south and west-facing facades. While ground floors may have floor to ceiling windows, consider oversized windows on upper floors; a 50% glazing ratio may be considered

**Guideline:** Consider using shading devices to minimize solar gains during summer months such as planting deciduous trees along west and south facades



## Micro-unit Guidelines

Micro-Units are self-contained residential units (with private bathrooms and kitchens) which are between 320 square feet and 375 square feet. To encourage the development of affordable units that are livable, the following guidelines apply:

### Locate Units Close to Neighbourhood Amenities

**Guideline:** Micro-units will only be permitted within 400 metres to the rapid transit stations or large scale educational institutions.

### Improve Livability of Small Units

**Guideline:** Provide outdoor space, either in the form of private or shared space.

**Guideline:** Ensure 4 square metres of outdoor amenity space for each micro-unit is provided. If physical limitations impact the quality of the outdoor space, less may be required

**Guideline:** Provide usable private outdoor space for each micro dwelling unit in the form of balconies, decks or patios.

**Guideline:** Provide amenity space that is accessible to all tenants throughout the building. This includes indoor spaces such as lounge space, common meeting rooms and outdoor spaces such as courtyards and common roof decks.

**Guideline:** Ensure 4 square metres of indoor amenity space for each micro-unit is provided. If physical limitations impact the quality of the outdoor space, less may be required.

## Design for Comfort and Occupant Well-Being

**Guideline:** Maximize exposure to daylight, ventilation and fresh air. Consider horizontal angle of daylight.

**Guideline:** Consider opportunities for higher ceilings (minimum of 9'6") and reflective light shelves that allow light further into the unit.

### Maximize Layout and Storage Options

**Guideline:** Include in-suite storage

**Guideline:** Consider custom built-in, for example fold up beds, and shallow cupboards

## Residential Mid-Rise and Low Rise Form & Character

### Create an Urban, Pedestrian Oriented Image

**Guideline:** Provide a distinctly urban character with flat or low slope roofs

**Guideline:** Build a two or three level podium to create pedestrian interest

**Guideline:** Visually scale down buildings to a length of 60m (200') with a significant articulation of both roof and change of building cladding material to accomplish articulation.

**Guideline:** Integrate firewalls into the design of the building and use them to scale down the long building forms.

**Guideline:** Consider a maximum 50m corridor length to walk to elevators.

**Guideline:** Add windows where stairs and lobbies have an exterior wall, for day lighting and operable windows should also be considered to allow natural air circulation.

**Guideline:** Encourage the use of stairs rather than elevators by designing stairs to be attractive and located to be convenient i.e. a wider, glassy stair located at elevator lobby and end of corridors.

**Guideline:** Use high quality materials such as brick masonry, particularly at the lower levels of the streetscape.



**Flat or Low Slope Roof Line  
Provides Urban Character**

**2 or 3 Level Podium  
to create Interest**

**Use High Quality  
Materials at Lower  
Levels to Enrich  
Streetscape**

**Change Cladding  
Material  
to Increase  
Articulation**



# 10.8

## PLAZAS & OPEN SPACE

**Successful plazas and public gathering spaces are an important component to create an engaging urban city.**

Plazas and publically accessible open spaces provide visual experiences as well as space to play, to rest and to socialize. These spaces need to be both aesthetically pleasing and functional. Each development site should be considered as an opportunity to contribute to public open space.

This section provides guidelines that are applicable to corner plazas in residential developments as well as neighbourhood plazas as part of mixed use and commercial areas.

### Ground Plane/Street Interface

#### Ensure Good Visibility and Safety

Good visibility from public areas such as streets welcomes people into the open space. It signifies that it is a public space, it allows users to watch street activity and it makes the space safer.

**Guideline:** Minimize walls and raised planters and locate the plaza at street level, with a “seamless connection” to the street and clear sightlines across the open space.

**Guideline:** 2 to 3 edges of the plaza should front streets to ensure the safety of users and appropriate use.

**Guideline:** Face commercial shop fronts or front doors of residential townhouses onto the open space.

**Guideline:** Avoid parking lot interface.

**Guideline:** Maximize active users of the plaza by orienting lobbies and entrances onto the open space.

**Guideline:** Define private spaces from public and semi-public spaces with low planting or decorative fencing.

#### Include Activity Generators

Successful plazas are generally characterized by several activity generators. Examples of such activity generators include food and retail outlets, as well as entertainment, which attract users and encourage socializing, relaxation and festivities. Studies have shown that active edge conditions such as front gardens, balconies, and sidewalk cafes increase the vibrancy and “staying time” in plazas and open spaces.

**Guideline:** Surround two to three sides of the plaza with active uses

#### Provide Wind and Weather Protection

Wherever possible, protection should be offered from prevailing southeast winds and strong northwest winds during fall and winter rainstorms. Higher wind speeds from surrounding high-rise buildings can cause user discomfort and should be prevented or reduced through specific design measures.

**Guideline:** Consider weather protection for open spaces particularly where commercial uses line the edges. Such protection should be provided at waiting points and along major pedestrian routes.

#### Maximize Sun Access and Consider Views

Sun paths, sun altitudes and shadow patterns in the plaza should be examined for all seasons, particularly the spring and autumn. Sunlight is particularly valued at lunch time in commercial business areas. Shade trees should be considered for the summer overheating period.

**Guideline:** Provide analysis that shows shadow impact on open space at 10 am, noon, and 2 pm at Equinoxes from adjacent developments.

**Guideline:** Take advantage of distant views to the mountains, Mount Baker, Fraser River and other landmarks.



Provide 2 to 3  
Street-front  
Edges

Face Commercial Shops or  
Residential Units onto Plaza

Consider Weather  
Protection

Locate Plaza at  
Street Level



## General Site Design

### Provide Spatial Variety and Enclosure

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. People commonly gather at articulated edges in or around a plaza.

**Guideline:** Design smaller spaces within the plaza to engage a richer depth of perception (spaces within spaces)

**Guideline:** Define the edges and establish a sense of enclosure through the use of canopies, trees, arcades and trellises. These elements must be balanced with issues of visibility and defensibility.

### Provide Appropriate Lighting

Lighting of a space has great impact on safety, visual quality and orientation of a space. It can also be used to create “art” and interest.

**Guideline:** Consider incorporating lighting as a public art feature.

**Guideline:** Provide night time generalized lighting to enhance safety of a plaza, particularly if it functions as a short cut or as a through route for pedestrians.

**Guideline:** Use subtle, pedestrian lighting in character with the overall design.

### Provide Amenities that Encourage Quality “Staying time”

To make public spaces inviting and places where people gather and linger, the choice of seating needs to be carefully considered. According to research, both location and comfort of seating greatly influence the quality and length of stay in a space.

A plaza which is furnished with a variety of amenity features encourages general public usage and creates a sense of liveliness and excitement. Good seating is important to plaza users, without it, fewer people will stop to use a space.

**Guideline:** Provide many types of seating and maximize opportunities for sitting: walls, steps, planters, pool edges, lawns. Provide a variety of seating types in groups/couples/alone, which can be fixed and moveable, and disabled accessible.

**Guideline:** Locate seating toward the street, oriented to a view, near building entrances, next to attractions/amenities, in shade and in sun.

**Guideline:** Provide comfortable seating: provide warmth: generally wood is preferable to stone, concrete or metal; provide contoured seating, preferably with a back and armrest.

**Guideline:** Design furnishings in character with the City Centre palette of furnishings and landscape treatments (see City Centre Road Standards).

### Include Amenities to Create a Sense of Place and Identity

**Guideline:** Consider using art work as a focal point for the plaza or become an integral component of the overall design of the plaza.

**Guideline:** Ensure public artwork is highly visible to all users.

**Guideline:** Include practical and essential elements such as bike racks, drinking fountains and waste receptacles.

**Guideline:** Mitigate noise from traffic through the introduction of different elements such as fountains or waterfalls.





Consider Public Art as Focal Point

Provide Seating

Provide sense of Enclosure with Trees

## Include Natural Elements

To enhance the green elements of City Centre, open spaces should exhibit important ecological values and be connected to larger, continuous natural corridors. Provision of landscape areas for habitat, song birds, and large trees is essential.

**Guideline:** Provide lawn areas whenever appropriate to visually "soften" the urban environment and to provide an effective dry weather seating area.

**Guideline:** Provide integrated stormwater management features.

**Guideline:** Ensure plants are of the highest quality and in sufficient quantity and scale to make an impact.

**Guideline:** Select and locate plantings so that their functional and aesthetic qualities can be maximized.

**Guideline:** Incorporate irrigation and adequate drainage to assure plant survival over time.

**Guideline:** Group plants according to their water needs and select plants to minimize watering needs. In rain gardens, select plants that can tolerate both dry and wet conditions.

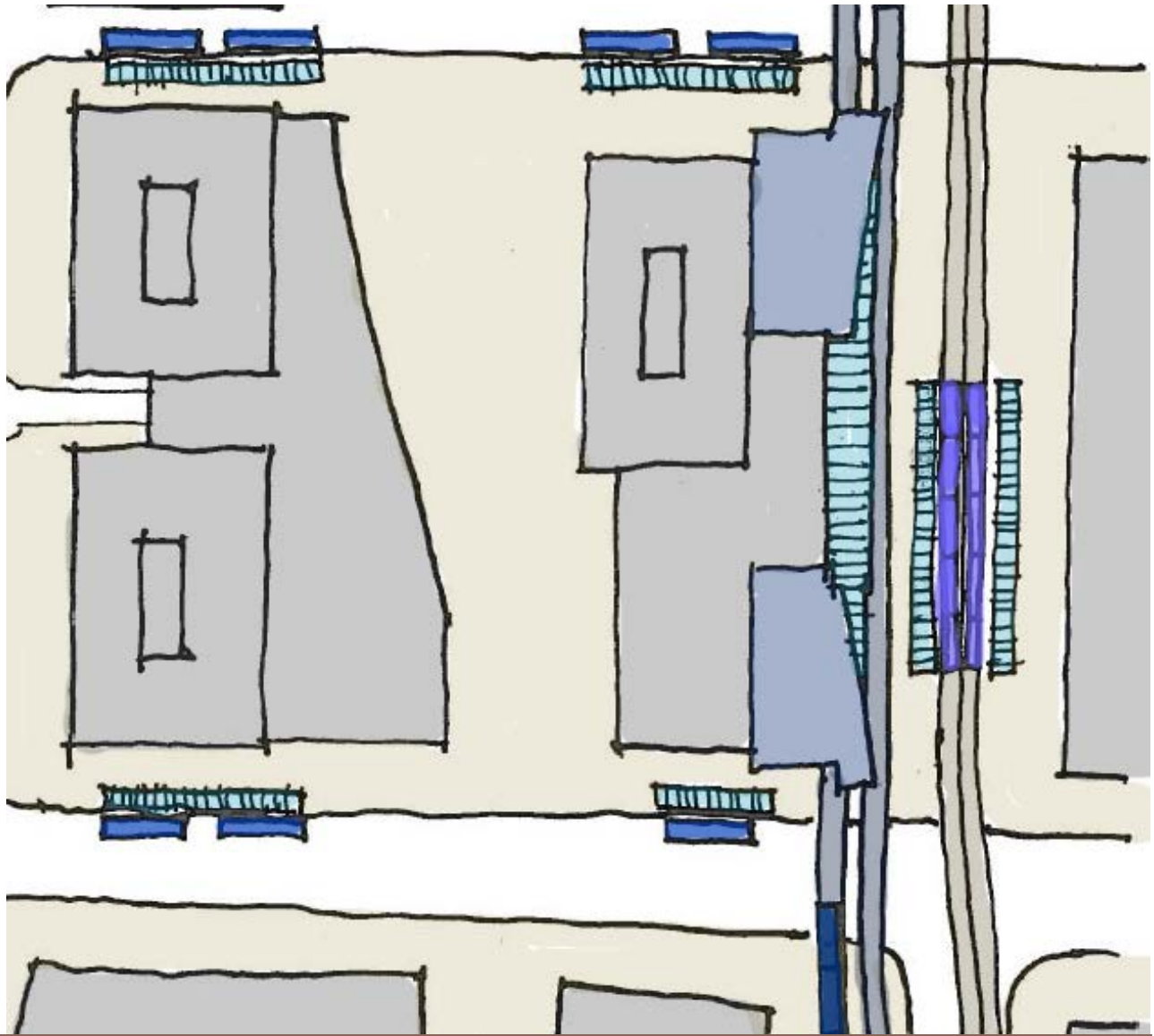
**Guideline:** Consider the establishment and maintenance of the planting area. Specify plants for the level of maintenance planned at the site.

**Guideline:** Select plants from the list of plants approved by BC Hydro (refer to the chart "Suitable Species for Planting in BC Hydro ROW.") within BC Hydro utility rights-of-way. Seek approval from BC Hydro for any other plant that is proposed for use within a ROW.

**Guideline:** Provide natural elements which reflect seasonal change, such as water and trees, shrubs, ground covers, vines and flowers in a variety of colours and textures.

**Guideline:** Emphasize natural landscapes with which children can interact as a means to gain a better understanding of and appreciation for nature.

10.8



# SECTION 11

## Development Policies



# 11

## DEVELOPMENT POLICIES

This section describes specific development policies to implement the plan vision described on Part A of the Plan. These policies should be applied in conjunction with Part B of this document.

# 11.1

## OVERVIEW OF DEVELOPMENT POLICIES

Several policies have been developed to support the build out and development of a vibrant and successful City Centre Plan. This includes land use related requirements such as guidance for ground floor interface conditions and policies for providing outdoor amenity space.

Transportation related policies have been established to deliver the finer-grained road network and improve walkability in the downtown. This includes criteria for block size as well as guidelines for special conditions.

These policies should be applied in combination with Part A & B of this document.

# 11.2

## SINGLE FAMILY AREAS

### Infill and Density

Two areas of single family areas have been identified in the plan: one area in the north-east and the other at the south west. The single family designation has been established to retain the single family housing form within the downtown. To continue to allow gentle densification however, the single family designation areas will allow gentle infill redevelopment into ground-oriented housing. This includes subdivision of larger lots to allow small-lot single family homes and/or duplexes and in some cases low density townhouses.

In the Bolivar Neighbourhood, small lot, infill densities may be supported along Grosvenor Road, and 112 Avenue. The properties facing onto the future Grosvenor Park will be considered for small lots, with provision of new roads and lanes. Buildings should face directly onto the park to provide natural surveillance of the park site.

Redevelopment to small lot single family residential zones may include RF-10 and RF-12, RF-SD, and CD zones to allow manor houses. A finer-grained street grid network must be provided for this building form.

In the Holland Park Neighbourhood, density increase will be permitted along 96 Avenue, 100 Avenue, 134 Street and 132 Street, to allow for arterial street widening.

### Neighbourhood Retail and Service Uses

Small-scale neighbourhood retail and service uses such as coffee shops, hair stylist, florists, or health practitioners may be permitted in single family residential neighbourhoods. These may be provided in the form of RF-9S Special Residential Zone type development that permits a maximum of 30 percent of the floor area for non-residential uses as part of a live-work development.

# 11.3

## GROUND FLOOR USES IN MIXED USE AREAS

### Ground Floor Uses

To facilitate pedestrian engagement and vibrancy along the street, three ground-floor use classifications have been developed for buildings in mixed-use areas: highly active, less active, and choice of use. These requirements are largely influenced by density and proximity to transit stations. Major destinations and close proximity to transit stations will create high pedestrian volumes and therefore, developments in these locations will be required to provide “highly active” uses at the street level. Locations further away from the transit nodes with lower densities will generate comparatively lower pedestrian volumes and, therefore those mixed-use buildings may provide “less active” uses at street level.

#### Highly Active

Highly active uses will be required in areas with close proximity to transit. These areas are shown on **Map 21**. In these areas, the ground floor will be required to have pedestrian friendly uses that facilitate street-level activity including::

- Retail and commercial such as: restaurants & coffee shops, specialty grocery, general and personal service including bakeries, small art galleries and flower shops.
- Interactive uses such as outdoor café space and merchandise display such as flowers or produce.
- General and personal service uses such as barbershop, beauty parlour, shoe repair, dry cleaners, small neighbourhood pubs, may be considered if design criteria is met (see Design Guidelines).
- Entertainment and attractions that generate demand during mid-day, evenings, and weekends.
- Artist Studios, live-work uses with retail space at storefront in the Historic District.

#### Less Active

Less Active uses are typically better located on floors above active ground floor uses, however, areas with lower pedestrian volumes, or areas further from transit nodes will permit less active uses at ground floor as shown on the map. In these areas:

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

#### Choice of Use

- Combination of highly active, less active and residential uses.
- Mixed use areas across a street or lane from a residential designation will need streetscape design that knits together commercial and residential (see Design Guidelines).

#### Consider Adjacent Residential

- Residential use may be most appropriate





Map 22 Ground Floor Interface in Mixed-Use Designations

# 11.4

## SMALLER RESIDENTIAL UNITS

### Micro-Suites

Micro-units are a newer type of smaller housing unit in Surrey which may provide affordable housing options for single households, such as for working professionals and students. Research on the new trend toward micro-units, shows that smaller units appear to be popular in areas where the price of real estate is generally very high (examples include: Vancouver, San Francisco, Boston). They provide a more affordable option for either gaining entry into the housing market or securing rental suites through Housing Agreements.

In these urban areas where micro-suites are being built, the limited space in these units is off-set by higher locational amenities, so although the units are smaller in size, they are located in areas with high amenities and in close proximity to transit.

In Surrey's City Centre, micro-suites are defined as self-contained residential units which are between 320 square feet and 375 square feet.

Since neighbourhood amenities are not as densely developed in City Centre, as some of the cities experiencing the construction of micro-units, locational and development criteria has been established for these unit types.

The design of a micro-suite is an important factor to the liveability of the unit. The plan provides design direction for these units in the Micro-unit Guidelines section of the Design Guidelines. Below are some general micro-unit criteria related to land use and location:

- The minimum micro-unit size recommended is 320 square feet.
- Micro-units will only be permitted within 400 metres to the rapid transit stations or large scale educational institutions.
- A broad range of unit sizes are recommended within each residential development.
- To avoid an over-concentration of micro-units in one building, these units should not comprise more than 50% of the total units in a building to a maximum of 150 micro-units per building.
- Consideration for more than 50% of total micro-suite units in a building will be considered on a case-by-case basis for special populations

### . Lock-off Suites

Secondary suites within apartments are referred to as "lock-off suites". These unit types offer another option for smaller suites that can be enable condominium owners to rent out or have flexible extra space in their homes. These suites can allow the larger unit to adapt change over time according to the needs of the unit owner. For example, the lock off suite can also be used as an extra bedroom for family, a student, an in-law suite, or a unit for a care-giver or nanny.

As a response to a greater need for rental housing and unit-type diversity, some developers in Surrey's City Centre have requested that a proportion of the residential units in their development be permitted to have lock-off suites. Lock-off suites will be approved on a case-by-case basis as pilot projects. Policy and guidelines will come forward after these unit types have been built and tested in Surrey.

# 11.5 PUBLIC OUTDOOR AMENITY SPACE

Access to outdoor space is an important component for creating a livable and healthy downtown. To meet this goal, the City Centre Plan has proposed parks within 400 metres of all residents. However, these parks will not provide sufficient space for the anticipated higher residential and employment densities proposed for the downtown; additional space will be needed. Development Permit Area Guidelines within the Official Community Plan provide policy direction for providing publically accessible open space as part of urban redevelopment.

To supplement city-owned parks and plazas, multi-family developments will provide publically accessible open space within their development. Publically accessible open spaces may include corner plazas, mini parks, walkways and other on-site public amenity.

These spaces should provide a high level of amenity and design, including elements such as seating, public art, fountains, specialty surfaces treatments, landscaping and enhanced stormwater features.

## Public Outdoor Amenity Space Policy

To support the inclusion of publically accessible outdoor amenity space in private developments, Surrey's Policy O-48 has been revised to allow a maximum of 0.75 square metres [8 sq. ft.] per dwelling unit of the outdoor amenity space requirements of the Surrey Zoning By-law, to be provided as public outdoor amenity space as follows:

- (a) The public outdoor space may be located within setbacks;
- (b) The public outdoor space shall be designed for the use of the public and may include plazas, seating, decorative pavers, water features, high quality landscaping and public art, and found acceptable to the City; and
- (c) The public outdoor space shall be secured by a statutory right-of-way.
- (d) Outdoor amenity space design guidelines are outlined in Section 10 Design & Guidelines.

# 11.6

## CONNECTIONS TO PROMOTE WALKABILITY

As redevelopment occurs, developments will provide new roads, green lanes, and pedestrian walkways to create smaller, more walkable block sizes. The increased connectivity will support walkability by allowing pedestrians, cyclist and cars shorter distances and increased routing options to major destinations.

### Density and Block Size

The land use plan shows the minimum street and lane network that will be required; however to achieve a block size that promotes high connectivity, additional streets, green lanes and pathway connections may be required at time of development. The ideal block size will vary depending on the form of development and site size, but in general, a block should be no longer than 80 to 100 metres before a connection is provided.

Density will be calculated on the gross site area in order to encourage smaller block sizes without impacting the overall density yield on a development site.

### Off-set Lane Alignment in the Forsyth District

A distinguishing feature of the Forsyth District will be a higher density of green lanes that will be established through an off-grid alignment pattern. Although this pattern is not preferred, it may be necessary to achieve connectivity in established areas of the residential neighbourhood. These existing sites were built in the 1980s and 1990s and did not provide the finer-grained pedestrian connectivity the plans aims for today. As a result, the remaining development parcels will provide green lane connections as incremental redevelopment occurs. In some cases, the lanes may need to be off-grid to integrate with existing development blocks.



# 11.7

## DENSITY BONUS

### INTERIM POLICY

On October 1, 2007 Council approved Policy O-54-Interim Bonus Density Policy (Corporate Report No. C020) in City Centre and Guildford as a means to allow additional floor area (density) on a lot in exchange for the owner providing additional value or benefit back to the community. The policy was based on a land-lift model, which provided for the provision of social or special needs housing or community amenities or cash-in-lieu of amenities for a percentage of the additional floor area. The policy also provided for a 20% increase in density.

After the adoption of the policy, there were concerns expressed by members of the development community that there needed to be a better process to determine the appraised lift in value, and also that caution should be exercised in imposing amenity requirements that would not be in line with the development momentum. A sub-committee was appointed to address the issue further.

In January 2009, Council approved an interim density bonus strategy for City Centre (Corporate Report C001) that would permit density increases in exchange for provision of amenities. The 2009 interim strategy allowed developments located within land use designations of the 7.5, 5.5, 3.5, 2.5 and 1.5 Floor Area Ratio (FAR) to increase density by up to 20%, in exchange for the provision of social or special needs housing or community amenities in accordance with those listed in City Policy O-54-Interim Density Bonus Strategy.

Concurrent with the City Centre Plan update, the Surrey Affordable Housing Strategy was being prepared. It was determined that findings from the Affordable Housing Strategy could provide a basis from which staff could develop a more comprehensive density bonus policy.

The Interim Density Bonus policy approved in January 2009 will continue to be applied to new developments in City Centre (with some modifications) until such time that a comprehensive policy is established. The details and of the City Centre Interim Density Bonus Policy are outlined in this section.

## Density Bonus

Where appropriate, consideration of up to 20% increase in density may be considered in exchange for amenities as follows:

- **Land Use Designations:** eligible land use designations for consideration of density increase are Mid to High Rise 3.5 FAR, High Rise & Mixed Use 5.5 FAR, and Mixed Use 7.5 FAR designations.

The 2.5 FAR areas will not be considered for density bonus. Buildings in these designations are intended to provide a transitional built form between high rise and single family housing forms. Any density increases in the 2.5 FAR designation areas would not provide a suitable transition because the increased density would change the character of the area.

- **Amenities:** the amenities listed in Policy O-54: Interim Density Bonus Policy will continue to be applicable. These include affordable housing, civic amenities including child care spaces, public meeting spaces, civic and cultural facilities, public art, open space, publically accessible parks or gathering places, etc. The amenities obtained should benefit the area in which the development is located.
- **Cash-in-lieu of Amenities:** a cash-in-lieu of amenities payment may be provided. Payment shall be at the time of building permit issuance.
- **Phased Developments:** for phased developments, where a cash-in-lieu payment is made, the contribution shall be paid at the time of building permit issuance for each phase. In cases where the amenity contribution is not a cash contribution, these will be subject to the provision of financial security at the time of building permit issuance.

Superseded by Revised Council Policy O-54 (Density Bonus Policy – OCP and Secondary Plan Amenity Contributions)  
Refer to Corporate Report No. R224 (2019)

# SECTION 12

## Servicing and Financing

# 12 SERVICING AND FINANCING

# 121

## OVERVIEW

### **Effective and reliable utility infrastructure is critical to supporting a viable and sustainable City Centre.**

While there is utility infrastructure already in place in City Centre, the projected growth and development outlined in the plan area will result in a need to expand and update this infrastructure to meet the growing demand for services.

There will also be a need to provide increased amenities for the future residents in City Centre. This will include additional amenities within the parks, pathways and open spaces, as well as a need for additional fire and police protection services and additional library materials.

This section outlines the utility infrastructure servicing strategies and the financial strategies to implement the required infrastructure and amenities.



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## SERVICING

### Stormwater

City Centre's stormwater management strategy models sustainable practices by protecting life and property, mitigating adverse impacts of stormwater runoff quantity, quality and velocities on watercourses, protecting riparian habitat and supporting aquatic life.

Development in City Centre has changed the natural hydrologic cycle. Changes include higher stormwater flow rates and volumes, decreased groundwater recharge and reduced base flows to nearby watercourses. Urbanization has impacted surface and groundwater quality, due to pollutants from vehicles and other human activities that are carried by stormwater runoff to downstream environments. Stormwater from City Centre flows into Bolivar Creek in the north and Quibble Creek in the south. The City's Watercourse Classification Map shows Quibble Creek and most of its branches are in the 'Class A' category ('inhabited or potentially inhabited by salmonids year-round'); Bolivar Creek is a combination of 'Class B' ('significant food/nutrient value') and 'Class A'.

Development has encroached on several reaches of Quibble Creek and its tributaries, narrowing or eliminating riparian corridors. Given future development projections for City Centre, key stormwater issues to address include:

1. Adequately service the area to protect life and property;
2. Mitigate the adverse impacts of urban runoff water quality on watercourses;
3. Mitigate the adverse impacts of peak flows and velocities in the watercourses; and
4. Protect the riparian habitat and support the aquatic life along the watercourses.

The City has implemented a number of stormwater infrastructure upgrades in City Centre that consider the impacts of future development, including storm sewer upgrades, diversion sewers and detention ponds. The servicing strategy will maximize the use of the existing infrastructure and require additional mitigation measures as needed to limit the impact on available resources.

City Centre is envisioned as a model community for sustainable stormwater management in Surrey. Developments will utilize a variety of onsite stormwater best management practices (BMP) that strive to mimic the natural hydrologic cycle, allowing peak flows and volumes to be controlled while supplying groundwater recharge and adequate base flows to receiving watercourses. Water quality treatment is provided so runoff can have a beneficial impact on the surrounding environment. The stormwater management strategy services City Centre by protecting life and property, mitigating adverse impacts of stormwater runoff quantity, quality and velocities on watercourses, protecting riparian habitat and supporting aquatic life.



**Quibble Creek**

## Implementation

The City has constructed most of the stormwater infrastructure works necessary to address the 100-year return period event in City Centre. To mimic the natural rainfall-runoff response of the area prior to development, as well as protect downstream properties, infrastructure, and natural resources, the following BMP strategy is recommended:

- Onsite BMPs to address runoff volume and flow control;
- Water treatment facilities to remove pollutants from stormwater runoff before discharging into Quibble and Bolivar Creeks; and
- No further encroachment by development on riparian areas.

Developers will be required to include BMPs in their site development plans to ensure early incorporation of the works into the site design.

Flow and volume control BMPs should use infiltration techniques wherever possible; where infiltration is not possible, evapotranspiration techniques can be used. Sites will be required to implement detention facilities if infiltration and evapotranspiration techniques are not feasible.

Further details on stormwater servicing examples for City Centre can be found in **Appendix A-2**.

## Sanitary Sewer

### City Centre Today

The current sanitary sewer system was installed during a period of initial development in City Centre in the 1960's and 1970's, and has undergone some localized upgrades in recent years to support new developments.

The NCP area is divided into two sanitary catchments based on local topography. The north catchment drains by gravity to the north and discharges to Metro Vancouver's North Surrey Interceptor (NSI) near 132 Street and 114 Avenue. The south catchment drains by gravity to the south to the Quibble Creek sanitary pump station at King George Boulevard and 94A Avenue, where flows are pumped back to the north catchment via forcemain and subsequently discharged to the NSI.

Most of the existing sanitary sewers in City Centre are comprised of asbestos cement or vitrified clay; these are non-standard materials that are generally not available and are no longer permitted for new installations per the City's Design Criteria, given that longer lasting materials are readily available.

Given sewer age and material composition, City Centre experiences high levels of rainwater and groundwater intrusion (otherwise known as inflow and infiltration, or I&I) into the sanitary sewer system; this reduces the system's ability to convey wastewater. High I&I levels are of particular concern in the northern portion of the NCP area.

The projected growth outlined in the NCP will exceed the capacity of several existing sanitary sewers as well as the Quibble Creek sanitary pump station.

In the future, residents, businesses and institutions in City Centre will be serviced by a complete and robust sanitary sewer network that effectively captures and conveys wastewater. Sanitary infrastructure will be designed to optimize the function and use of the existing sewer system, while replacing aging infrastructure, minimizing rainwater and groundwater intrusion, and supporting future growth.

### Implementation

Sanitary infrastructure is designed to optimize the function and use of the existing sewer system, while replacing aging infrastructure, minimizing rainwater and groundwater intrusion, and supporting future growth.

A phased sanitary infrastructure upgrade and replacement strategy is recommended based on the anticipated development timeline and projected population growth. Upgrades will ultimately be driven by the pace of development in the NCP area.

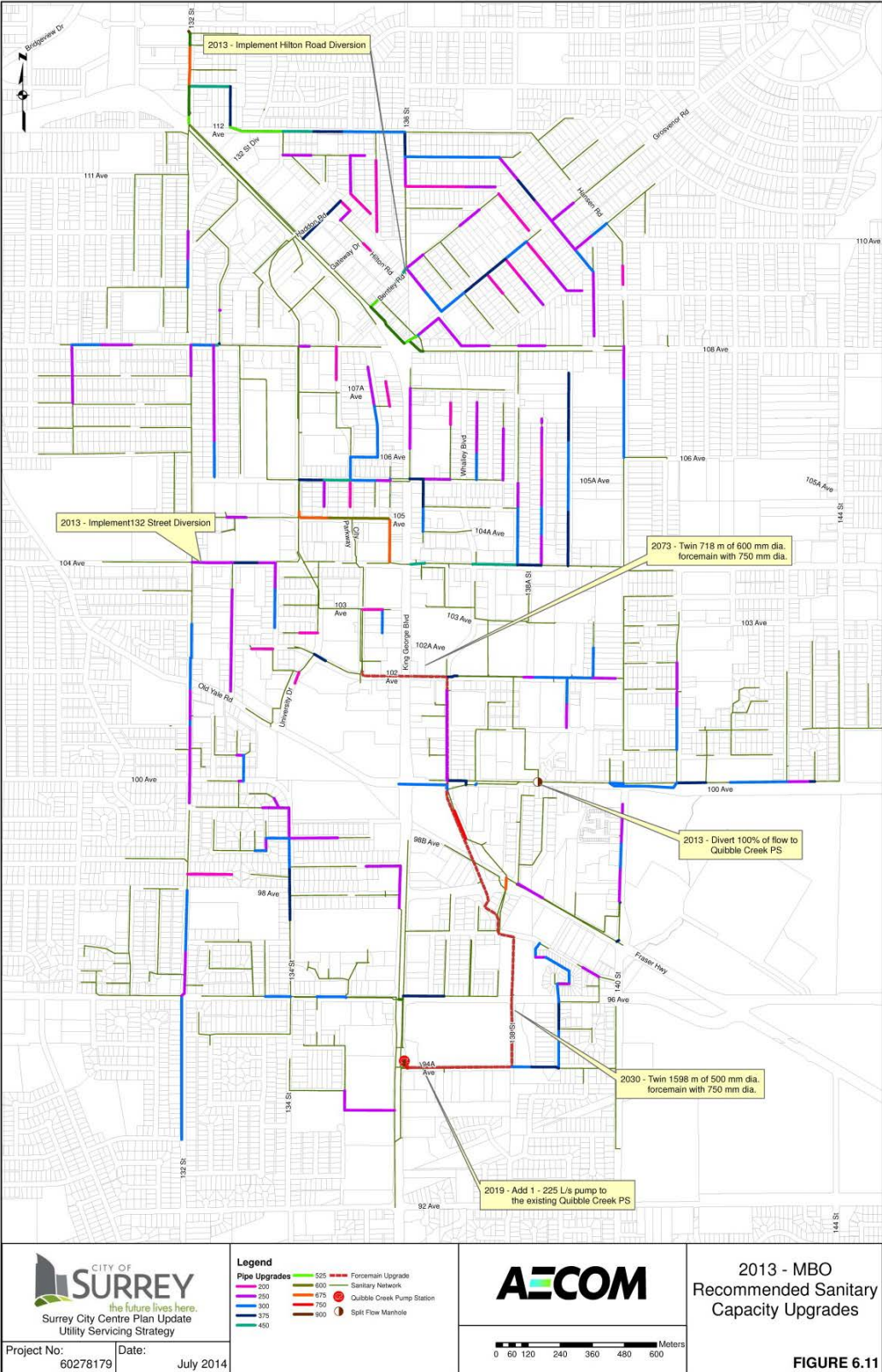
While numerous sanitary sewer upgrades are proposed, several diversions are also proposed to optimize the capacity of the existing sanitary sewer system, delay some sewer replacements and minimize the total cost of upgrades required to support future development. Sewer diversions are proposed at the following locations:

- 132 Street and 104 Avenue
- Hilton Road and 136 Street
- 100 Avenue and 138A Street

The capacity of the Quibble Creek sanitary pump station will be increased in the short term with the addition of a fourth pump; twinning of the existing forcemain from the pump station to the north catchment will be required in the longer-term. At build out conditions, approximately 21.2 kilometres of gravity sanitary sewer will have been replaced in the NCP area.

Recommended sanitary infrastructure upgrades are summarized on **Map 22**. Further details on sanitary servicing requirements for City Centre can be found in **Appendix A-2**.





Map 23 Recommended Sanitary Capacity Upgrades

12.2

## Water

### City Centre Today

The current water system was installed during a period of initial development in City Centre in the 1960's and 1970's, and has undergone some localized upgrades in recent years to support new developments.

City Centre straddles the pressure zone boundary that separates the 135 m HGL Kennedy pressure zone from the 155 m HGL Whalley pressure zone. The Kennedy pressure zone is generally serviced by the Kennedy Pump Station, while the Whalley pressure zone is generally serviced by the Whalley Pump Station and the Whalley Booster Station. There are some areas within City Centre that do not currently meet the City's minimum 40 psi Peak Hour Demand (PHD) pressure criteria. If City Centre grows as predicted, existing low pressure concerns may increase if no improvements are made to the system.

The City's well developed water system services most of North Surrey; therefore, the ability of the water system to service City Centre is heavily influenced by water demands from areas outside of City Centre.

The existing water system does not have sufficient capacity to support future service demands in City Centre.

Going forward, the City's water system will continue to deliver safe and reliable drinking water to residents, businesses and institutions in City Centre, water infrastructure will be designed to optimize the function and use of the existing water system, while replacing aging infrastructure and supporting future growth.

### Implementation

Water infrastructure is designed to optimize the function and use of the existing water system, while replacing aging infrastructure and supporting future growth.

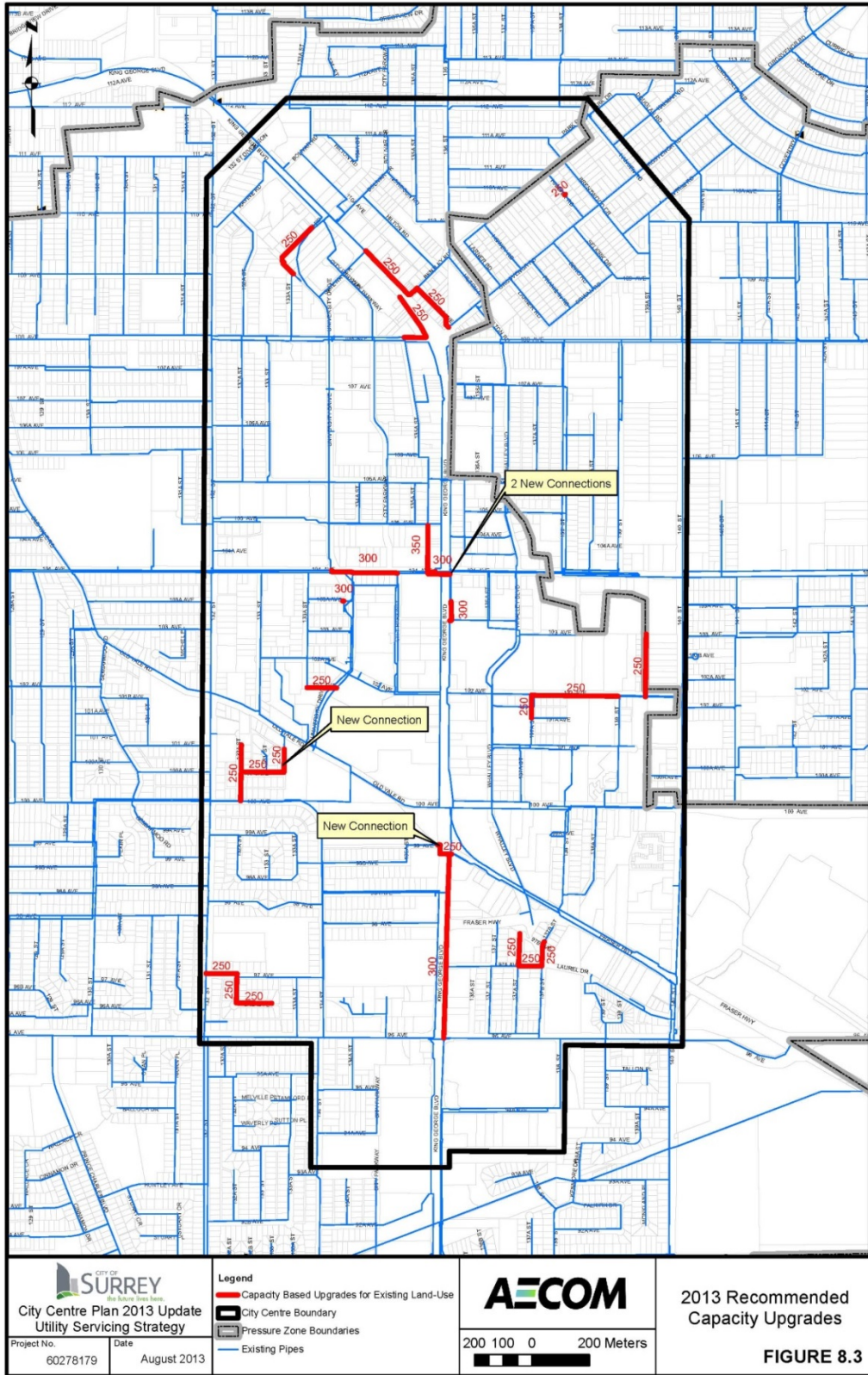
A phased water infrastructure upgrade and replacement strategy is recommended based on the anticipated development timeline and projected population growth. Upgrades will ultimately be driven by the pace of development in the NCP area.

The proposed servicing plan will utilize water from the Whalley Pump Station to meet the increasing water demands in City Centre. The approach will employ a feedermain that directly connects the Whalley Pump Station to the 135 m HGL Kennedy pressure zone, along with upgrades to the Whalley Pump Station and Whalley Booster Station. Additional bulk water supply for the area will be provided by construction of Metro Vancouver's Fleetwood Reservoir by 2023.

A boundary shift between the Kennedy and Whalley pressure zones is also recommended to address low water pressure issues that could occur during peak water demand periods.

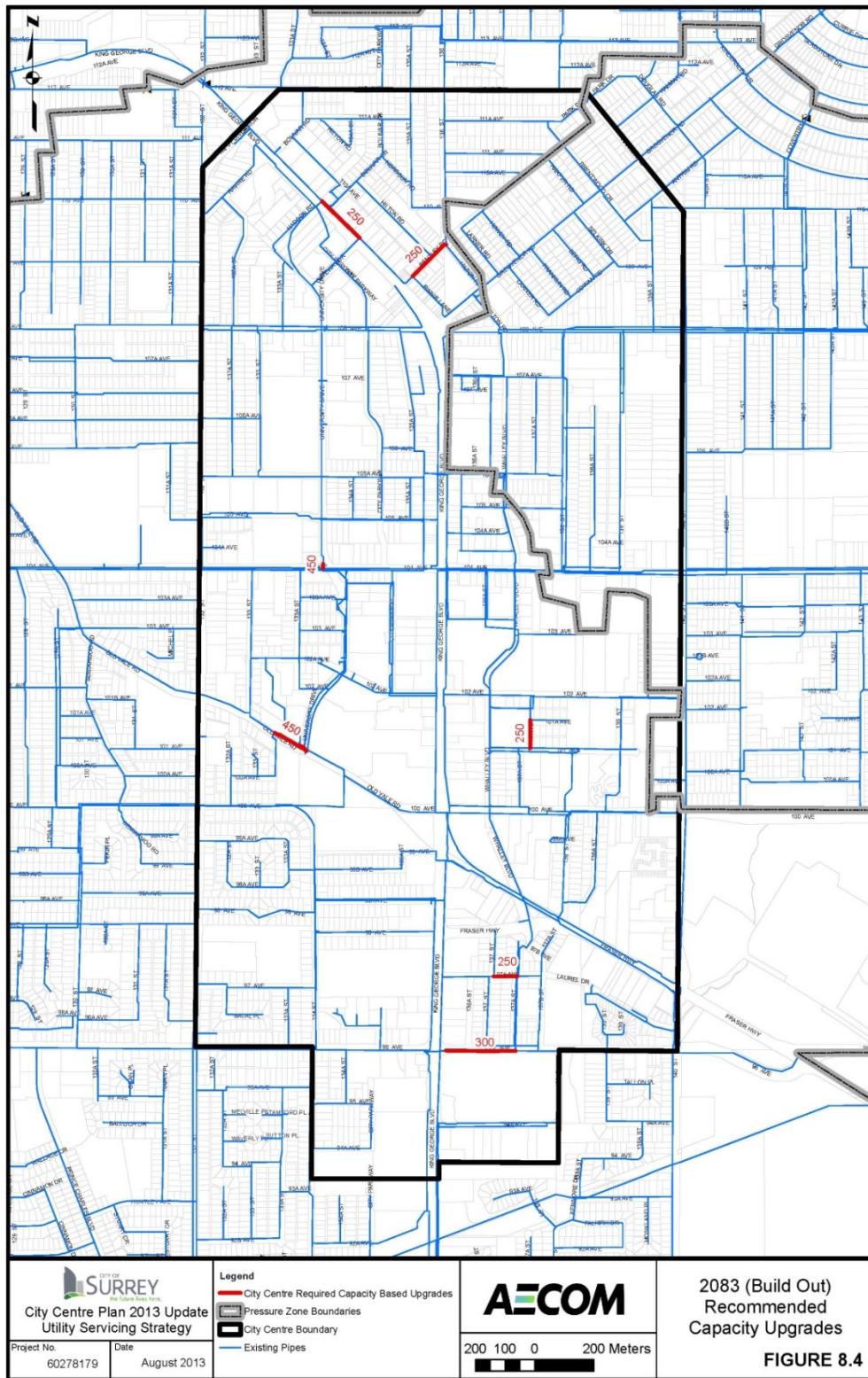
Watermains throughout the City Centre will ultimately be upgraded to a minimum 250mm diameter size when the watermains reach the end of their useable life or as development proceeds. In addition, the City will require that all watermains be looped within City Centre.

Recommended short term water system upgrades are summarized on **Map 22**. Upgrades to support the full buildout of City Centre are summarized on **Map 23**. Further details on water servicing requirements for City Centre can be found in **Appendix A-2**.



Map 24 Recommended Short Term Water System Upgrades





Map 254 Recommended Full Build Out Water System Upgrades



## District Energy

District Energy serves as a cornerstone of the City's strategy to transition to renewable low-carbon energy sources, reduce GHG emissions and increase community resilience to higher energy prices. Slated to be one of the largest networks in North America, it will deliver approximately 16,000 tonnes of GHG savings per year by 2035, integrating various forms of renewable low carbon energy such as Renewable Natural Gas, biomass and waste heat.

District Energy (DE) systems produce hot water at centralized facilities and then distribute the hot water, by way of a dedicated pipe system, to heat buildings and heat domestic hot water in a defined neighbourhood, or "district." Surrey City Energy (SCE) is a City-owned DE utility that supplies all high-density residential, commercial and institutional buildings in City Centre with heat and hot water.

SCE Objectives:

- Improve energy efficiency
- Reduce Greenhouse Gas (GHG) emissions
- Increase the resilience of our energy supply systems
- Provide competitive and stable long-term energy pricing

The expected growth and density of future development outlined in the City Centre NCP make this area a particularly viable location for DE.

The development of DE in Surrey has seen a number of milestones including feasibility studies, creation of a City-owned energy utility (SCE), and a City Centre District Energy System Bylaw which mandates DE-compatible hydronic systems for all new high-density buildings in City Centre while also mandating connection to the City's DE system within a core service area (refer to Service Area A shown in **Map 23** as contained in the District Energy System By-law, 2012, No.17667).

SCE commenced service to its first customer in 2015 and has continued to grow its customer base in step with new development.

The initial phases of the system rely on natural gas as a 'start-up fuel' and, as the system grows, natural gas will remain a peaking fuel source providing added redundancy to the system. Integration of renewable fuel sources will be phased in over time as customer demand grows.

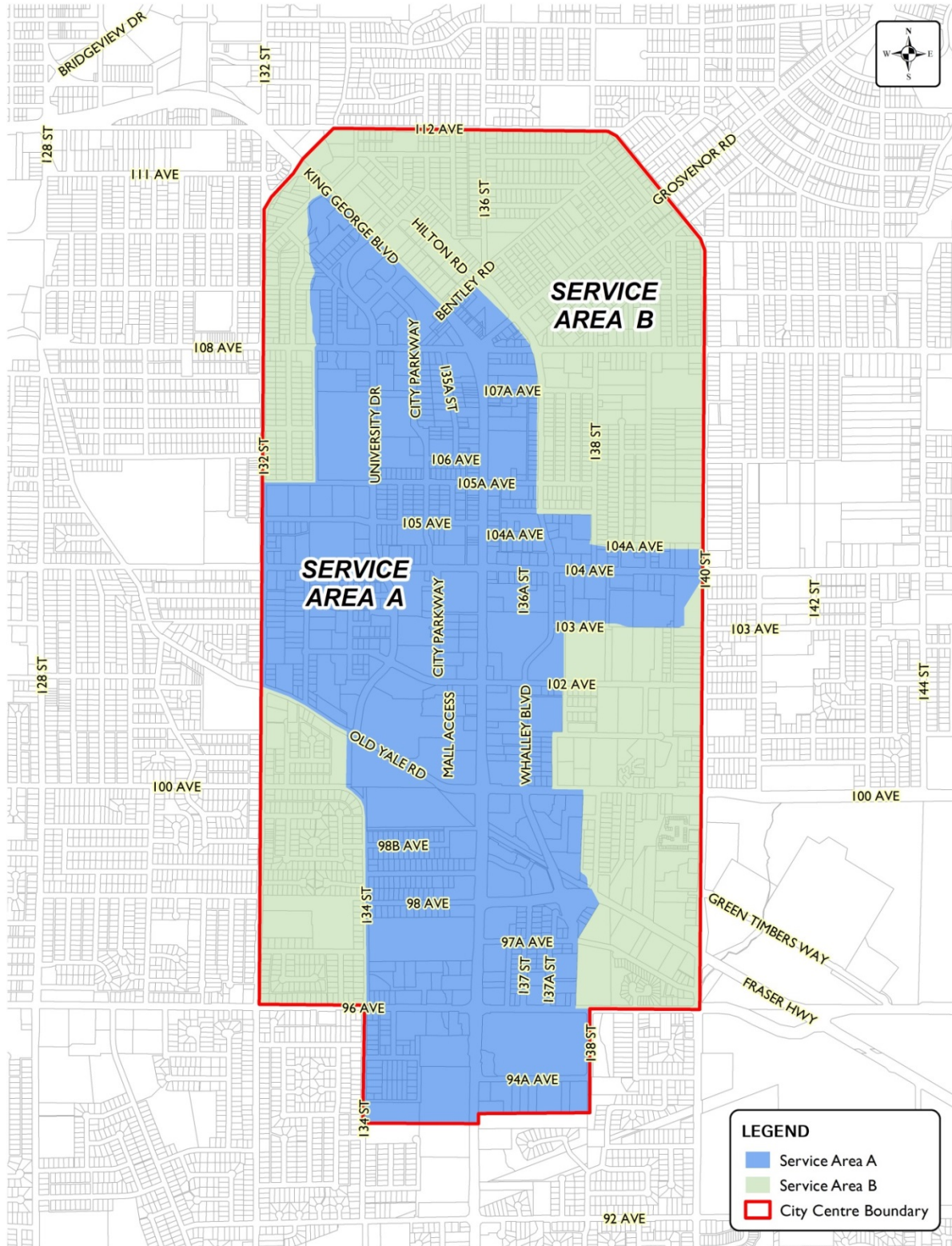
Surrey has developed a 30-year financial plan for DE in City Centre, which includes the long-term capital and operating costs associated with owning and operating the DE system. This plan also includes the costs of

integrating various forms of renewable low carbon energy such as Renewable Natural Gas (RNG), biomass and waste heat. This financial plan is accompanied by a detailed rate model that projects the rates and rate escalation that will be required over the 30-year period to ensure that the utility fully recovers all of its costs.

## Implementation

SCE follows a cost of service rate setting methodology that ensures that all costs associated with owning and operating the utility are recovered through customer rates. By leveraging synergies with other City services as well as the City's low cost of capital, SCE is able to deliver community-scale emissions reductions, long-term energy resilience and price stability to all customers at competitive rates without placing an economic burden on the community.

Unlike buildings heated by conventional building-scale heating systems, customers of SCE pay a rate for end-use heat that encompasses the costs of long-term operations, maintenance and infrastructure replacement. Accordingly, decisions on heating infrastructure investments are made by SCE based on efficiency, environmental performance and lifecycle cost.



Map 265 District Energy City Centre Service Areas

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## FINANCING

### Utilities and Transportation Infrastructure

A robust network of water, sanitary sewer, storm sewer and transportation infrastructure is required to support the transition to higher density development in City Centre. Sanitary sewer, water and stormwater infrastructure improvements needed to support the development of the City Centre for the next 10-years are included in the current version of the 10-Year (2016-2025) Servicing Plan and the expected development cost charge (DCC) revenue from development in the City Centre area is sufficient to fund these improvements.

All of the transportation improvements to support the development of the City Centre for the next 10-years, excluding property acquisition to achieve the finer grained road network, are included in the 10-Year (2016-2025) Servicing Plan. The expected DCC revenue from development in the City Centre area is sufficient to fund these improvements, excluding property acquisition to achieve the finer grained road network.

#### **Operational and Maintenance Responsibilities**

The development of City Centre will increase the total length of infrastructure that the City is required to operate, maintain and eventually replace.

## Strategic Property Acquisition and Third Party Utility

In order to achieve the finer grained road network, a number of key properties need to be acquired. It is unlikely that these key properties will be dedicated to the City through a normal rezoning process. The estimated cost to acquire these properties is \$60 million. The cost of these acquisitions is not included in the 10-Year (2016-2025) Servicing Plan.

In order to acquire all of the key properties to achieve the finer grained road network, it is recommended that an area specific DCC charge be established for the City Centre NCP area to fund the acquisition of key properties to achieve the finer grained road network.

### Area Specific Development Cost Charge

The use of an area specific DCC is not new in the City. They have been used in other NCP areas (Anniedale-Tynehead, Highway 99 Corridor, Campbell Heights and West Clayton) to assist in funding the costs of new infrastructure where the DCC revenues on their own are not sufficient to fund the necessary infrastructure.

**Table 5** provides an estimate of the area specific DCC rate that would be required to fully fund the acquisition of the finer grid road network in the City Centre NCP area. These rates were developed in accordance with guidelines contained in the DCC Best Practices Guide as published by the Ministry of Community, Sport and Cultural Development.

**Table5 Area Specific DCC Rates for Finer Grid Road Network**

Land Use	Proposed City Centre Area Specific DCC Rate (per sq. ft.)
<i>Townhouse</i> RM-10, RM-15, RM=23, RM-30, RC (Type III)	\$2.83
<i>Low Rise Apartment</i> RM-45, RM-70	\$2.62
<i>High Rise Apartment</i> RM-135, RMC-135, RMC-150	\$2.09
Commercial - Ground floor	\$2.79
Commercial - All other floors	\$1.76



On May 16, 2016, the City introduced new DCC rates. **Table 6** provides a summary of the estimated DCC rate for City Centre.

**Table 6 2017 (Estimated) Area-Specific DCC Rates for Finer Grid Road Network**

Land Use	Existing City Wide DCC Rate (per sq.ft.)	Existing City Centre DCC Rate (per sq.ft.)	Proposed Additional DCC Rate for Strategic Property Acquisition in the City Centre (per sq. ft.)	Proposed City Centre DCC Rate (per sq. ft.)
<i>Townhouse</i> RM-10, RM-15, RM=23, RM-30, RC (Type III)	\$17.06	\$17.06	\$2.83	\$19.89
<i>Low Rise Apartment</i> RM-45, RM-70	\$19.02	\$14.20	\$2.62	\$16.82
<i>High Rise Apartment</i> RM-135, RMC-135, RMC-150	\$18.74	\$12.38	\$2.09	\$14.47
Commercial - Ground floor	\$9.92	\$9.92	\$2.79	\$12.71
Commercial - All other floors	\$5.62	\$5.62	\$1.76	\$7.38

## Community Amenity Contributions

In accordance with City policy to address the amenity needs of proposed new residents in Plan Areas, all development proposals at the time of rezoning or building permit issuance will be required to make a monetary contribution towards the provision of police, fire protection and library services, and towards the development of parks, open spaces and pathways. These rates will be adjusted annually with the Consumer Price Index.

A new amenity contribution is being introduced in the City Centre Plan area to equalize the burden of undergrounding third party utilities (electrical, telephone, cable and internet). As part of the higher level of urban design in City Centre, all utilities are required to be located underground. Under the existing policy, there is an inequitable distribution of costs for undergrounding these utilities. Some properties are burdened with undergrounding utilities on two frontages while others have no requirement.

### Undergrounding Third Party Utilities Amenity Contribution

The new Amenity Charge will be collected on all properties to equalize the cost of undergrounding third party utility infrastructure between all property owners. The estimated cost to underground all private utility infrastructure in the City Centre is \$86.2 million, with the majority of these costs being related to the underground of BC Hydro utility infrastructure.

In order to distribute the cost of undergrounding third party utility infrastructure across all new developments in the City Centre, it is recommended that an amenity charge be established for the City Centre NCP area to fund the undergrounding of third party utility infrastructure and that this charge be collected on all properties at an equal rate per square foot of building area. The cost of this amenity charge is \$1.66 per square foot of building area.

### Park Amenity Contribution

The development of new parks and new park amenities identified within the plan will be funded through Parkland Amenity Contributions collected on new development. Staff completed a detailed needs assessment and costing exercise to determine an appropriate amenity level and associated funding requirements. Staff are proposing a variable Park Amenity Contribution rate, to acknowledge the reverse correlation between unit size and dependence on parks and outdoor public spaces. The resulting amenity rate is highest on a sq. foot basis for smaller units, and is lowest on the same basis the more bedrooms are added. The rates are as follows:

- \$1,207 – Bachelor & Studio Units
- \$1,375 – One Bedroom Units
- \$1,554 – Two + Bedroom Units

### Fire and Police Protection Amenity Contribution

Future development in City Centre will drive the need to upgrade existing fire and police protection facilities. A study of fire protection requirements in Surrey's neighbourhoods has established that a contribution of \$281.46 per dwelling unit for single family and \$1,125.83 per acre for non-residential development (in 2016 dollars) will cover the capital costs for fire protection. Similar to Fire Services, a contribution of \$65.16 per single family dwelling unit and \$250.56 per acre for non-residential development will cover the capital costs for police protection.

A variable rate for multi-family Fire and Police Protection Amenity is proposed as follows:

#### Fire Protection

- \$ 84.44- Bachelor & Studio Units
- \$ 112.59 - One Bedroom Units
- \$ 140.73- Two + Bedroom Units

#### Police Protection

- \$19.55 – Bachelor & Studio Units
- \$26.06 – One Bedroom Units
- \$32.58 – Two + Bedroom Units

### Library Materials Amenity Contributions

A study of library requirements in Surrey's neighbourhoods has established that a contribution of \$146.58 (in 2016 dollars) per dwelling unit for single family and \$58.63 for multi-family (non-residential development is exempt) is necessary to cover the capital costs for library materials and services, which is sensitive to population growth.

A variable rate for multi-family Library Materials Amenity is proposed as follows:

- \$43.97 – Bachelor & Studio Units
- \$58.63– One Bedroom Units
- \$73.29 – Two + Bedroom Units



# PART D

## Appendices and Acknowledgements



# APPENDICES

# A-1

## CORPORATE REPORTS

### List of Reports

**Corporate Report No. C006**

October 30, 2006

**Corporate Report No. C020**

April 30, 2007

**Corporate Report No. R159**

July 28, 2008

**Corporate Report No. C001**

February 9, 2009

**Corporate Report No. R151**

July 25, 2011- City Centre Plan Stage 2 Update

**Corporate Report No. R114**

July 28, 2012- City Centre Community Building Strategy

**Corporate Report No. R155**

July 17, 2013- City Centre Update

# **A-2 CONSULTANT REPORTS AND OTHER REFERENCES**

## **Reference List**

- A-2.1 Stormwater Infrastructure**
- A-2.2 Sanitary Sewer Infrastructure**
- A-2.3 Water Infrastructure**
- A-2.4 Surrey City Centre Heritage Review**
- A-2.5 Mid Century Modern in Surrey's  
City Centre**

**A-21**

**Consultant Report**

**STORMWATER  
INFRASTRUCTURE**



**A-22**

**Consultant Report**

**SANITY SEWER  
INFRASTRUCTURE**

**A-23**

**Consultant Report**

**WATER INFRASTRUCTURE**

**A-24**

**Surrey City Centre Heritage  
Review**

**A-25**

**Mid Century Modern in  
Surrey's City Centre**



# ACKNOWLEDGEMENTS

The City of Surrey acknowledges the contribution and participation of the following individuals, organizations and staff members in the preparation of this Plan.

## City of Surrey Staff

Preet Heer, Community Planning

Don Buchanan, Transportation Engineering

Patrick Klassen, Parks Planning & Design

Mary Beth Rondeau, Urban Design

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**APPROVED BY COUNCIL JANUARY 2017**

Amendments made July 2017

