

SURREY OFFICIAL COMMUNITY PLAN BY-LAW 12900

Surrey Official Community Plan By-law 12900 is available:

- ✓ In hardcopy at City Hall, Legislative Services Division, 13450 – 104 Avenue in Surrey at a cost of \$62.00 each; and Schedule A – Land Use Designation Map at a cost of \$18.00 each at the Planning and Development Department.
- ✓ On CD at City Hall, Legislative Services Division, 13450 – 104 Avenue in Surrey at a cost of \$5.00 each. Updates are not provided but a new CD can be purchased at any time at a cost of \$5.00 each.
- ✓ On our Website at: www.surrey.ca.

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Should you need assistance regarding the Surrey Official Community Plan By-law 12900 please contact Legislative Services at 604-591-4132, clerks@surrey.ca or the Planning and Development Department at 604-591-4441.

BYLAW NO. 12900 WAS REPEALED AT THE OCTOBER 20, 2014 REGULAR COUNCIL PUBLIC
HEARING MEETING. SEE NEW BYLAW NO. 18020



SURREY
CITY OF PARKS

Official Community Plan

By-law No. 12900
(Adopted October 8, 1996)

UPDATED TO OCTOBER 20, 2014

THIS IS A CONSOLIDATED BY-LAW PREPARED BY THE CITY OF SURREY FOR CONVENIENCE ONLY. THE CITY DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BY-LAW PROVISIONS.

Note : A list of amendments adopted by Council can be found at the end of the OCP.

CITY OF SURREY

BY-LAW NO. 12900

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

.....

WHEREAS pursuant to the provisions of Section 947 of the *Municipal Act*, being Chapter 290, of the Revised Statutes of British Columbia, 1979, Council may, by by-law, adopt a Community Plan as an Official Community Plan;

AND WHEREAS the goals of the Official Community Plan reflect the Future Surrey Vision;

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

AND WHEREAS the Official Community Plan was prepared with input from the general public through Open Houses, Public Information Meetings, Questionnaires, Cable TV Phone-in Programs and Focus Groups;

AND WHEREAS pursuant to the provisions of Section 942.28 of the said *Municipal Act*, the said Official Community Plan is required to be brought into conformity with the Regional Growth Strategy;

AND WHEREAS pursuant to the provisions of Section 947 (2) of the said *Municipal Act*, in preparing the Official Community Plan, and after First Reading, City Council has given consideration, in sequence, to its most recent capital expenditure program, waste management plan and economic strategy plan to ensure consistency between them and the Official Community Plan;

AND WHEREAS pursuant to the provisions of Section 947 (2) (b) and (c) of the said *Municipal Act*, Council gave notice to adjoining municipalities, prescribed government agencies and the Greater Vancouver Regional District.

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

1. This By-law may be cited for all purposes as the “Surrey Official Community Plan By-law, 1996, No. 12900.”
2. The “Surrey Official Community Plan By-law, 1983, No. 7600”, and all amendments and resolutions related thereto are hereby repealed, except for:

- (a) Development permits in effect on the date of adoption of this By-law; and
 - (b) The existing Local Area Plans and Neighbourhood Concept Plans.
3. Council hereby adopts as its Official Community Plan the document entitled “Official Community Plan (July 1996)”, a copy of which is attached hereto as “Division A” and made part of this by-law.
4. The following Supplemental Guidelines, copies of which are also attached hereto, are made part of the Official Community Plan:
- Form and Character Guidelines for the Area in the Vicinity of the Douglas Crossing (January 1988), attached hereto as “Division B”
 - Form and Character Guidelines for the Area Southeast of Scott Road from 104 Avenue to Scott Road SkyTrain Station in South Westminster (March 1992), attached hereto as “Division C”
 - Design Guidelines for Gas Stations (April 1996), attached hereto as “Division D”

PASSED FIRST AND SECOND READING on the 27th day of May, 1996 .

PUBLIC HEARING HELD thereon on the 20th day of June, 1996, and
RECONVENED PUBLIC HEARINGS HELD thereon on the 26th day of June, 1996,
on the 27th day of June, 1996, and on the 3rd day of July, 1996, and further PUBLIC HEARING
HELD thereon on the 11th day of September, 1996.

PASSED THIRD READING on the 8th day of October, 1996.

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and Clerk, and sealed
with the Corporate Seal on the 8th day of October, 1996 .

“R.J. Bose” MAYOR

“D.B. Kenny” CLERK



SURREY
CITY OF PARKS

Official Community Plan

By-law No. 12900

This Official Community Plan is adopted by Surrey City Council to guide land use and development over the next 5 to 20 years. It is Council's intention to achieve orderly growth for complete sustainable communities with sensitivity to the environment. This growth includes residential growth as well as a growing business base for Surrey. Amendments of this Plan are only considered if the changes will, in Council's opinion, bring significant benefit to the community. In order to meet statutory requirements and to consider the evolving nature of city issues, a major review will be conducted every five years.

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DIVISION A

1. Overview

1.1 Background

What is an Official Community Plan?

Established under the authority of the Province of British Columbia's *Local Government Act*, the Official Community Plan (OCP) is a statement of objectives and policies to guide City planning decisions. Taking a comprehensive and long-term perspective, the Plan provides guidance for the physical structure of the City, land use management, industrial, commercial and residential growth, transportation systems, community development, provision of City services and amenities, agricultural land use, environmental protection and enhanced social well-being. The OCP is adopted by City Council as a City by-law.

The 2001 Edition of the Official Community Plan

Every five years the Official Community Plan is subject to a major review to ensure that the plan contains relevant information and fully considers the evolving nature of City issues. In 1996 the Official Community Plan Review addressed the issues related to growth and development with respect to orderly development and quality of community. The 2001 Edition of the OCP replaces Division A in the 1996 Edition. However, the 2001 review incorporated changes that introduce a stronger business dimension to the plan, addressed the need to more fully integrate long term Economic Development planning and ensured that the goals and objectives of the City's subordinate Master Plans align with the goals and directions of the Official Community Plan. In all other respects, the 2001 Edition of the plan remains consistent with the 1996 edition.

1.2 Goals

The Goals of the Official Community Plan

The following goals provide the basis for the objectives, policies and provisions contained in this plan:

- To accelerate business investment and development.
- To provide employment for working residents in Surrey.
- To create a complete and self-sufficient City and communities.
- To achieve a balance between residential and business development.
- To manage development in a fiscally sound and sustainable manner.
- To provide adequate opportunities for business and employment activities.

- To enhance the City’s image and character.
- To enhance livability and provide opportunities for a variety of housing in the City.
- To provide an effective and efficient transportation system that balances opportunities for walking, bicycling and public transit with opportunities for traveling by car within the City, and ensure the efficient movement of goods.
- To preserve and protect the natural environment and agricultural land.
- To support preservation of areas, sites and features that illustrate and enhance the City’s heritage.
- To address the social and cultural needs of the community.
- To enhance public safety by incorporating crime prevention principles in the built environment throughout the City.

Future Surrey
Vision

These goals reflect the *Future Surrey Vision* as adopted by Council in 1995.

1.3 Summary of Policies

Community
Planning Policies

The Plan employs a series of objectives and policies to achieve City goals. The objectives and policies summarized below are described in detail in Part 2 – Issues and Policies of this Plan.

A. Manage Growth for Compact Communities

Manage Growth

Efficient land use allows the City to continue growing while preserving open space and agricultural areas. A compact form of development contains future growth within planned areas, provides new opportunities for housing, business and mobility, and allows more efficient use of City utilities, amenities and finances. The City will strengthen the nodal development pattern of City Centre, Town Centres, Neighbourhood Centres and Workplace Areas as the framework for future growth.

B. Build a Sustainable Local Economy

Economic
Sustainability

The Official Community Plan is committed to the concept of a complete city. A complete city builds upon a strong and sustainable local economy, and balances it with a high quality residential environment. A strong local economy provides livelihood for residents in terms of jobs, consumer goods and services, and business and investment opportunities. A strong local economy is also important for the fiscal health and functioning of the City in providing the public infrastructure, amenities, facilities and services that contribute to the quality of life in our City. A strong local economy and quality living are dependent upon the City developing a positive and attractive

image and character that will enhance growth and investment, as more people and businesses perceive Surrey as a desirable location to live, do business, and invest.

C. Build Complete Communities

Complete
Communities

Complete communities have a wide range of housing choice, opportunities for employment, business and investment opportunities, recreation, relaxation and a full range of services and leisure activities. In building complete communities, towns and neighbourhoods will be planned to accentuate their own distinct identity. Complete communities are livable and energy efficient. Neighbourhoods will be designed to be a safe and attractive environment for residents to walk and cycle to a variety of places and activities close to home.

D. Enhance Image and Character

An Enhanced
Civic Image &
Character

Based on Council's vision for the City as "A great City with a heart", the City intends to establish itself as a "very attractive" location to live, work, locate a business enterprise and visit not only within the region but also nationally and internationally. As this "image and character" objective is accomplished the economic and other objectives of this Plan will be more attainable and ultimately all the citizens of the City will reap significant benefits. The City intends to develop a program of policies that will form the basis for addressing this strategy.

E. Increase Transportation Choice

Transportation
Choices

The road network will be improved to move people and goods more effectively, and to support the development pattern of businesses, workplace centres, towns and neighbourhoods in the City. Other improvements include providing alternatives to car travel such as bicycles and walking routes and better transit service.

F. Protect Agriculture and Agricultural Areas

A Viable
Agricultural
Economy

Effective buffering between the urban and agricultural areas, and maintenance of the existing agricultural lands, will protect the viability of farming and enhance its contribution to the local economy. These objectives are reinforced by Surrey's Agricultural Plan.

G. Protect Natural Areas

Preserve Natural Areas

Natural areas are to be preserved, protected and used where appropriate for park and recreational purposes. Measures are needed to reduce the impact of development on the natural environment.

H. Provide Parks and Recreational Facilities

Provide Opportunities for Recreation

Good quality parks, open spaces and recreational facilities for residents as well as cultural resources and amenities are to be provided by the City in co-operation with other levels of government or the private sector. These objectives are supported by policy directions outlined in the Parks, Recreation and Culture Department's Master Plan.

I. Improve the "Quality of Community"

A Quality Community

The "quality of community" is enhanced by preserving our heritage, providing community and cultural facilities, facilitating an adequate supply of rental and special needs housing, involving the public in decision making, and building community identity and pride. Quality of community is enhanced through directions established in the Parks, Recreation and Culture Department's Master Plan, and the Surrey Public Library Facilities Master Plan, 10-Year Capital Plan, Surrey Transportation Plan.

J. Enhance Citizens' Safety and Well-being Through Crime Prevention.

A Safe City

Design of the built environment has a significant impact on crime, nuisance behaviour and citizens' sense of well-being. Implementing crime prevention through environmental design (CPTED) principles is a proactive approach to crime prevention, based on addressing crime-related issues at the design stage. Rather than responding to ongoing problems after project completion, it is more progressive and cost-effective to implement CPTED strategies prior to construction. CPTED measures are effective for the life of the development and have long-term benefits to the community: a safer environment reduces fear and crime and promotes a more desirable and attractive civic image.

1.4 Structure and Contents

Organization of the Plan

The Official Community Plan consists of 6 divisions, from “A” to “F”. Division A is the main body of the plan made up of seven parts, four schedules and two appendices as described below. The remaining divisions are a collection of area or use-specific design guidelines. All contents of the Plan have by-law status.

Section of Plan	Purpose of Section
<i>Division A</i>	
Part 1: Overview	Background and summary of the Plan.
Part 2: Issues and Policies	Description of objectives and policies.
Part 3: Land Use Strategy	Description of land use designations, permitted uses, densities and performance criteria.
Part 4: Supplemental Land Use Strategy	Series of maps showing natural and physical features that influence growth and development.
Part 5: Secondary Plans	Status, content and procedures for Secondary plans, including Local Area Plans and Neighbourhood Concept Plans.
Part 6: Permits and Procedures	Conditions and procedures required to issue Temporary Use Permits, Development Permits and Heritage Alteration Permits.
Part 7: Administration and Procedures	Administration of the Official Community Plan, relationship to other By-laws, Plan amendment procedures and the periodic review of the plan.
<i>Schedules</i>	
Schedule A	Land Use Designation Map
Schedule B	Temporary Use Permit Areas
Schedule C	Development Permit Area Guidelines
Schedule D	Heritage Conservation Area Guidelines
<i>Appendices</i>	
Appendix A	The Official Community Plan Development Scenario
Appendix B	Regional Context Statement
<i>Division B</i>	Form and Character Guidelines for the Area in the Vicinity of the Douglas Crossing
<i>Division C</i>	Form and Character Guidelines for the Area in the Southeast of Scott Road from 104 Avenue to Scott Road SkyTrain Station in South Westminster
<i>Division D</i>	Design Guidelines for Gas Stations
<i>Division E</i>	Form and Character Guidelines for the Crescent Beach Commercial Area
<i>Division F</i>	Guidelines for Crime Prevention Through Environmental Design (CPTED)

Margin Notes

Most parts of the Official Community Plan have margin notes placed to the left of the written text. These notes summarize the text in the body of the Official Community Plan. The note next to each policy in Part 2 identifies the issue being addressed by the policy.

1.5 Summary of Land Use Strategy

Land Use Designation Map

The OCP Land Use Strategy balances predictability with flexibility in the implementation of the OCP policies. The Plan establishes general land use designations, policies to guide development and a map illustrating a land use designation (see Figure 1) for each individual parcel of land in the City. Land is designated for commercial (Business, City Centre, Town Centre and Commercial), residential (Multiple Residential, Urban, Suburban and Rural), industrial, agricultural and conservation purposes. The Semiahmoo First Nation lands are recognized as an Indian Reserve. Detailed descriptions of the Land Use Designations are contained in Part 3.3.

For each designation, the plan also documents allowable zoning categories and maximum allowable density to guide Secondary Plans such as Local Area Plans and Neighbourhood Concept Plans and the review of development applications. Details of the designations are contained in Part 3.7.

The main thrust of the 2001 Official Community Plan Major Review was to move away from a strictly map-based approach to land use planning, toward a hybrid approach involving map-based and performance-based criteria. The land use strategy in Part 3 has been supplemented by performance criteria to facilitate more business development opportunities throughout the City. Provided that the relevant performance criteria are satisfied, business-related zoning categories are permitted in a broader range of designations than was allowed under the previous version of the OCP. Details of this are contained in Part 3.8.

To provide even broader business location flexibility and opportunity, a new “Business” land use designation will be permitted provided applicable “locational guidelines” can be satisfied. Details of these guidelines are contained in Part 2 Policy B-2.1.

To achieve the specific objectives of the 2001 Official Community Plan, including increased economic activity and job growth, flexibility has been provided for a range of business uses so that they may be located in any of the designations, except Rural and Indian Reserve.

[Click here for a current version of this map](#) or please contact Planning & Development Department for a current version at 604-591-4441.

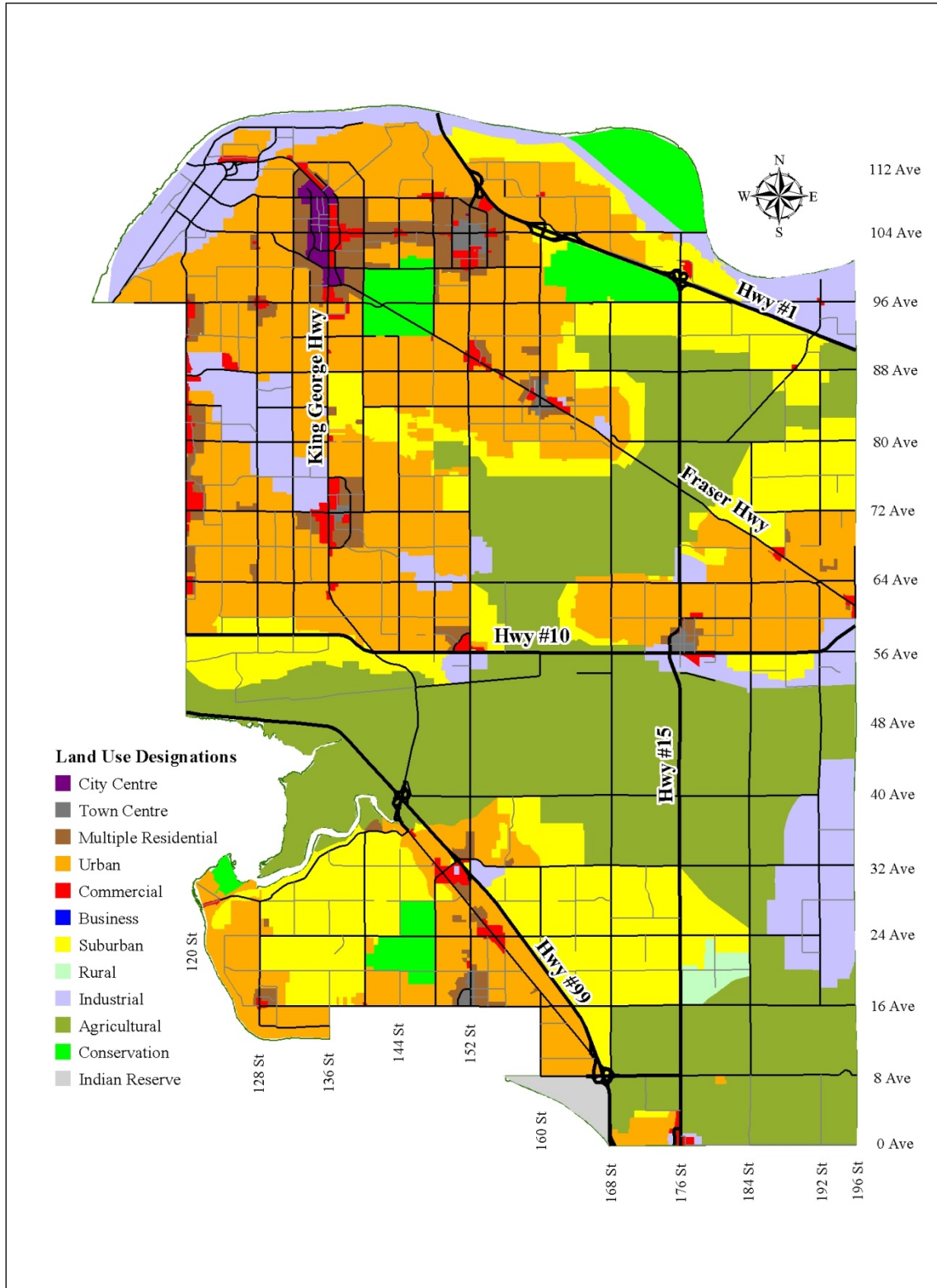


Figure 1 Official Community Plan Land Use Designation Map

2. Issues and Policies

2.1 Background

Addressing
Issues, Achieving
City Goals and
Complying with
*Local
Government Act*
Requirements

Part 2 of this plan establishes the policies that will guide planning in Surrey. Following the provisions of the *Local Government Act* and the Greater Vancouver Regional District's *Livable Region Strategic Plan*, the policies provide a comprehensive strategy for business and residential development and the provision of City services, amenities and facilities to support growth. Based on these policies, an OCP 2021 Development Scenario is contained in Appendix A.

2.2 Plan Policies

Organization of
Policies by
Strategy

The Plan's policies are grouped according to the following ten planning strategies:

- A. Manage Growth for Compact Communities
- B. Build a Sustainable Local Economy
- C. Build Complete Communities
- D. Enhance City Image and Character
- E. Increase Transportation choice
- F. Protect Agriculture and Agricultural Areas
- G. Protect Natural Areas
- H. Provide Parks and Recreational Facilities
- I. Improve the Quality of Community
- J. Enhance Citizens' Safety and Well Being Through Crime Prevention

Each strategy contains key future direction statements and associated policies intended to address community issues. Implementation measures are included for each of the strategies.

Policy Index

A summary of policies appears at the end of this Part.

A. Manage Growth for Compact Communities

Statement of Principle

Surrey's Official Community Plan promotes planned community development - bringing together business, residents, and City resources for policies to guide growth in a manner consistent with City and regional goals for complete and sustainable communities.

Key Future Direction

A-1 Strengthen the City's Nodal Development Pattern

The City supports the formation of a regional downtown in Surrey City Centre and a nodal community development pattern made up of mixed use urban centres and business communities serving the needs of people living and working in towns and neighbourhoods.

A-2 Focus Growth Within Compact Urban Areas

The City encourages growth and forms of development that effectively utilize land and City resources, creating new opportunities to grow in ways that can enhance the qualities of our neighbourhoods and communities.

A-3 Balance Suburban Lifestyles with Future Development Potential

The City allocates land within the Suburban designation to establish areas for semi-rural residential development, to reserve areas for future urban, commercial or industrial growth and to create buffers along the agricultural fringe.

A-4 Co-ordinate Plans and Services for Orderly and Cost-Effective Development

The City pursues long-term goals and a growth strategy that combines the needs of the City, residents and business owners in planned community development.

Background

Growth Trends

Between 1986 and 1996 Surrey was one of the fastest growing cities in Canada, averaging 4,000 new dwellings and 12,000 new residents per year to reach a population of 304,500. Growth has continued at a moderate pace between 1996 and 2001, averaging 2,200 new dwellings and 7,000 residents per year for an estimated 2001 population of 342,000.

The Official Community Plan anticipates a 2021 population of 545,000 residents and 188,000 dwellings—representing an average increase of 3,700 new dwellings and 10,000 persons per year over the next 20 years.

Nodal
Development
Pattern

Surrey’s existing development pattern is based on a nodal concept—with the City Centre and Town Centres, Neighbourhood Centres and Workplace Areas being the primary activity areas within the City.

*Future Surrey
Vision*

In 1995 the *Future Surrey Vision* emphasized the desire for a strong City Centre, self-sufficient communities and orderly growth based on the availability of services.

Provincial
*Growth
Strategies Act*

The Province of British Columbia *Growth Strategies Act* encourages inter-municipal co-ordination of growth and development. The Act gives Regional Districts the authority to prepare a regional growth strategy, and requires consistency between City plans and the regional growth strategy.

*Livable Region
Strategic Plan*

The *Livable Region Strategic Plan* provides a context for regional planning in the Greater Vancouver Regional District (GVRD). The City of Surrey has a prominent and crucial role in regional planning, and the Official Community Plan fully supports regional policy objectives.

Issues and Policies

A-1 Strengthen the City’s Nodal Development Pattern

The OCP supports development of urban centres providing a nodal focus and services to the surrounding residential area. These centres are Surrey City Centre, the most significant centre in the City, Town Centres, Neighbourhood centres and Workplace Areas.

Moving in this key direction means addressing nodal growth issues through the following policies:

Issues:

Policies:

A-1.1 Promote a Hierarchy of Mixed Use Urban Centres

A City
Framework for
Commerce,
Services and
Activities.

Promote a hierarchy of mixed use urban centres to co-ordinate activity areas within the City:

- City Centre for the City.
- Town Centre for the surrounding town.

- Neighbourhood Centre for one or more surrounding neighbourhoods.
- Workplace Areas at various locations throughout the City.

A-1.2 Promote Surrey City Centre

The Main Business, Cultural and Activity Centre for the City and the South Fraser Region

Promote Surrey City Centre as the downtown and major employment centre for Surrey, and as a Regional Town Centre for the region south of the Fraser River, by supporting a broad range of high density commercial and residential development, as well as entertainment, cultural and social amenities and community facilities to serve the City and the region.

A-1.3 Promote Town Centres

A Focus for Communities With Activities for All People

Promote Town Centres as the principal urban centre for each of the following towns within the City: Guildford, Fleetwood, Newton, Cloverdale and South Surrey. Surrey City Centre will serve as a Town Centre for the town of Whalley. Town Centres will offer a broad range of business, commercial and residential activity, including amenities and facilities to serve the needs of residents in the surrounding area.

A-1.4 Promote Neighbourhood Centres

Convenient Neighbourhood Services

Promote Neighbourhood Centres as local mixed use urban centres to serve a group of neighbourhoods and increase their self-sufficiency by:

- providing opportunities for a variety of residential and small scale commercial uses, services and amenities within the centre, at a density appropriate to the daily needs of residents in the adjacent neighbourhoods; and
- providing convenient access by foot, bicycle and transit, thereby reducing the need to travel by car.

A-1.5 Integrate Workplace Areas

Workplaces as an Integrated Part of Communities

Recognize Workplace Areas as an integral component of the City, towns and neighbourhoods structure. Encourage the location, siting and design of Workplace Areas to be accessible, compatible and well integrated in relation to surrounding towns and neighbourhoods. Design the Workplace Areas to provide services to the workers employed in these areas.

A-1.6 Provide a Functional Relationship Among Urban Centres

Communities
Supporting
Each Other, the
City Centre and
Residents
Needs

Plan the hierarchy of centres in such a way that Neighbourhood Centres relate functionally to Town Centres, and Town Centres relate functionally to Surrey City Centre. Plan Workplace Areas to relate functionally to the total hierarchy.

Guidelines for Providing a Functional Relationship

- Ensure that types and densities of land uses located in an urban centre are in keeping with the hierarchy of urban centres so that each centre can function effectively to serve the needs of its respective service area. For example, a government or a corporate head office, a major performing arts theatre or a high-rise, and high density development should be directed to locations in the Surrey City Centre; a major shopping centre should be located in a Town Centre; and land uses such as small scale professional offices and retail uses, neighbourhood pubs, a wellness centre and a community police station would be appropriate in a Neighbourhood Centre. Workplace Areas should, primarily, provide business park and industrial land uses that do not compromise the land uses and service functions of other centres.
- Ensure that major roads and transportation routes are planned to allow efficient travelling by trucks, cars, public transit and bicycles between centres.
- Encourage major transit routes that link town centres, Workplace Areas and Surrey City Centre, and encourage appropriate transit service such as small buses or alternative systems to link Neighbourhood Centres with the nearest Town Centre.

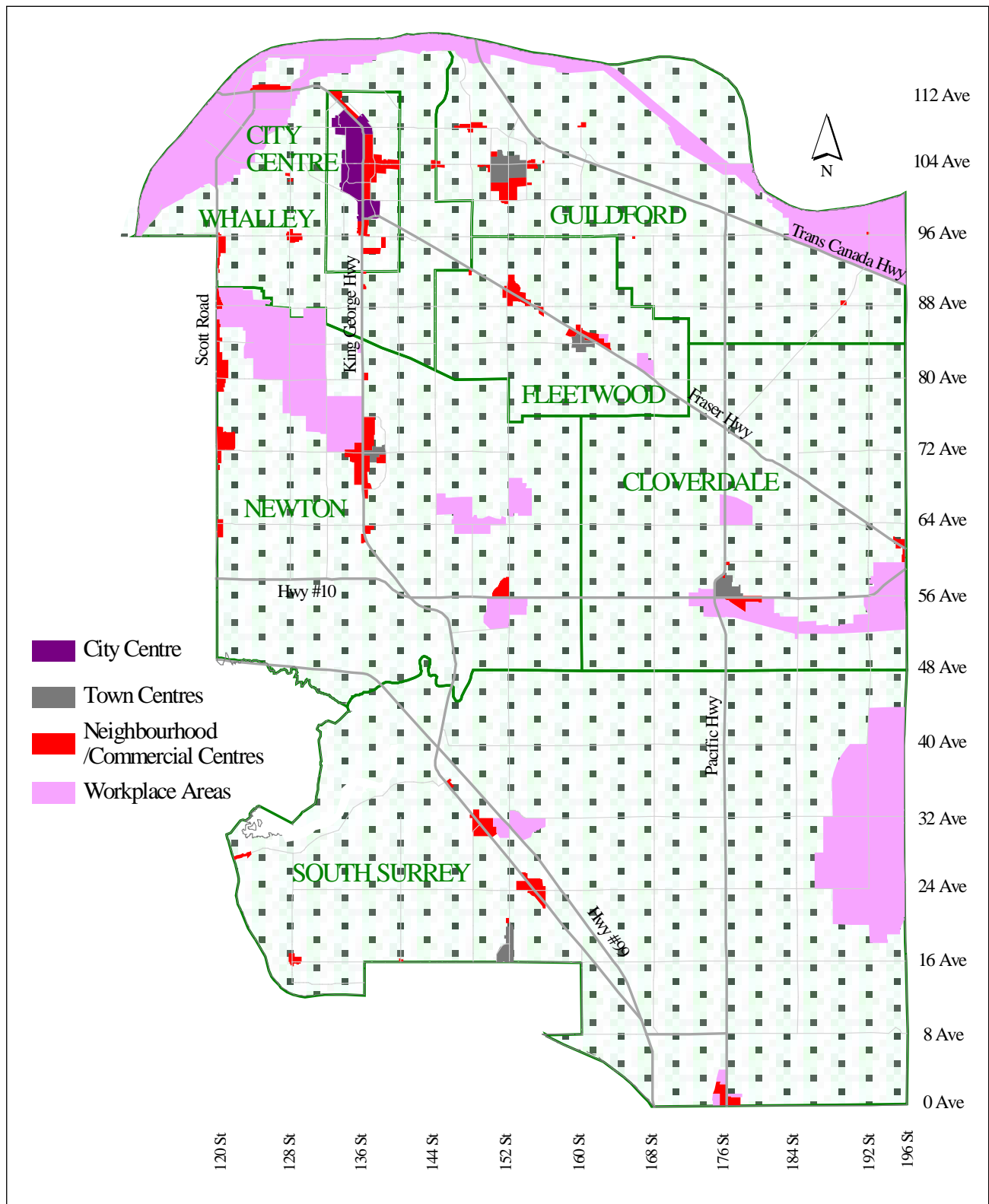
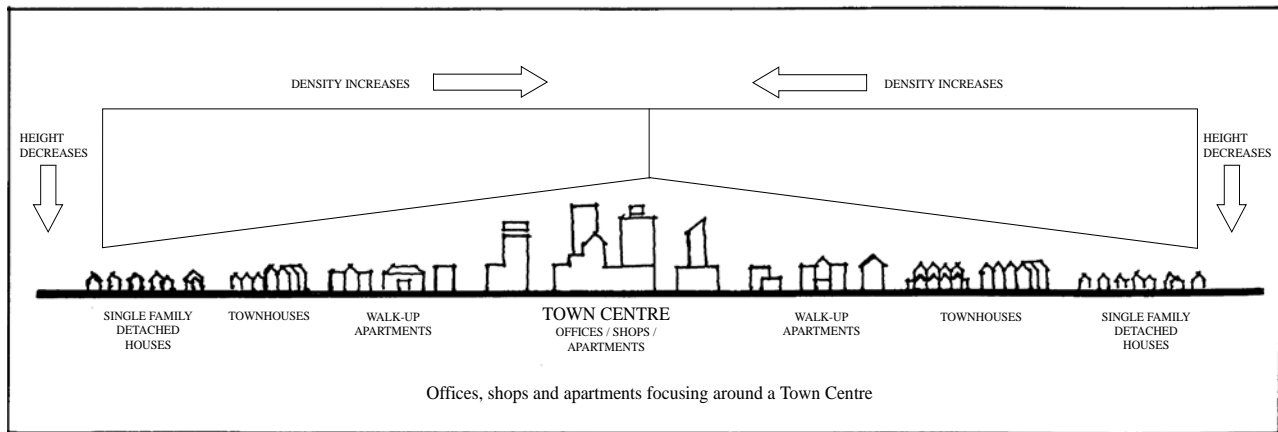


Figure 2 Community Structure Map

A-1.7 Focus Development Around Urban Centres to Support the Nodal Development Pattern

Locating High Density Development

Support the nodal focus of urban centres by locating the highest densities and tallest buildings within urban centres, and decreasing the densities and building heights away from urban centres.



A-1.8 Plan Residential Development to Support Urban Centres

Residential Growth to Support Urban Centres

1. Plan residential development to support the urban centres and form distinct and identifiable City Centre, towns and neighbourhoods. The intensity of residential development will be highest in the town centre core, and decrease away from the centre.
2. Focus the location of high density residential development within urban centres and the surrounding multiple residential areas.
3. Plan the low intensity suburban areas to form an edge between the urban and rural or agricultural areas. Structure suburban areas to form part of a town, and relate to the nearest urban centre.

Guidelines for the Planning of Residential Areas Around Centres

- Emphasize transition from urban to suburban developments by such means as providing or maintaining a planned or natural buffer, encouraging provision of urban lots wider than the standard width or half-acre lots to face or locate next to suburban lots, encouraging larger setbacks for houses on urban lots facing or next to suburban lots and encouraging shared driveways for adjoining urban lots that face suburban lots.
- Design roads and the bicycle and pedestrian network within suburban areas to provide linkage to the nearest urban centre.

A Description of
Neighbourhoods,
Towns and Their
Associated Centres

Description of Neighbourhoods and Towns and Associated Centres

Neighbourhoods and Neighbourhood Centres: An urban *neighbourhood* is the smallest residential community large enough to support an elementary school and a neighbourhood park. To allow young children to walk safely to school, its size is usually defined by the school catchment area and is limited to a maximum of 800 metres (half mile) radius around the school. At present, some neighbourhoods contain a small commercial area to serve some of the daily shopping needs in addition to the typical focus provided by a school and park.

A group of neighbourhoods could be served by a *Neighbourhood Centre*, consisting of retail businesses, and other commercial and community services and facilities. It could be situated in one neighbourhood or between neighbourhoods. Higher density housing could be located above the commercial facilities, around the centre or on main roads leading to the centre. Neighbourhood Centres would be formed by revitalizing existing commercial areas, or by developing them in some of the existing and new urban areas. Through careful design and integration, a Neighbourhood Centre should favour walking, bicycling and transit use over cars for daily needs. Public participation at the local level will be a key component in planning the re-development of existing or the development of new mixed use Neighbourhood Centres. Fraser Heights Village Centre is an example of a Neighbourhood Centre.

The City will promote mixed uses in the Neighbourhood Centres, but the range and scale of uses, services and amenities in these centres will be less than those in a Town Centre and will vary between neighbourhoods depending on density and housing mix of the neighbourhood. In existing urban areas, some centres may not be fully viable until the residential density and population in the vicinity can be developed to support such centres. Others may not have a focused centre because uses such as a community centre, church or neighbourhood shopping facility may not be close to each other. Over time, these various facilities may be brought closer together to provide a focus.

Towns and Town Centres: A *town* consists of a number of neighbourhoods served by a *Town Centre*. It has a broad range of housing choices and community facilities, e.g. library, recreation centre, to create a self-contained and complete town. It may also have major institutions such as educational or health facilities and employment areas. At present, the City is made up of six towns; these being Guildford, Fleetwood, Newton, Cloverdale, South Surrey and Whalley. For Whalley, Surrey City Centre doubles as a Town Centre.

A *Town Centre* is the economic and cultural focus for a town. It contains a relatively broad mix of uses at a density higher than the Neighbourhood Centre, but lower than Surrey City Centre.

Workplace Areas: *Workplace Areas* may relate both to surrounding towns or neighbourhoods, but should not significantly compromise the land uses and community service function of town centres and neighbourhood centres.

NOTE: See Part 4
and Figures 10 and
11 for further detail

A-2 Focus Growth Within Compact Urban Areas

Efficient land use can allow the City to continue growing while preserving open spaces, the natural environment and agricultural areas. A compact form of development promotes future growth within planned areas, provides new opportunities for housing, business, employment, and mobility, and encourages more efficient use of City utilities, amenities and finances.

Moving in this key direction means addressing growth issues through the following policies:

Issues:

Policies:

A-2.1 Manage Growth for Compact and Complete Communities

Complete
Urban
Communities

Allocate land use and development opportunities to achieve full and efficient utilization of designated Urban areas, infrastructure and public amenities, and to provide a broad range of residential, commercial, and workplace development options.

Promote complete development of Urban areas by prioritizing development among the following growth categories: (Please refer to the Future Development Concept Map Figure 3.)

1. Infill Development of Urban Land

Utilizing
Vacant Land

Encourage development of remaining vacant Urban land in existing neighbourhoods to achieve full utilization of currently designated lands, existing City infrastructure services and amenities.

2. Development of New Urban Neighbourhoods

Adequate
Supply of Land
for Housing

Maintain an adequate supply of Urban land and housing through the planned and phased development of new Urban neighbourhoods.

3. New Development Options in Existing Urban Areas

New
Development
Opportunities
in Urban Areas

Provide new development and redevelopment opportunities to enhance the growth capacity within the existing Urban areas and primarily within the Greater Vancouver Regional District's "Growth Concentration Area".

4. Long Range Urban Development

Land Supply
For Future
Urban Growth

Identify land within the Suburban designation areas of Clayton, Port Kells and Grandview Heights that is suitable for long term Urban development.

A-3 Balance Suburban Lifestyles with Future Development Needs

The City allocates land within the Suburban designation to establish areas for semi-rural residential development and to reserve particular areas for future Urban, Commercial and Business development.

Moving in this key direction means addressing growth issues through the following policies:

Issues: Policies:

A-3.1 Provide Permanent Suburban Areas

Stability of
Suburban
Neighbourhoods

Preserve areas within the Suburban designation to permanently accommodate existing and future Suburban semi-rural neighbourhoods.

A-3.2 Anticipate Potential Development Areas

Future
Development
in Suburban
Areas

Identify land within the Suburban designation areas of Clayton, Port Kells and Grandview Heights that is most suitable for future urban, commercial and business development. Maintain the future development potential in these areas by limiting subdivision of properties to a minimum lot size of 0.8 hectare (2 acres).

A-3.3 Consider Business Developments in Suburban Areas

Suburban
Workplaces

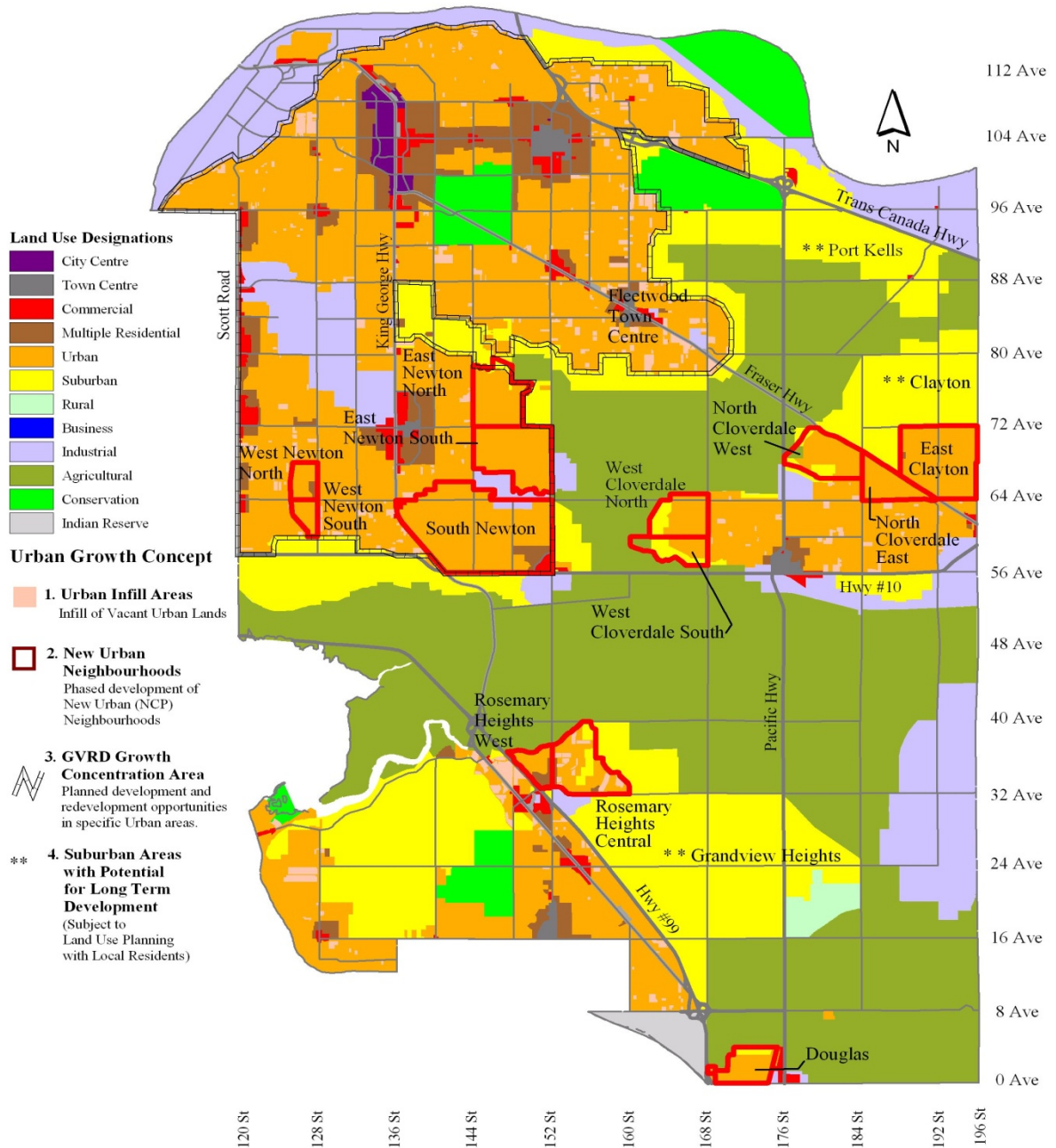
Consider new business development in appropriate Suburban designation locations subject to the policies, locational guidelines and the performance criteria established in Part 3 of this plan.

A-3.4 Respect the Character of Established Suburban Neighbourhoods

Impacts of
Urbanization on
Existing
Suburban
Neighbourhoods

Ensure that new development in Suburban areas takes into consideration the development patterns and character of existing Suburban neighbourhoods.

Figure 3 Future Development Concept Map



A-4 Co-ordinate Plans and Services for Orderly and Cost-Effective Development

The City pursues a long-term vision and development strategy that involves the City, residents and business owners in planning and implementing Surrey's development.

Moving in this key direction means addressing community issues through the following policies:

Issues:

Policies:

A-4.1 Pursue a Long Term Development Plan

Planning and Consistency with a Long Term Vision

Administer OCP growth and development policies to achieve consistency with the long term goals of the Future Surrey Vision and the Greater Vancouver Regional District's Livable Region Strategic Plan.

A-4.2 Prioritize Development to Support Compact and Complete Communities

Planned Urban Development

Support Urban growth categories as stated in Policy A-2.1, based on the following criteria:

1. Promote Complete Urban Communities

Complete Communities and Service Provision

Encourage development within Urban neighbourhoods to achieve planned land use capacity, balanced residential and business development and have adequate City services and amenities in place.

2. Co-ordinate Development Plans With Market Demand

Adequate Land Supply for Residential and Business Growth

- a. Ensure planned development capacity in Urban areas is sufficient to accommodate projected residential and business growth over a three to five year period.
- b. Initiate planning for Urban neighbourhoods when current Urban development capacity is less than five years.

Regional Growth Strategies	<p>3. Co-ordinate City and Regional Growth Strategies</p> <p>Support the Greater Vancouver Regional District's <i>Livable Region Strategic Plan</i> for growth within the regional "Growth Concentration Area".</p>
Responsible and Effective Capital Investment	<p>4. Ensure Strategic Capital Investment</p> <p>Give priority to development in those areas where major infrastructure services, transportation systems, and public amenities are already in place and can most effectively meet additional demand created by development; or where those services, systems, and amenities are consistent with plan implementation and can be provided in a timely and cost effective manner.</p>
Stakeholder Participation in Development	<p>5. Ensure Stakeholders' Participation and Support in Local Land Use Planning</p> <p>Ensure development planning includes the participation of local residents and land owners in determining the future of their local area.</p>
<p>A-4.3 Co-ordinate Development Through Secondary Plans</p>	
Planned Development	<p>Require development within specified neighbourhoods to be contingent upon, and subject to, a secondary planning process to determine such matters as detailed land use, density, infrastructure services, public amenities and financing strategies.</p>
<p>A-4.4 Monitor Development Trends</p>	
Development Trends	<p>Track development to assess the performance of Official Community Plan policies in relation to City and regional planning goals.</p>

Implementation, Monitoring and Co-ordination

Implementation measures:

A-1 Strengthen the City's Nodal Development Pattern

- Review and recommend appropriate revisions to the existing zoning of properties along 104 Avenue between Surrey City Centre and Guildford Town Centre to support the Surrey City Centre Plan.
- Co-ordinate with adjacent municipalities the land use, design and service delivery for nodes along City boundaries.

A-2 to A-4 Focus Growth Within Compact Urban Areas; Balance Suburban Lifestyles with Future Development; and Co-ordinate Plans and Services for Orderly and Cost-Effective Development

- Begin a process to review previously established "Local Area Plans", and develop new Secondary Plans in support of the Official Community Plan policies.
- Update Surrey's Zoning By-law and Subdivision and Development By-law to incorporate land use and density provisions required to support the Official Community Plan growth strategy.
- Prepare and maintain a long term growth and development concept plan and model to anticipate and monitor development and the fiscal implications.
- Maintain co-ordination with relevant regional and local agencies in the implementation of growth policies.

Quality of community indicators:

A-1 to A-4 Strengthen the City's Nodal Development Pattern; Focus Growth Within Compact Urban Areas; Balance Suburban Lifestyles with Future Development Potential; and Co-ordinate Plans and Services for Orderly and Cost-Effective Development

- Population and housing growth rates for each area of the City.
- Land supply, absorption and remaining development capacity within each land use designation.
- Transportation links and land uses among centres.

Relationship to land use strategy:**A-1 Strengthen the City's Nodal Development Pattern**

- Provide a balance of flexibility and stability in land use designations and zoning to maintain and strengthen the role of urban centres.
- Establish the rationale and role for City Centre and Town Centre designations within the City's overall structure.

A-2 Focus Growth Within Compact Urban Areas

- Identify residential growth priorities within the Urban designation.

A-3 Balance Suburban Lifestyles with Future Development Potential

- Recognize the importance of the Suburban designation in providing land for semi-rural residential lifestyles, and in providing a land reserve for future urban, commercial and business development.

A-4 Co-ordinate Plans and Services for Orderly and Cost-Effective Development

- Establish guidelines for the location and timing of development within the City and for preparing Secondary Plans prior to development.

B. Build a Sustainable Local Economy

Statement of Principle

The Official Community Plan promotes the concept of a complete city, balancing a high quality residential environment with a strong and sustainable local economy. A strong local economy provides livelihood for residents in terms of jobs, consumer goods and services, and business and investment opportunities. A strong local economy is also important for the fiscal health and functioning of the City in providing the public infrastructure, facilities and services that contribute to the quality of life and communities in the City.

Key Directions

B-1 Balance Residential and Economic Development

The City will promote economic development to achieve and maintain a balance between the number of City residents and the availability of local jobs and business services, and between the residential and business components of the City property assessment and tax base that supports the provision of City-funded community facilities and services.

B-2 Ensure an Adequate Land Supply to Facilitate Long Term Economic Growth

The OCP anticipates the City's long term needs for business land and provides policies to ensure that there is a sufficient supply of developable land available in appropriate locations to facilitate accelerated business growth.

B-3 Allow Flexibility in Land Use Policies to Accommodate Business Development in New and Appropriate Locations

There are sites throughout the City that are both practical and attractive as business locations, but that have not specifically been designated for business use. To achieve Surrey's economic development goals, the OCP provides flexibility to consider business development proposals on specific sites subject to a set of performance-based criteria that must be satisfied.

B-4 Pro-actively Encourage Local Economic Growth

To achieve Surrey's economic development goals and objectives, the OCP provides multi-faceted and pro-active strategies that focus on land availability, facilitating new business development, and marketing the benefits of locating in Surrey.

B-5 Encourage High Quality and Environmentally Responsible Development

The OCP encourages businesses that contribute qualitatively to the character of the City and that operate in an environmentally sound manner.

B-6 Facilitate the Development of a Strong City Centre

The role of Surrey City Centre, both within Surrey and the region will be strengthened through land use designations and a land use mix that supports increased development of high density general office functions, such as corporate head offices and commercial and business services, mixed use facilities including commercial, retail and high density residential uses, and civic facilities such as libraries, museums, and cultural venues.

B-7 Balance the Distribution of Economic Development Among Surrey's Towns and Neighbourhoods

To serve a large and diverse City, the supply of business lands should be distributed among Surrey Towns, Neighbourhoods and Workplace Areas in a manner that generally reflects local demand for consumer goods/services and employment opportunities.

B-8 Promote Agriculture as an Economic Growth Sector

The OCP recognizes the economic value and potential of Surrey's agricultural sector, and will promote efficient land use within agricultural areas and the development of value added and service industries to support and complement the Surrey agricultural community.

B-9 Promote Tourism as an Economic Growth Sector

A vibrant tourism industry can make a significant contribution to the City's economy and foster a positive image of Surrey as an attractive location for investment and growth. The OCP promotes the enhancement of Surrey's natural features and the development of potential attractions in a way that benefits Surrey residents, business owners and visitors.

B-10 Enhance Surrey's Character and Image as a Business City

Surrey's economic future will be predicated on the City's ability to establish a positive image as a dynamic and quality City in which to live, work, play and invest. The OCP will establish City initiatives to enhance the many positive characteristics and opportunities that Surrey has to offer as the basis for achieving the character and image objectives.

Background

Residential and Business Growth	Although Surrey is the second largest City in the Greater Vancouver Regional District (GVRD), Surrey has a relatively small share of the region's commercial and industrial development. Population growth of 160,000 residents between 1986 and 2001 has established Surrey as a major City in BC and in Canada. However, strong residential growth has outpaced business growth resulting in a less than healthy imbalance in Surrey's residential versus business sector growth when compared to other major GVRD cities.
Business Development in Surrey and the GVRD	In 1997, Surrey had only 13% of the total built commercial and industrial floor area in the GVRD. On a per capita basis, Surrey's ranked 6 th among the 7 largest GVRD cities.
Local Jobs	The 1996 Census indicated that about 88,000 jobs were located within the City of Surrey. With a 1996 total labour force of 159,000, Surrey had about 5.5 jobs for every 10 residents in the labour force. This falls well short of the ratio of 1 job per resident worker that is considered to be a healthy ratio.
Population and Job Growth	By the year 2021, Surrey's population is expected to reach 545,000 with a labour force of about 275,000. With projections for continuing high rates of population growth, Surrey will need to achieve much higher rates of business sector and employment growth to achieve the desired balance between the residential labour force and the number of local jobs.
City Tax Base	In 2001 about 70% of Surrey's tax revenue came from residential development while 28% came from business development. Compared to other major GVRD cities, Surrey has a lower percentage of its total revenue derived from business assessment revenue and is consequently more dependent upon the residential tax base.
Land For Business Growth	Surrey currently has about 7,120 acres of designated industrial land, of which 2,250 acres is vacant or available for development. However, much of this available land is constrained by poor location, lack of transportation access or onerous servicing requirements. Of the 2,250 under-utilized acres, about 1,700 acres are considered difficult and very expensive to service, while about 550 acres could be developed with minor to moderate servicing improvements. Surrey currently has a total of 1,340 acres of business land within the City Centre, Town Centre and Commercial designations. The Surrey City Centre has more than adequate capacity for growth, while the remainder of the City has about 260 acres of designated business land that is not currently used for business purposes.

Appendix A. "Official Community Plan Development Scenario" provides a planning analysis of business development, land area requirements,

employment growth and City revenue growth related to the OCP economic development goals and objectives as stated in this section of the plan.

Issues and Policies

B-1 Balance Residential and Business Development

The City will promote economic development to achieve and maintain a balance between the number of City residents in the workforce and the availability of local jobs, and to achieve a sustainable ratio of residential to business components of the City property assessment and tax base that supports the provision of City-funded community facilities and services.

Issues: Policies:

B-1.1 Balance Jobs and Resident Workers

Balance of Jobs
and Workforce

Balance the number of local jobs with the resident work force to provide local employment opportunities for residents and to reduce regional commuting. A ratio of 1 job per resident in the work force is desirable.

B-1.2 Achieve a Strong Fiscal Base

Strong Fiscal
Base

Increase business land use and development within the City to achieve a balanced assessment and revenue base to support public infrastructure, facilities and services. A tax base revenue ratio of 60% residential sources to 40% business sources is the objective for the City

B-2 Ensure an Adequate Land Supply to Facilitate Long Term Economic Growth

The OCP anticipates the City's long term needs for business land and provides policies to ensure that there is a sufficient supply of developable land available in appropriate locations to facilitate opportunities for business growth.

Issues: **Policies:**

B-2.1 Facilitate the Location of New Business Parks

Locating New
Business Park
Development

Utilize the OCP "Business" designation to establish business development areas in appropriate and strategic locations within the City. Business designation may require preparation of a Secondary plan and the following locational guidelines should be applied in determining the suitability of designating areas "Business":

- The site has direct access to: (a) a designated truck route, or (b) a Provincial Highway, or (c) an Arterial Road, or (d) the primary traffic access roads to/from the site do not penetrate or create nuisance for adjacent residential land uses.
- The site is located within an existing or potential servicing catchment area(s) that will allow comprehensive, timely and cost-effective infrastructure and utility servicing including water, sewer, drainage, flood control, natural gas and hydro electricity.
- The size of the site being redesignated must be significant in relation to the future business development potential of the surrounding area.
- The site can provide an adequate interface with adjacent land uses so as to minimize traffic and other nuisance impacts on adjacent properties and to protect environmentally sensitive areas.
- The site topography and soils are conducive to large floor-plate buildings.

B-2.2 Preserve Designated Business and Industrial Land for Business Uses

Business Land
for Business
Uses

Use Commercial, Business and Industrial land use designations primarily for business development purposes and associated uses that support growth of the business sector.

B-2.3 Encourage the Efficient Utilization of Designated Commercial and Industrial Lands

Efficient Use
of Business
Lands

Encourage infill and redevelopment of under-utilized properties within City Centre, Town Centre, Commercial and Industrial land designations as follows:

- Identify significant infill and redevelopment opportunities and pursue options and incentives that will achieve full development capacity in such locations.

B-2.4 Ensure All New Secondary Plans Include Adequate Consideration of Business and Employment

Economic
Consideration
in Secondary
Plans

In preparing Secondary Plans, ensure the plan includes consideration of business and employment land uses as follows:

- Secondary Plans should include a business development component that addresses future resident demand for goods, services and employment.
- Where Secondary Plans include sites located adjacent to a Provincial Highway or at the intersection of arterial roads, the Secondary Plan will give primary consideration to the business land use potential of those sites.

B-3 Allow Flexibility in Land Use Policies to Accommodate Business Development in New and Appropriate Locations

There are sites throughout the City that could be practical and attractive business locations, but have not specifically been designated for business use. In order to achieve the City's economic development goals, the OCP provides policies that allow flexibility to consider business development proposals on specific sites subject to specified performance criteria.

Issues: Policies:

B-3.1 Provide Flexible Land Designation and Zoning Regulations for Business Development

Flexible Land Designations

Encourage creative and flexible land use within OCP Land Use Designations in order to expand the range of business development location options within the City.

B-3.2 Utilize Performance Criteria to Evaluate Business Development Proposals in Specified Designations

Performance Criteria

Employ Performance Criteria to evaluate business development proposals in specified land use designations in order to ensure that new business development sites are compatible with surrounding land uses (See Part 3.7 for applicable Land Use Designations and Zoning Categories and Part 3.8 for the specific application of Performance Criteria).

Employ Performance Criteria Based on the Following Land Use Planning Principles:

- **Land Efficiency:** Development should make efficient use of the developable site.
- **Increased Assessment:** Development should provide a reasonable increase in Surrey's property assessment and tax base in proportion to the developable site area.
- **Commitment to Build:** Proposed developments should be constructed as soon as possible after they are approved.
- **Demand:** Development, particularly commercial projects, should complement the local market catchment area, and should not significantly compromise the viability of other existing businesses, and/or the City's established secondary plans.

- **Interface:** Development must have an effective interface so that use does not adversely impact adjacent land uses.
- **Scale and Siting:** The size, scale, massing and design features of the development must be harmonious and in character with the existing development in the area.
- **Integration and Connectivity:** Development must be well integrated into the area or community.
- **Transportation/Servicing:** Development must satisfactorily address issues of transportation, municipal services, utilities (cable, telephone, gas and hydro) and environmental protection.

B-3.3 Support the Integrity of Secondary Plans

Integrity of
Secondary
Plans

The OCP permits a range of secondary plans to guide land development within specific areas of the City. Secondary plans are created through a community consultation process and involve commitment and expectations by the City and the residential and business communities. It is important to maintain the intent and viability of these plans wherever possible.

In general, new business development sites should be not supported in locations where the proposed land use significantly compromises the intent, land uses or viability of similar uses in established Secondary Plans (See Part 7.3 Adoption and Amendment Procedures).

B-4 Pro-actively Encourage Local Economic Growth

To achieve Surrey's economic development goals and objectives, OCP policies focus on land availability, facilitating new business development, and marketing the benefits of locating in Surrey.

Issues:

Policies:

B-4.1 Strategically Pre-Service Development Sites to Attract New Business Development

Pre-Service
Development
Sites

Economic growth and more jobs for residents requires an adequate supply of lands that are marketable and ready for business development. To ensure that Surrey is responsive to the market, and can accommodate a healthy share of regional economic growth, the City must be pro-active in preparing sites that are readily available for business development.

The following will apply:

1. The City will deploy “pre-servicing” in selected areas as a means of improving the “market readiness” of and to accelerate the “absorption rate” of business, industrial and commercial lands within Surrey.
2. The costs of pre-servicing will be recovered at the time of development.
3. The City will take increased responsibility in administering the provision of “off-site” services for lands available for business development.
4. The City will consider pre-servicing at locations that satisfy the following criteria:
 - Sites that are best suited to accommodate anticipated market demands.
 - Sites that maximize the amount of marketable land made available for business development in relation to the pre-servicing investment costs.
 - Sites that offer opportunities for public and private partnerships.

B-4.2 Pursue Major Infrastructure Improvements That Will Support Business Development

Major
Infrastructure
Development
for Business

Seek opportunities to work with other levels of government and private partners to construct major infrastructure improvements including major transportation corridors and facilities, and communication and utilities infrastructure that can be pivotal to Surrey’s economic growth.

B-4.3 Pursue the OCP Goals and Strategies Through an Annual Economic Development Action Plan

Economic
Development
Action Plan

To co-ordinate the implementation of OCP economic development policies, prepare an annual *Economic Development Action Plan* that will document the activities that will be undertaken by the various City departments in support of the OCP economic development policies during that year.

B-5 Encourage High Quality and Environmentally Responsible Development

Issues: **Policies:**

B-5.1 Encourage High Quality and Environmentally Responsible Businesses

Quality
Development

Encourage businesses that contribute qualitatively to the character of the City and that operate in an environmentally sound manner.

B-6 Facilitate the Development of a Strong City Centre

Issues: **Policies:**

B-6.1 Facilitate the Development of a Strong City Centre

A Strong City
Centre

Strengthen the role of Surrey City Centre within Surrey and the Fraser Valley through land use designations that support development of corporate offices, commercial and business services, high density commercial/residential developments, and civic facilities such as libraries, museums, and cultural venues.

B-7 Balance the Distribution of Economic Development Among Surrey's Towns and Neighbourhoods

Issues: **Policies:**

B-7.1 Balance the Distribution of Economic Development Among Surrey's Towns and Neighbourhoods

City
Distribution of
Economic
Development

To serve a large and diverse City, ensure that the supply of lands available for business development are distributed among Surrey Towns and Neighbourhoods in a way that reflects local demand for consumer goods/services and employment.

B-8 Promote Agriculture as an Economic Growth Sector

Issues: Policies:

B-8.1 Promote Agriculture as an Economic Growth Sector

Agriculture and
Economic
Development

The OCP recognizes the economic value and potential of Surrey's agricultural sector, and will promote efficient land use of agricultural areas and the development of value added and service industries to support the Surrey agricultural community. This will be addressed as follows:

- Promote the efficient use of agricultural lands through strategies that facilitate desired types of agricultural development in preferred development areas.
- Facilitate the location and development of existing and future businesses that enhance demand or provide value-added processing for local agricultural products.
- Facilitate the location and development of businesses that provide essential agricultural support services to the local agricultural industry.

B-9 Promote Tourism as an Economic Growth Sector

Issues: Policies:

B-9.1 Promote Tourism as an Economic Growth Sector

Tourism and
Economic
Development

A vibrant tourism industry can make a significant contribution to the local economy and foster a positive image of Surrey as an attractive location for investment and growth. The OCP promotes the enhancement of Surrey's natural features and potential attractions in a way that benefits Surrey residents, business and visitors. This will be addressed as follows:

- Pursue opportunities to partner with senior levels of government and external agencies to enhance the qualities of Surrey's existing natural features and potential attractions within the City, and to promote programs that will encourage increased tourism within Surrey.
- Prepare objectives and pursue strategies to optimize Surrey's waterfront areas.

B-10 Enhance Surrey’s Image and Character

Issues: **Policies:**

B-10.1 Enhance Surrey’s Image and Character

Improve
Surrey’s Image
and Character

Pursue and co-ordinate City initiatives and strategies to enhance Surrey’s image as a dynamic and quality City in which to live, work, play and invest.

Implementation, Monitoring and Co-ordination

Implementation Measures:

B-1 Balance Residential and Economic Development

- The economic objectives stated in B-1 will provide the basis for the implementation of all City economic initiatives.

B-2 Ensure an Adequate Land Supply to Facilitate Long Term Economic Growth

- Identify and designate additional lands for Business uses.

B-3 Allow Flexibility in Land Use Policies to Accommodate Business Development in New and Appropriate Locations

- Prepare new IB-2 and CH zones as amendments to the Surrey Zoning By-law.

B-4 Pro-actively Encourage Local Economic Growth

- Based on the 2001 Edition of the OCP, prepare a revised Economic Development Strategic Plan to focus short term planning initiatives.
- Establish a City pre-servicing task force to co-ordinate municipal servicing priorities and initiatives.
- Lobby senior levels of government to support major infrastructure improvements.

B-5 Encourage High Quality and Environmentally Responsible Businesses

- Identify, target and facilitate business sectors and businesses that are most desirable for Surrey.

B-6 Facilitate the Development of a Strong City Centre

- Prepare a periodic review of the Surrey City Centre Plan to take advantage of changing opportunities and market conditions.

B-7 Balance the Distribution of Economic Development Among Surrey's Towns and Neighbourhoods

- Prepare a review of the distribution of existing and future population and labour force demand versus the provision retail/services, offices, business parks and available business lands.

B-8 Promote Agriculture as an Economic Growth Sector

- Prepare an Agricultural Development Strategy to optimize agricultural land use efficiencies and opportunities, and to facilitate the growth of agricultural processing and support industries.

B-9 Promote Tourism as an Economic Growth Sector

- Pursue initiatives identified in the Surrey Tourism Action Plan and pursue opportunities to enhance the existing and potential features and attractions within the City.
- Encourage and assist local organizations and associations in promoting tourism.

B-10 Enhance Surrey's Character as a Business City

- Prepare a master plan and strategies focused on building the image and character of the City.

Quality of community indicators:**B-1 Balance Residential and Economic Development**

- Number of jobs located in Surrey, the Surrey labour force and the jobs to labour force ratio.
- Percent of residential versus business comprising the Surrey municipal assessment and tax base.

B-2 Ensure an Adequate Land Supply to Facilitate Long Term Economic Growth

- Land utilized, in relation to City demand and economic goals, for retail/service, office and business park/industry uses within the City and among the major communities.
- Supply of land, in relation to projected City demand and economic goals, that is available for retail/service, office and business park/industry uses within the City and among the major communities.
- Number of new businesses locating within Surrey.
- Number of businesses expanding, redeveloping or relocating within Surrey.
- Net increase in FAR and assessment values on previously under-utilized business properties.

B-3 Allow Flexibility in Land Use Policies to Accommodate Business Development in New and Appropriate Locations

- Number and type of business development proposals.
- Amount of land approved for business uses by zone and type of business.

B-4 Pro-actively Encourage Local Economic Growth

- Amount of land approved for business use.
- Increase in built floor area for business and industry use.
- Increase in the number of local jobs.
- Increase in business and industry percentage of municipal assessment and tax base.
- Amount of vacant and serviced business land.
- Number and type of business development inquiries, applications, and new developments.

B-5 Encourage High Quality and Environmentally Responsible Businesses

- Number and type of business development inquiries, applications, and new developments.
- Number of environmental infractions by business and industry.

B-6 Facilitate the Development of a Strong City Centre

- Type, amount and percentage of new Surrey business development locating in City Centre.

B-7 Balance the Distribution of Economic Development Among Surrey's Towns and Neighbourhoods

- Land utilized, in relation to City demand and economic goals, for retail/service, office and business park/industry uses within the City and among the major communities.
- Supply of land, in relation to projected City demand and economic goals, that is available for retail/service, office and business park/industry uses within the City and among the major communities.

B-8 Promote Agriculture as an Economic Growth Sector

- Number and type of agri-business development inquiries, applications, and new developments.
- Farm product sales receipts by agricultural sector.

B-9 Promote Tourism as an Economic Growth Sector

- Number of major events located within the City.

B-10 Enhance Surrey's Character as a Business City

- To be determined.

Relationship to the Land Use Strategy

For policies B-1 through B-10:

- Land use designations and zoning allocations enable economic land use and development goals and policies.
- Performance criteria establish conditions for business development within particular zones and within particular land use designations.
- Secondary plans establish procedures and consideration for economic land use planning.

C. Build Complete Communities

Statement of Principle

The City is committed to making Surrey "complete" at the City level and within the various towns and neighbourhoods. A complete community offers a wide range of business opportunities, local employment, housing choices, convenient services and viable alternatives to cars for transportation. The complete community concept also requires consideration of safety, a people-friendly built environment, and energy efficiency in planning and development.

Key Future Direction

C-1 Balance Residential and Business Development

A balance of residential and economic development is fundamental to the concept of a complete city and communities. The City will promote economic development to achieve a more equitable development balance, and will facilitate new business development in a way that best integrates with the fabric and structure of the City.

C-2 Form Identifiable Towns and Neighbourhoods

To realize the Future Surrey Vision, and as a framework for improving the quality of life, the City will create and maintain identifiable and functional communities and neighbourhoods.

C-3 Provide a Range of Choices in the Type, Tenure and Cost of Housing

The City will support more choices in housing to meet the needs of people of all ages, household types, income levels, and lifestyles.

C-4 Design a Safe, Attractive and People-Friendly Environment

The City will ensure that communities are made more livable through the design of a built environment that is safe, attractive and people-friendly.

C-5 Locate Services and Facilities Closer to Neighbourhoods

The City will plan for a range of neighbourhood services to be conveniently located within easy walking distance of homes within residential neighbourhoods.

C-6 Build Energy Efficient Communities

The City supports energy conscious community planning and building design that makes communities more energy efficient, and supports all efforts to promote energy conservation and alternative energy sources which are environmentally friendly and sustainable.

C-7 Live/Work Communities

The City supports the concept of purpose-built live/work developments that provide opportunities for business and employment with a lifestyle that minimizes commuting and blends effectively with the surrounding neighbourhood.

C-8 Reduce Community Greenhouse Gas Emissions

The City will combat global climate change through the reduction of community greenhouse gases.

Background

The Livable Region Strategic Plan

The Greater Vancouver Regional District's *Livable Region Strategic Plan* calls for municipal plans to protect green zones, to focus development in the Growth Concentration Area, and to build complete communities with a broader range of housing and services, more local jobs, more convenient public transit, and less dependence on private automobiles.

Future Surrey Vision

The *Future Surrey Vision* calls for the creation of a safe and environmentally sustainable city with a strong downtown, self-sufficient communities and pedestrian-oriented neighbourhoods.

Balanced Residential and Economic Development

Surrey is primarily a residential city, having a comparatively low percentage of business development, employment and business tax revenues in comparison to other larger cities in the region. The primary objective of the 2001 Official Community Plan Major Review was to remedy this imbalance and to accelerate economic growth to achieve a more complete and balanced city.

Reduction of Greenhouse gas emissions

The Local Government Act requires that Official Community Plans include targets for the reduction of community greenhouse gas emissions. As responsibility for the reduction of greenhouse gas emissions is shared by all levels of government, Surrey's targets relate to reductions in areas of municipal influence.

Issues and Policies

C-1 Balance Residential and Business Development

Issues: **Policies:**

C-1.1 Balance Residential and Business Growth

Balanced
Development in
the City and
Communities

Facilitate new business development as an essential and integral element of the City, towns and neighbourhoods, to provide consumer services and employment opportunities in a way that best integrates diverse land uses within the fabric and structure of the City.

C-2 Form Identifiable Towns and Neighbourhoods

Towns and neighbourhoods can have distinct identities by incorporating well designed buildings that are compatible with the character of the surrounding area, public places for community activities and a compact pattern of development that favours pedestrian movement.

The following policies are focused on facilitating the development of complete communities in the City:

Issues: **Policies:**

C-2.1 Support a Compact Urban Development Pattern

A Compact City

Focus future urban development to form compact towns and neighbourhoods to enhance the sense of place and allow residents to easily identify with their community.

Examples of a Compact Urban Development Pattern

- Smaller residential lots.
- Residential developments that allow more than one dwelling type on the same lot (e.g. second dwellings over garages with lane access).
- Multiple unit residential developments such as duplexes, triplexes, four-plexes, townhouses and low rise apartment buildings.
- Mixed use developments combining housing with retail, office or other uses.
- Reduced setbacks, where applicable.
- Narrower streets (with allowances for adequate on-street or off-street parking) with a finer network of local streets.

C-2.2 Enhance the Identity of Neighbourhoods, Towns and Surrey City Centre

Each
Community is
Unique and
Seeks Its Own
Identity

Encourage the retention or creation of unique features and character areas to enhance the identity of neighbourhoods, towns and Surrey City Centre as distinct but integrated communities of Surrey. (Figure 4 shows the boundaries of Surrey City Centre)

Guidelines for Community Identity

- Identify existing or potential boundaries for towns and neighbourhoods. Strengthen these boundaries with landscaping or gateway features.
- Identify and enhance the characteristics of neighbourhoods and towns through Secondary Plans.
- Identify existing or potential activity centres within neighbourhoods and develop guidelines to enhance their unique features.
- Identify or create indoor and outdoor places for community events and gatherings. Design and locate public buildings and spaces to reinforce and express each community's character.
- Implement ways to reduce the impact of traffic in neighbourhoods through design measures such as landscaping, traffic calming or narrower roads. Improve or design streets for pedestrian and bicycle movements.
- Encourage new developments to enhance the positive qualities of the surrounding area and to respect the local context, while supporting diversity and creativity in design.
- Plan development or redevelopment to be well integrated with the surrounding area.
- Plan for incremental development of an area over time to avoid sudden changes on a large scale in order to maintain social stability and community identity.

Note: Figure 5 shows Surrey's communities or neighbourhoods with historic place names.

C-2.3 Plan for Neighbourhoods with Schools, Parks and Local Convenience Stores

Pedestrian
Safety in
Neighbourhoods
Especially for
Children
Walking to
School

1. Size urban neighbourhoods to support an elementary school, a neighbourhood park and a small local commercial area (preferably combined with a residential use in the same building).
2. Locate schools to allow the majority of children to walk to school without the need to cross major traffic corridors.
3. Promote schools as multiple-purpose centres for local neighbourhood activities in addition to serving as schools.

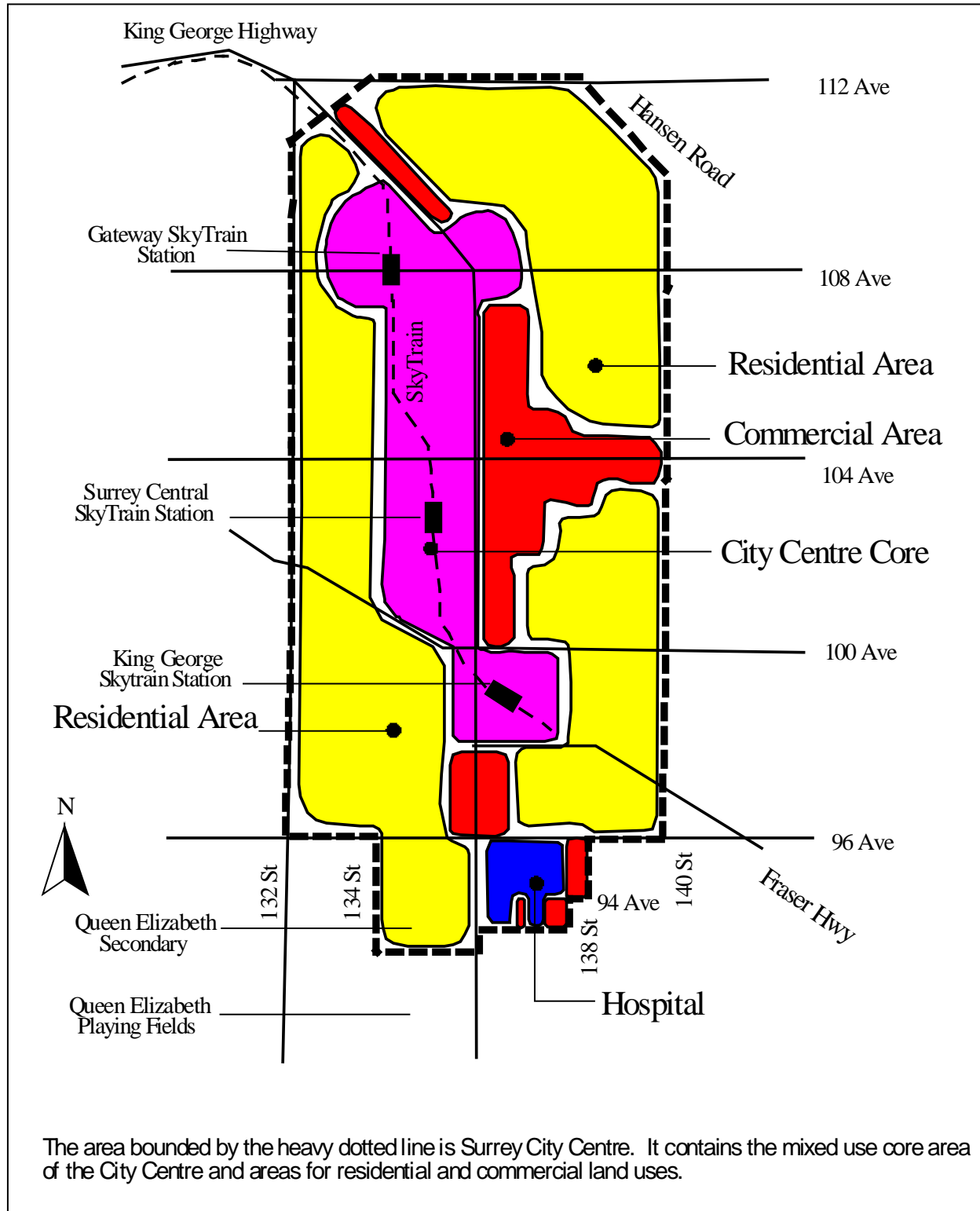


Figure 4 Surrey City Centre Boundary Map

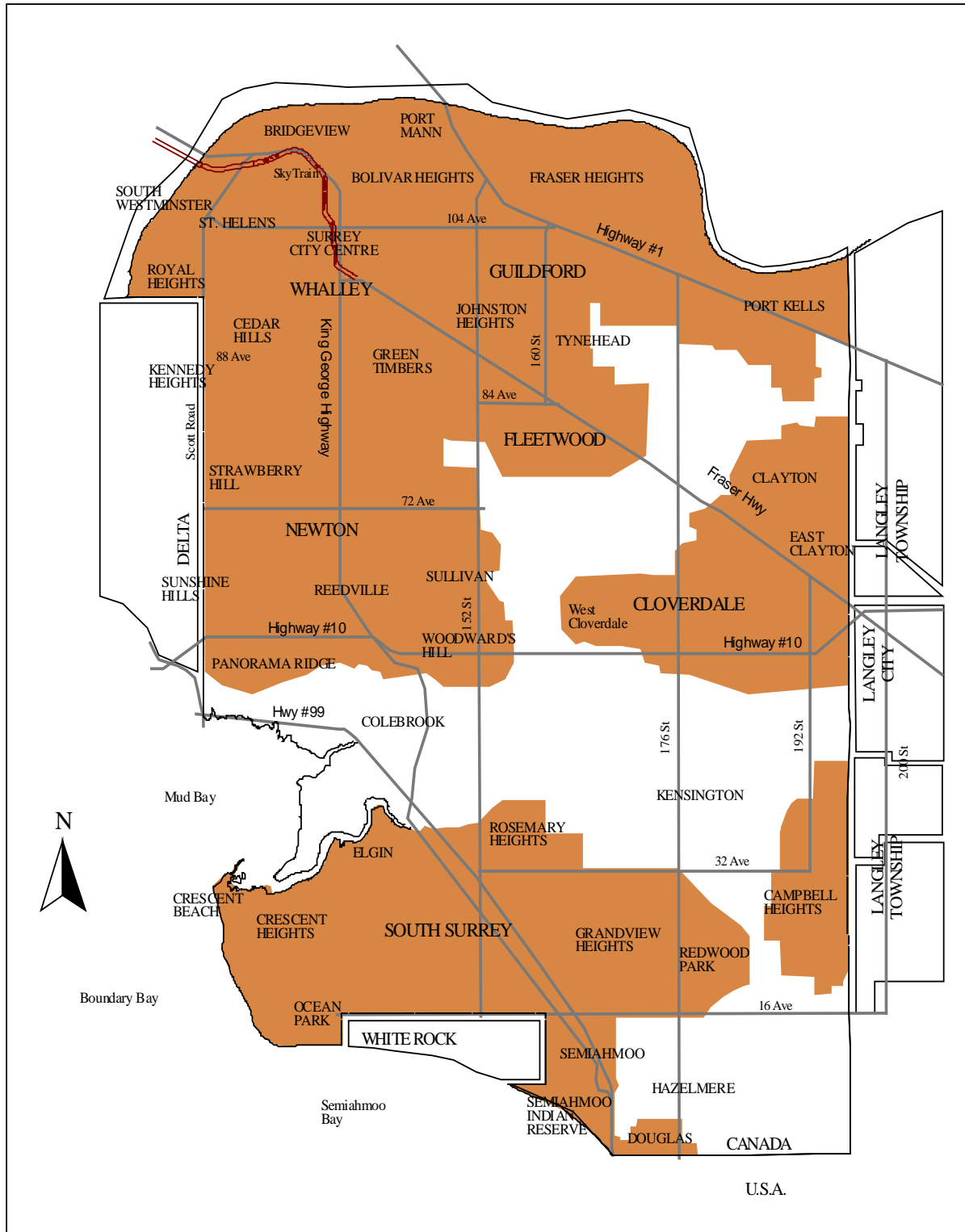


Figure 5 Towns and Communities Map

C-2.4 Plan Neighbourhood Centres in Existing and New Urban Areas as a Civic Focus for the Surrounding Area

Neighbourhood
Centres as a
Civic Focus

1. Plan and design Neighbourhood Centres to provide a pedestrian-oriented civic focus for the surrounding area.
2. Plan and design Neighbourhood Centres and surrounding areas to encourage bicycling and walking, accommodate sufficient residential density to support convenient transit service, encourage a variety of housing forms and create a cohesive built environment.

Guidelines for the Planning and Design of Neighbourhood Centres and Surrounding Areas

Civic focus:

- Plan for a visible civic space such as a plaza, common green and/or a main street with shops, mixed use buildings and public amenities or facilities bordering the civic space or the main street.
- Where a Neighbourhood Centre is developed from an existing commercial area, create public space through the removal or relocation of surface parking, and the reorientation of existing buildings to support the public space or streets and allow addition of street-oriented buildings on site.
- The Neighbourhood Centre should be centrally located to serve an area within approximately a 1600 metre (1 mile) radius. In areas with a relatively larger percentage of multiple unit housing and small lot housing, this radius may be smaller.

Variety of housing forms:

- Plan for a variety of ground-oriented housing types in the residential area surrounding a Neighbourhood Centre (e.g. smaller scale townhouse projects containing up to six units per site). Allow a mix of different housing forms within the same block or area to provide a diversity of built form, with due consideration for design compatibility and local context. In existing developed urban areas, encourage a variety of housing types through infill and redevelopment.
- Support larger scale townhouse projects and low rise apartment buildings (with height defined through Secondary Plans) in and around the centre, generally within a 400 metre (quarter mile) radius. Encourage street-oriented developments.
- Encourage buildings that combine apartments with commercial and/or institutional uses within the Neighbourhood Centre.

Minimum residential density:

- Achieve a minimum overall gross density of 20 units per hectare (8 units per acre) in new urban neighbourhoods, and 30 units per hectare (12 units per acre) within the residential areas surrounding a Neighbourhood Centre (within approximately 400 metres or a quarter mile).
- Support a minimum residential density of 50 units per hectare (20 units per acre) as part of mixed use developments in the core area of the centre.
- *Note:* These minimum densities are area-wide gross densities. They should be considered during the preparation of Secondary Plans and plans for redevelopment within existing urban areas.

Compactness and walkability:

- Strive to keep neighbourhoods as compact as possible to allow people to walk or bicycle to and from common destinations and thereby reduce reliance on cars.
- Design and plan streets to encourage walking and bicycling, provide easy access to transit service, and to minimize non-local traffic through neighbourhoods.
- Encourage street orientation in the design of all buildings. Where possible, encourage alternatives to walled or gated communities and improve their orientation to public streets and public spaces.
- Plan for a network of open spaces and linear pathways to enhance walking and bicycling.

Cohesive built environment:

- Encourage a people-friendly and cohesive built environment within the existing and new urban areas through appropriate conditions in Secondary Plans.

C-2.5 Develop Each Town to be Distinct from Other Towns

A City Made
Up of Unique
Communities

Seek ways to enhance the individual characteristics of towns to ensure they remain identifiable from each other.

Guidelines for Creating Distinct Towns

- Promote unique features or characteristics of each town.
- Enhance the individuality of towns by maintaining low density areas to separate them where possible, by emphasizing redevelopment and densification around urban centres, and by strengthening the interface between towns and agricultural lands through the use of landscaped buffers and deeper lots at the interface. Where low density areas do not exist or cannot be maintained, the edges of towns can be reinforced by utilizing existing natural or man-made features such as a ravine, a utility corridor or a wide, landscaped boulevard with multiple rows of trees.
- Ensure that there is only one designated and functional Town Centre within each town.
- Support commercial and cultural uses within the Town Centre while encouraging some of the smaller scale commercial developments and offices to locate in Neighbourhood Centres.
- Ensure that the suburban areas at the edges of towns relate to the Town Centre as the primary focus for economic and cultural or entertainment activities, while supporting a small commercial outlet, such as a corner grocery store, to serve some of the day-to-day needs of suburban residents

C-2.6 Develop Surrey City Centre as a Vibrant and People-Oriented Downtown

A Vibrant
Downtown

Ensure that Surrey City Centre develops as a vibrant and people-oriented downtown. Encourage comprehensive and high quality designs and guide the location and relationship of buildings, public places, community facilities and streets to ensure the downtown is an attractive and active place for business, residents and visitors.

Related Documents

- *Surrey City Centre Plan* (1991)
- *Surrey City Centre Urban Design Concept* (1993)
- *Surrey City Centre Social Strategy* (1994)
- Parks, Recreation and Culture Department *Master Plan* (1998)
- Surrey Public Library *Facilities Master Plan* (1999)

C-3 Provide a Range of Choices in the Type, Tenure and Cost of Housing

A complete community enhances livability in neighbourhoods by providing a variety of housing choices in terms of cost and tenure.

The following policies are intended to facilitate capturing opportunities in this key area:

Issues: Policies:

C-3.1 Increase Housing Choice with a Balanced Housing Mix

Choice in Housing

Accommodate a mix of housing types that will support all age and income groups, renters and household types. Emphasize development of smaller houses on smaller lots, ground-oriented housing, and high density housing particularly within and surrounding the City Centre and the Town Centres.

C-3.2 Reinforce Housing Choice and Community Structure

Housing and Community Structure

Reinforce the nodal development pattern and community structure with a variety of higher density housing types in and around Town Centres.

Examples of Housing Types Related to the Scale of Community or Urban Centre

Scale or type of Centre	Housing Types	Scale or type of Centre	Housing Types
City Centre	<ul style="list-style-type: none"> High Density. Apartments as part of mixed use developments. Apartments as the principle use in the area surrounding the City Centre. 	Multiple-Family Neighbourhood	<ul style="list-style-type: none"> Medium Density. Apartments as part of mixed use developments related to Town Centres. Townhouses as part of mixed use developments.
Town Centre	<ul style="list-style-type: none"> Medium Density. Apartments as part of mixed use developments. Apartments and townhouses. 	Neighbourhood	<ul style="list-style-type: none"> Single detached houses on standard lots. Single detached houses on small lots. Ground oriented housing: duplexes, triplexes, four-plexes and small scale townhouse developments.
Neighbourhood Centre	<ul style="list-style-type: none"> Low density (building height to be determined through Neighbourhood Concept Plans). Apartments as part of mixed use developments in Neighbourhood Centres. Apartments and townhouses. 		

C-3.3 Create Thriving Mixed-Use Areas

Functional Mix
of Residential
and Business
Uses

Support the creation of neighbourhoods with a mix of land uses which will support a variety of lifestyles and contribute to the economic and social viability of neighbourhoods, towns and the City generally.

C-4 Design Safe, Attractive and People-Friendly Environments

Livable communities provide a sense of safety in their neighbourhoods and public places, promote high standards of design in the built environment and create people-friendly developments, buildings and streets.

Moving in this key direction means addressing crime prevention on an equal level with all other issues in planning and developing new developments through the following policies. Crime Prevention through Environmental Design (CPTED) measures are outlined in Policy Section J and specific guidelines are attached as Division F.

Issues: **Policies:**

C-4.1 Crime Prevention/Promote Safety and Security

Safety and
Security

Support the principle of “crime prevention through environmental design” by encouraging opportunities for surveillance (“defensible space”), increased public activity and presence in streets and open spaces, well defined private and public spaces and adequate accessibility for all. (See Part 2. J Enhance Citizens’ Safety and Well Being Through Crime Prevention.)

C-4.2 Promote Emergency Planning

Being Prepared
for
Emergencies

Emergency
Planning for
Communities

1. Plan and design safe communities by taking into consideration the needs of emergency services (fire, police and ambulance services).
2. Encourage additional measures (such as fire protection and prevention) in community planning and building designs to improve the level of safety, particularly in dense areas of the City including those which have small lot housing, townhouses, walk-up apartments, and streets narrower than the standard width.

Public
Education and
Emergency
Training

3. Support public education programs and emergency training aimed at improving safety, preparedness and effective response during emergencies, including derailments, spills of hazardous materials and natural disasters.

Building
Identification

4. Encourage clearly visible, easily readable and adequately illuminated signs for all buildings to indicate street address and name of the building or development, while ensuring that the signs do not dominate the building facade.

Considerations For Emergency Planning

- Encourage the use of automatic fire suppression systems in all buildings.
- Encourage the use of materials that are non-combustible or treated with flame retardants.
- Ensure that street designs provide a clear passage for emergency vehicles. In narrower streets, on-street parking should be discouraged or located to allow clear passage (e.g. within an off-set parking bay).

C-4.3 Enhance the City's Gateways and Roadways

Improve City's
Physical Image

Identify entrances to the City and encourage both public and private initiatives to enhance these areas with distinctive landscaping, urban design elements and signs. Identify significant streets and emphasize landscaping and tree planting along these streets.

C-4.4 Preserve Geographic and Visual Linkages

Need to
Preserve Vistas
and Views

Retain and create view corridors, focal points, viewpoints, landmarks and vistas, including heritage vistas, at the City and neighbourhood levels.

C-4.5 Enhance Surrey's Image as a City of Parks

Need More
Green Spaces
and Natural
Landscaping in
the City

1. Emphasize landscaping, tree planting and preservation on all roads and private and public properties including surface parking areas.
2. Identify and enhance prominent natural features and significant landscapes as visual landmarks, integrating the natural features and open spaces as part of community planning and comprehensive developments.

3. Explore ways to increase and improve public access to the Fraser River, other rivers and ocean front areas.

C-4.6 Encourage Pedestrian-Oriented Development

Need to Plan
for Pedestrians,
Not Just Cars

1. Improve pedestrian access and ease of movement throughout the City.
2. Support developments and building designs that encourage pedestrian activity and access within and adjacent to developments, streets and open spaces.
3. Strongly-focused consideration for the safety, comfort, convenience and enjoyment of pedestrians should be given in the design of all streets, open spaces and developments.
4. Support the use of streets as the primary public space for pedestrian activity.

Guidelines to Encourage Pedestrian Orientation

- Emphasize the safety, comfort and convenience of pedestrians when road improvements are planned.
- Consider providing sidewalks along all roads.
- Prioritize road improvements that support pedestrian activity, particularly along King George Highway within Surrey City Centre.
- Improve the character of urban streets to increase the safety and comfort of pedestrians. Provide amenities such as appropriately positioned benches, landscaping, drinking fountains, and bicycle racks on streets where substantial pedestrian activity is expected.
- Within Surrey City Centre and Town Centres, discourage construction of elevated walkways and any other barriers to pedestrian access and activity at street level. Pedestrian overpasses designed as an integral part of a development to a transit facility such as a SkyTrain station may be considered, provided that they are supplementary to a street level access and that the development is designed as a street-oriented development to support pedestrian activity at street level.
- Discourage surface parking and numerous vehicular access points along streets where substantial pedestrian activity is expected.

C-4.7 Create Public Places for Public Enjoyment and Community Activities

Need for Public Places and Arts

Support the creation of public places, squares and plazas in the urban centres and promote visual arts, street festivals and community events in these places.

C-4.8 Improve the Visual Environment

Visual Clutter

1. Reduce the visual impact of overhead wiring by installing wiring underground and/or the relocation of overhead wiring in urban areas. Encourage opportunities to reduce the need for overhead wiring.
2. Ensure that all signs are integrated and/or co-ordinated with buildings and structures, and that the location, size and design of signs contributes to a cohesive visually pleasing environment. Locate and design traffic signs to minimize visual clutter while ensuring traffic safety.

C-4.9 Design the Built Environment to be People-Friendly

Plan Buildings, Streets and Sidewalks with People in Mind

1. Ensure that building designs reflect the character of the surrounding area, provide a compatible relationship between adjoining sites and create an active relationship with the street.
2. Promote building, landscaping, open space and street designs that are high quality and people-friendly. Encourage high design standards and considerations for human scale, comfort, visual experience and neighbourliness.
3. Encourage provision of a variety of indoor and outdoor landscaped spaces in relatively dense urban areas such as urban centres, multiple residential areas and small lot housing developments for private and public use.

C-5 Locate Services and Facilities Closer to Neighbourhoods

Commercial services, community facilities and private institutions such as churches are a large part of everyday life. If properly integrated into their surroundings, these facilities can enhance the quality of life in neighbourhoods.

Moving in this key direction means addressing facility location issues through the following policies:

Issues: Policies:

C-5.1 Facilitate More Retail and Service Activities in Neighbourhood Centres

Focus for
Neighbourhoods

Support the creation of mixed use neighbourhood centres to include local-oriented shopping and services within easy walking and cycling distance for residents. Relate these facilities to the size of the local market, with consideration for tourist-related or highway commercial uses located on major thoroughfares.

C-5.2 Create Multiple-Purpose Community Places

Local Meeting
Space

The development of multiple-purpose community places, including wellness centres and libraries in neighbourhood centres will be supported. Wherever possible, community places such as schools, community halls and recreation centres should be designed and managed to provide maximum community use and benefit.

C-5.3 Locate Institutional Uses in Relation to Surrounding Areas

Locating
Institutional
Uses

1. Institutions should be planned that are appropriate in size and design to match the character of their location. Small scale institutions or facilities can locate along arterial or collector roads in all areas of the City, with orientation towards neighbourhood centres or commercial activities; or they can locate at the periphery of neighbourhoods as a buffer between residential areas and industrial uses, Workplace Areas, or commercial uses.
2. Encourage, where possible, large facilities (with seating capacity for more than 300 persons) to locate in Town Centres to maximize accessibility and minimize impacts in residential areas. Locate larger facilities to avoid traffic filtering through neighbourhoods

have good access to transit corridors; and have access to provincial highways and arterial roads.

3. Allow institutional uses such as churches and temples to locate within selected workplace or commercial areas, so long as shared parking can be arranged, and loss of productive Workplace Areas and commercial land is kept to a minimum.
4. Plan major or provincial-scale uses such as a university to be sited adjacent to provincial highways and on public transit routes.
5. Assembly halls shall not be permitted in lands designated Business.

C-5.4 Provide Community-Based Emergency Services

Safety in the
Community

Ensure emergency services are planned to provide new residential development with appropriate levels of protection by fire, police and ambulance services. Where needed, Secondary Plans should identify lands for facilities such as District Police Offices and neighbourhood fire halls, and ensure subdivision layout and design facilitate access for emergency vehicles.

C-6 Build Energy Efficient Communities

Efficient use of energy resources contributes to a cleaner and more sustainable environment. The City supports energy efficiency and conservation in the planning and design of communities.

The following policies will address issues regarding the efficient use of energy:

Issues: **Policies:**

C-6.1 Promote Energy Conscious Planning and Design

Efficient Use
of Energy

Promote energy efficiency as a factor for consideration in community planning and building designs, and support those land use and development options, transportation alternatives, built forms, energy alternatives and methods that increase energy efficiency and conservation.

Guidelines to Promote Energy-Conscious Planning and Design

Land use considerations:

- Support small lot and common-wall residential developments that reduce the use of energy in building construction, heating and cooling.
- Support integrated developments of compatible residential, office, retail, institutional or low-impact industrial uses within the same site that could benefit from district heating/cooling or other energy saving schemes.
- Support the location of high density residential, commercial and institutional uses close to transit and encourage provision of transit services to areas of high density developments. Support the creation of dense, mixed use centres within walking distance from residential areas.
- Encourage the infill or redevelopment of properties to achieve a compact and compatible development at a higher density, subject to balancing other planning considerations.

Street planning:

- Support a reduction in road pavement and street widths, with due consideration for safe vehicular movement.
- Support a street pattern that permits a maximum number of buildings and dwellings to be oriented in north-south direction to benefit from solar heat gain.
- Provide street trees and landscaping in medians and boulevards to reduce heat absorption by road surfaces and buildings, and increase opportunity for the natural absorption of storm water.

Buildings and landscaping:

- Support mixed use buildings to allow shared energy use and waste recovery.
- Support dwelling unit designs that combine office or studio space and living space.
- Encourage building and landscaping designs to increase energy efficiency by responding to the local climate (for temperature moderation, shading, or wind channeling purposes).
- Encourage building designs that take advantage of natural skylight and solar gain as a way to reduce the need for artificial lighting and energy needs for heating.
- Encourage reduction in the amount of paved surfaces in outdoor areas to enhance natural drainage and reduce heat gain in summer.
- Encourage facilities for composting and recycling in buildings and developments to reduce energy needed for waste disposal.

Energy supply, distribution and storage:

- Encourage innovative ways to produce, supply, store and conserve energy at the town, neighbourhood and building levels, while ensuring that all innovative technologies are environmentally sound, and that they meet provincial and federal environmental standards.

Consider the following:

- Central heating, cooling or electricity plants to serve a group of buildings, a neighbourhood or a Town Centre.
- Supply of energy for heating, cooling and domestic hot water to individual buildings or projects from appliances, such as heat pumps, that use electricity or natural gas to extract heat from air, earth or river and ground water.
- Supply of energy from cells, such as photo voltaic cells, that produce electricity by chemical action when exposed to light, or fuel cells that convert the chemical energy of hydrogen or natural gas directly into electricity and heat.
- Energy conserving sewage treatment methods such as a hydroponic treatment plant where sewage is used as a nutrient solution for growing plants or where plants are used to clean waste water before it is discharged.

C-7 Live/Work Communities

The City supports the concept of purpose-built live/work developments that provide opportunities for business and employment with a lifestyle that minimizes commuting and blends effectively with the surrounding neighbourhood.

Moving in this key direction means addressing live/work issues through the following policies:

Issues: **Policies:**

C-7.1 Promote Live / Work Communities

Live/Work As
A Business
And
Employment
Option For
Quality Of Life

Promote the concept of live/work to take various forms ranging from apartment lofts, to ground-oriented units, and to mixed-use commercial/ residential developments in higher density urban areas. This concept supports the City's economic goals for increasing business opportunities and employment for residents. Live/work is encouraged to be considered in the development of secondary plans.

C-8 Reduce Community Greenhouse Gas Emissions

Greenhouse gases contribute to global warming by trapping solar radiation in the Earth's atmosphere. The City supports the reduction of community greenhouse gases in areas of municipal influence.

Issues: **Policies:**

C-8.1 Commit to Community Greenhouse Gas Reduction Targets

Greenhouse gas reduction targets to combat global warming

The City commits to interim greenhouse gas reduction targets which are in-line with the Provincial targets as outlined in the Climate Action Plan. The City will strive to achieve greenhouse gas reductions of 33% from 2007 levels by the year 2020 and 80% from 2007 levels by the year 2050, subject to the following conditions:

- Targets are based on per capita emissions, and
- Targets exclude emissions from agricultural and industrial uses.

Implementation, Monitoring and Co-ordination

Implementation measures:

C-1 Balance Residential and Economic Development

- Support initiatives in Part 2. B. Build a Sustainable Local Economy, and in Part 3. Land Use Strategy.

C-2 Form Identifiable Towns and Neighbourhoods

- Investigate incentives and options to encourage mixed use developments.
- Work with the School District, other appropriate agencies and community groups to promote use of elementary schools as a multiple-purpose centre and local focus for neighbourhoods.
- Identify redevelopment opportunities in existing urban areas for Neighbourhood Centres.
- Identify urban areas to be Neighbourhood Centres where appropriate commercial centres or amenity nodes do not exist, and initiate a public process to plan for the development of such centres.
- Implement the policies for the planning and design of neighbourhoods, towns and the City Centre through Secondary Plans with area specific guidelines for land use, density, housing mix and design.

- Discourage walled and gated communities and ensure that public roads and/or walkways provide community linkages.
- Implement policies through the conditions attached for the approval of development applications, design review and development permit guidelines.

C-3 Provide a Range of Choices in the Type, Tenure and Cost of Housing

- Amend the City's Zoning By-law to allow a wider range of lot sizes and Floor Area Ratios to accommodate innovative housing forms such as small houses on small lots.
- Implement density bonusing provisions of the *Local Government Act* to secure affordable housing through the development application process.
- Investigate options for developing small houses on small lots, and develop guidelines and design considerations as a component of Secondary Plans.
- Work with external agencies and the development industry to ensure the preservation of existing rental housing, and support the creation of new rental units in the City of Surrey.

C-4 Design a Safe, Attractive and People-Friendly Environment

- Review road / walkway designs and standards to ensure they are pedestrian-friendly.
- Identify existing areas or roads that require improvements to make them pedestrian-friendly.
- Work with the Ministry of Transportation and Highways to improve pedestrian environment along King George Highway through the City Centre, Fraser Highway through Whalley and Fleetwood, and 176 Street (Highway 15) and 56 Avenue (Highway 10) through Cloverdale.
- Prepare a policy on public arts and events to encourage visual art projects and festivals in the City Centre, Town Centres, Neighbourhood Centres and neighbourhoods, and seek participation from other public agencies, businesses and community groups in its implementation.
- Promote the Surrey City Centre Plaques concept and seek participation from developers, businesses and private and public agencies to provide additional plaques within the City Centre.
- Work with the Province and utility agencies to develop and implement programs for the removal and relocation of the existing overhead wiring in the City Centre and other urban areas.
- Investigate ways community planning and building designs can increase safety from fire, earthquakes, other hazards and emergencies.

- Consider measures relating to the use of automated fire sprinklers and non-combustible building materials, fire suppression and protection, rescue and medical emergency service assistance.
- Promote and support periodic safety audits and work with appropriate agencies, neighbourhoods and businesses to improve unsafe conditions identified through these audits.
- Promote and implement the Surrey Parkway along the SkyTrain corridor.
- Promote and implement the Street Beautification Strategy and prepare, promote and implement street tree planting programs for all streets.
- In high visibility areas such as entrances to Surrey, major road corridors, and along the Fraser River, ensure that industrial and port developments adhere to design guidelines and maintain buildings and grounds in order to improve the visual environment.

C-5 Locate Services and Facilities Closer to Neighbourhoods

- Implement density bonusing provisions of the Local Government Act to make facilities and services available through the development application and review process.
- Employ strategies to support the creation of a wide range of services, employment, facilities and amenities close to residential and neighbourhood centres.
- The City will work to achieve multiple-purpose community places accessible and open to all residents.
- Consider provision of sites for community-oriented emergency services such as police and fire protection in Neighbourhood Concept Plans.

C-6 Build Energy Efficient Communities

- Implement energy policies through Neighbourhood Concept Plans (e.g. consideration for locally based energy systems), review of development applications, design review and development permit guidelines. Encourage participation by B.C. Hydro, B.C. Gas and other appropriate agencies in the process of preparing Neighbourhood Concept Plans to include energy efficiency as a factor at an early stage in the Neighbourhood Concept Plan process, and to recommend appropriate ways to meet future energy needs in an efficient and environmentally sound manner.
- Review Zoning By-law provisions, Subdivision and Development By-law, building permit procedures and requirements, engineering standards and other major City policies and programs to support energy efficiency, conservation and innovative technologies for on-site energy production, supply and storage such as cogeneration, heat pumps, photo voltaic and fuel cells.

- Investigate ways to provide incentives for energy efficient developments.
- Include energy efficiency and conservation as factors in the early stages of City projects and use them to demonstrate and promote innovative concepts. Encourage other governments and public agencies to do the same.
- Promote or support energy audits, energy conservation and awareness programs and efforts to include energy efficiency requirements in building codes by other agencies.
- Explore designating parts of the City as development permit areas for the purpose of promoting district energy, energy efficiency or low-impact, renewable energy, including the use of building orientation to maximize solar gain.
- Examine the use of density bonus incentives for developments that incorporate energy efficiency, or low-impact or renewable energy sources.

C-7 Live/Work Areas

- Facilitate the application of the live/work concept in the development of secondary plans such that the use blends effectively with the surrounding neighbourhood.

C-8 Reduce Community Greenhouse Gas Emissions

- Investigate ways to encourage the construction of high performance (LEED certified or better) buildings.
- Promote the reduction of solid waste (through recycling, composting and reducing consumption), thereby diverting it from landfills which are significant greenhouse gas emitters.
- Enact measures to reduce greenhouse gas emissions from municipal operations, including municipal facilities and fleet.
- Engage senior levels of government so as to work together in areas of greenhouse gas reduction that are beyond municipal control.
- Review Surrey's greenhouse gas reduction targets as part of the next major review of this plan. Establish meaningful targets that are ambitious, but which are based on achievable actions. Develop policy and actions that support the realization of targets.
- Consider developing a Community Energy and Emissions Plan that rigorously addresses Surrey's greenhouse gas emission sources and potential for reduction.

Quality of community indicators:**C-1 Balance Residential and Economic Development**

- Building permit records for construction value and floor area.
- Census data on employment and labour force.
- Municipal assessment values for residential and business.

C-2 Form Identifiable Towns and Neighbourhoods

- Statistics on completion or approval of Neighbourhood Concept Plans for development of Neighbourhood Centres.

C-3 Provide a Range of Choices in the Type, Tenure and Cost of Housing

- New housing starts (by type).
- Change in social/affordable housing stock.

C-4 Design a Safe, Attractive and People-Friendly Environment

- Safety audits.
- Statistics on people reporting feeling safe walking on streets or living in neighbourhoods.
- Statistics on the level of satisfaction among residents on aspects of neighbourhoods and City, town and neighbourhood centres.
- Number of projects nominated each year under the proposed Urban Design Awards Program.

C-5 Locate Services and Facilities Close to Neighbourhoods

- Number of facilities per capita.
- Number of new neighbourhood-based facilities.
- Commercial and industrial applications (floor space) per year (by neighbourhood and town). Business licences issued by type per year.

C-6 Build Energy Efficient Communities

- Energy audits at the City and neighbourhood levels.
- Per capita energy consumption.

C-7 Live/Work Areas

- No live/work developments in secondary plans.
- The number of business license applications from Live/work developments.

C-8 Reduce Community Greenhouse Gas Emissions

- Per capita greenhouse gas emissions excluding industrial and agricultural sources.
- Number of high performance (LEED certified or better) buildings.

Relationship to land use strategy:**C-1 Balance Residential and Economic Development**

- New land use designations and zoning, and increased location flexibility for new business development.

C-2 Form Identifiable Towns and Neighbourhoods

- The City Centre and Town Centre designations support the creation of identifiable and distinct City Centre and towns that are centred around Town Centres.
- The Commercial and Urban designations will allow for the creation of mixed use Neighbourhood Centres, support a compact development pattern, and facilitate increase in the variety of housing types and overall residential densities in urban areas.

C-3 Provide a Range of Choice in the Type, Tenure and Cost of Housing

- Official Community Plan designations and growth phasing will support a range of housing types and densities, particularly in the growth concentration area.
- Changing designations in the area between the City Centre and Guildford to multiple residential achieves complete communities with housing choices in proximity to major commercial areas.

C-5 Locate Services and Facilities Close to Neighbourhoods

- Location of existing and new Neighbourhood Centres are identified for detailed planning to enhance the level of convenience to residents.

C-6 Build Energy Efficient Communities

- The City Centre, Town Centre, Multiple Residential and Urban designations support denser developments and a compact built form which will contribute to the creation of energy efficient communities.

C-7 Live / Work Areas

- The Live/work concept presents options to integrate a wider range of households and business opportunities within a complete community.

C-8 Reduce Community Greenhouse Gas Emissions

- Efficient land use that increases housing and employment density and reduces vehicle kilometres traveled supports the reduction of greenhouse gas emissions.

D. Enhance Image and Character

Statement of Principle

Based on Council's vision for the City as "A great City with a heart", the City intends to establish itself as a "very attractive" location to live, work, locate a business enterprise and visit not only within the region but also nationally and internationally. As this "image and character" objective is accomplished the economic and other objectives of this Plan will be more attainable and ultimately all the citizens of the City will reap significant benefits. The City intends to develop a program of policies that will form the basis for actions involving its own resources and the expertise and resources of other organizations from a variety of sectors with a view to fully recognizing the opportunities that are available to the City in this area. The policies and related program of actions will be based on a clearly focused vision for the City at various stages of its evolution between the present state of the City and its ultimate maturity.

Key Future Direction

D-1 Identify and Build on the City's Physical Attributes

The City is located in the lower mainland of the Province and has many physical assets that make it attractive. These range from natural physical features such as attractive residential areas, attractive business areas, attractive recreational opportunities, to water fronts, vistas, rivers, creeks and streams to its advantageous geographic location within the region and its accessibility from all directions by a variety of transportation modes to its unique blend of rural and urban development along with its well established parks and recreational facilities to its annual celebrations and events to its cleanliness and its trees amongst many other physical attributes. In the future as City Centre develops, physical attributes such as additional interesting and unique landmarks, architecture and a skyline should emerge which will help to define and emphasize Surrey's image. OCP policies will address the further development of these attributes as one means to further enhance the image the City presents to the rest of the world.

D-2 Identify and Build on the City's Cultural Attributes

The City is renown for the ethnic diversity of its population and therefore its cultural diversity. The City also has a significant heritage inventory including heritage sites and landmarks as well as museums but also a strong interest and dedication within the community to preserve the City's unique heritage. Further, the City has many citizens who are renown for their artistic abilities and expertise or for their significant contribution in the area of arts, culture and recreation. Similarly, the City has many annual events that are recognized in some cases locally, and in others regionally, nationally and

internationally. The OCP will promote the enhancement of the City's image and character through policies targeted at building on and promoting the City's cultural and artistic character and diversity.

D-3 Identify and Build on the City's Lifestyle Attributes

Council is committed to building a clean, safe and active City. The City is attractive because of its lifestyle opportunities which relates in part to its range of housing choices, the variety of affordable recreational, cultural, and artistic opportunities available within the City, and the community orientation of its citizens as demonstrated through their willingness to volunteer their time and energy to a vast array of community events and projects that occur on an annual basis. The OCP will include policies that build on the current strengths of the community to further enhance the image and character of the City in this area.

D-4 Involve All Sectors and Communities

Since the image and character of the City is made up of the sum of the individual communities of interest in the City and of all aspects of the City, it is important to get "buy-in" from and ultimately support from all sectors of the City not only from a geographical perspective but also in relation to all the various activities and sectors that make up the complete community (i.e., business, shopping, residential, recreational, entertainment, heritage, government, cultural, different age groups, institutional, educational, etc.). Policies, actions and initiatives undertaken by the City toward enhancing the City's image and character will identify and involve a broad range of stakeholders from all areas and aspects of the City.

D-5 Develop a Viable Financial Strategy

Enhancing the image and character of the City will not occur without the commitment of time and resources by the City and many other entities and organizations. The City recognizes its responsibility to be a catalyst and coordinator in this regard. To ensure that it can properly carry out its mandate in this area it is important that the OCP policies acknowledge the requirement for the City's annual budgets and long term financial plan to include on-going sustainable funding dedicated to City image and character building. Further, the OCP policies need to recognize the opportunities that the City has to leverage significant private sector funding toward building the City's image and character through "partnerships" or "seed funding" targeted at specific "image and character" elements identified as important to the City.

D-6 Promote the City Through the Development and Implementation of an Effective Marketing Strategy

The OCP policies will address the fact that the City will develop and implement an effective marketing program involving not only its own resources but in combination with significant organizations within the community aimed at delivering the message regionally,

nationally and internationally that Surrey is a “highly attractive” place to live, work, set up a business, and visit.

Background

Surrey in the Region	While Surrey is the second largest City in the region and the twelfth largest City in Canada, it has been challenged to some extent to establish a strong positive identity and distinguish itself from the remainder of the Greater Vancouver Region and to be recognized as a separate and distinct City at the national and international level.
Growth Potential	Projections based on expected growth trends recognize that Surrey is destined to become the largest City in the Region within the next two or three decades and hence should become the most influential City in the Region by virtue of its relative population. However, it is the relative attractiveness of the City that will ultimately dictate not only the rate of growth which the City experiences but also the relative “health” of the City.
A Healthy City with a High Quality of Life	A healthy City needs to maintain balanced growth between its economic, institutional and residential sectors. If a healthy balance is maintained the City will be in a strong position to deliver public services to its citizens in a manner that continues to meet or exceed expectations and its citizens will enjoy a comparatively high quality of life by virtue of the opportunities that are available close to home to shop, live, work, operate businesses and play.

Issues and Policies

The development of OCP policies related to the following key directions is a work in progress. It is expected that these policies will be forwarded to Council for consideration during 2002/2003 and will be formally incorporated in the OCP through the normal by-law amendment process.

D-1 Identify and Build on the City’s Physical Attributes

D-2 Identify and Build on the City’s Cultural Attributes

D-3 Identify and Build on the City’s Lifestyle Attributes

D-5 Involve All Sectors and Communities

D-6 Develop a Viable Financial Strategy

D-7 Promote the City Through the Development and Implementation of an Effective Marketing Strategy

E. Increase Transportation Choice

Statement of Principle

The City intends to develop a transportation system to provide residents with transportation choices, that facilitate the movement of goods in methods that are efficient, safe, attractive, affordable and that minimize environmental impacts. The system requires maintenance, rehabilitation and the application of operating standards, and it should include innovative designs that contribute to livable communities and neighbourhoods and optimize the use of existing infrastructure.

Key Future Direction

E-1 Build Transportation Networks to Move People and Goods

The City supports the development of transportation services and facilities that meet the needs of people, business and industry by providing for affordable, convenient and safe movement of people and goods. These objectives are also achieved through implementation of The Surrey Transportation Plan.

E-2 Improve and Balance Travel Alternatives for People

The City promotes forms of development and new ways to communicate that reduce the need to travel. It encourages access to a wide range of transportation modes to reduce dependency on the automobile, including bicycles and pedestrians, and to alleviate congestion, reduce vehicle kilometres traveled, reduce greenhouse gas emissions and permit convenient transfer between different types of transportation.

E-3 Increase the Level of Transit Service and Use

The City encourages initiatives to improve the quality, frequency and variety of public transit service so that it is a viable and attractive option to the car and lessens the impact of single-occupant vehicle traffic. Through community planning, the City will ensure that developments and neighbourhoods are designed to allow safe, convenient and direct access to public transit in order to increase transit use and to reduce the number and length of automobile trips.

Background

Transportation Responsibilities	<p>Provision of transportation infrastructure and services is the combined responsibility of the Ministry of Transportation and Highways, Translink, and the City. The guiding documents are:</p> <ul style="list-style-type: none"> • the Province's <i>South Coast Transportation Systems Plan and Traffic Management Plan</i> by the Ministry of Transportation and Highways; • <i>Going Places: Transportation for British Columbians and In Transit, People Moving People</i> by Translink; • the Greater Vancouver Regional District's <i>Livable Region Strategic Plan, Transport 2021 Plan</i>; and • the <i>Surrey Transportation Plan</i> prepared by the City.
Economic Growth	<p>Changes in transportation technology have major impacts on economic activity and growth. Maintaining and upgrading infrastructure such as roads, services and communications can accelerate the City's growth and enhance the City's economy.</p>
Provincial Growth Strategies Relating to Transportation	<p>Provincial goals, as outlined in the Growth Strategies Act, call for settlement patterns that minimize the need to use automobiles and encourage walking, bicycling and the use of public transit, and for the efficient movement of goods and people while making effective use of transportation and utility corridors.</p>
The Regional Focus	<p>The Greater Vancouver Regional District's <i>Livable Region Strategic Plan</i> and <i>Transport 2021 Plan</i> place a priority on using roads for public transit, goods movement and high-occupancy vehicles, with a view to reduce dependency on the single-occupant car.</p>
Translink Transit Focus	<p>The goals of Translink include increasing transit ridership and a stronger role for public transit to shape urban growth. By reducing urban sprawl, increasing density, and designing communities for transit, the Official Community Plan can help improve transit service to move people within the City and the region.</p>
Surrey Transportation Plan	<p>The City has developed a comprehensive transportation plan which is integrated with and supports the principles of the Official Community Plan. The Surrey Transportation Plan is based on the key directions and policies of the Official Community Plan, the Future Surrey Vision and substantial public input. The Surrey Transportation Plan was completed in 1997, and updated in 1999.</p>

A Summary of the goals of the *Surrey Transportation Plan*

The following is a summary of the goals established in the *Surrey Transportation Plan*:

1. Be environmentally sustainable.
2. Be safe, secure and accessible for all users.
3. Be integral to all City long range plans, including *Future Surrey Vision*, the Official Community Plan, and the *Parks and Recreation Master Plan*.
4. Provide corridors linking neighbourhoods, communities and downtown cores in and beyond Surrey.
5. Focus on increasing the mobility of all users, rather than just private automobiles.
6. Be affordable.
7. Be developed with full public involvement and participation.

Issues and Policies

The Surrey Transportation Plan establishes transportation system requirements and supporting policies for the City's transportation system to the year 2021. The objectives of the *Plan* including: pedestrian systems, cycling networks, transit, truck routes and roadways are reinforcements of the directions spelled out in this Official Community Plan.

E-1 Build Transportation Networks to Move Goods and People

Planning, developing and managing a comprehensive network of roads, bridges, and other corridors is essential to ensure the safe and efficient movement of people and goods within the City and to serve as linkages to other communities.

Transportation issues will be addressed through the following policies:

Issues: **Policies:**

E-1.1 Co-ordinate Transportation with Economic Development

Connections
Between Local
Economy and
Regional
Facilities

Enhance economic growth and job creation potential by ensuring that the transportation system addresses the needs of business and industry; including linkages between Surrey City Centre and Vancouver International Airport, and access to the Fraser Surrey Docks and other potential water-oriented industrial areas; and by supporting innovations in technology and services through an advanced communications network accommodated within public rights-of-way. Land use plan and development application reviews should be harmonized with city

wide engineering strategies regarding arterial, and collector roads, and the development of regional transportation routes.

E-1.2 Support Regional Plans and Policies

Regional
Travel Patterns

Support the Greater Vancouver Regional District's *Livable Region Strategic Plan* and *Transport 2021 Plan* for the co-ordination and integration of various local and regional transportation networks to provide affordable, efficient and accessible services.

E-1.3 Support Greater Travel Capacity Over the Fraser River

Lack of Bridge
Capacity and
Increased Travel
Across the Fraser
River

Support initiatives to increase the travel capacity across the Fraser River, including capacity for high-occupancy vehicles, buses, bicycles and pedestrians, to accommodate economic development and opportunities for employment in and near the City Centre.

E-1.4 Co-ordinate Regional and Local Traffic

Regional Traffic
Conflicts in
Local
Communities and
Neighbourhoods

Co-ordinate planning of the City's arterial street system with regional roads and provincial highways linking Delta, Langley (City and Township), White Rock and New Westminster while reducing the traffic impact on town centres and neighbourhoods.

E-1.5 Integrate Transportation and Land Use

Transportation
Systems to
Support
Complete
Communities and
Living Closer to
Work

Develop a transportation network to support the City's growth management strategy, economic development goals, the hierarchy of centres and development of complete communities.

E-1.6 Establish a Major Road Plan for Traffic Movement

Traffic
Movement Along
Major Roads

Establish a pattern of grid roads linking all areas of the City, consisting of arterial and major collector roads to move greater volumes of through traffic as specified on the Arterial, Major Collector and Grid Roads Plan (Drawing R-91) and in the Surrey Transportation Plan. This objective is further reinforced by the Truck Route established by the Engineering Department for movement of goods through Surrey.

Definition of Major Roads

Arterial Roads

These are the major streets in the City intended for longer distance travel carrying the largest volume of vehicles. On minor arterials traffic movement is important, with some restrictions to access adjacent land, limited parking and signals at intersections. On major arterials traffic movement is a primary consideration with minimal road interruption from traffic controls. This recognizes that arterials passing through the City Centre and Town Centres may not achieve minimal road interruption. Direct driveway access is restricted for certain land uses.

Major Collector Roads

These provide both access to land and circulation between arterials and local roads within residential, commercial and industrial areas. Collector roads serve to reduce traffic on local roads and they are usually the main roads into neighbourhoods. They tend to be wider than local roads to accommodate parking, bicycles and two travel lanes.

Local Roads

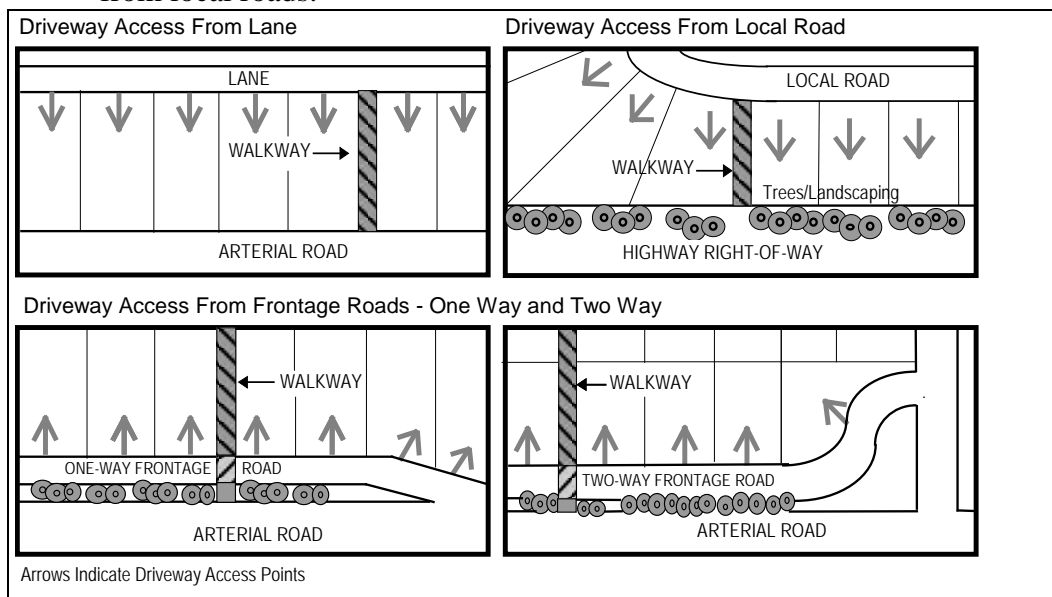
These provide access to land for local residential, shopping and employment areas

Note: The location of major roads and the phasing of extensions and realignments is shown on Figure 12.

E-1.7 Limit Driveway Access from Arterials

Driveway Access from Local Roads and Arterial Roads

Avoid driveway access to arterial roads by: providing back lanes for urban residential lots bordering arterials where possible, or by providing frontage roads; avoiding double fronting lots except on arterials designed to provide landscaped separation from the arterial road; and providing adequate vehicular connections to arterial roads from local roads.



E-1.8 Protect Local Roads

Traffic
Circulation and
Impacts on
Neighbourhoods

Plan and upgrade the local road network to reduce the impact of speed, volume and noise of vehicular traffic in residential neighbourhoods, without impeding bicycle and pedestrian traffic.

E-1.9 Provide Parking in Innovative Ways

Large Areas of
Land Consumed
by Parking

Allow for provision of innovative parking facilities that will reduce the amount of land required for surface parking, including sharing of parking facilities, rooftop parking, and underground parking.

E-1.10 Address Driver, Bicycle and Pedestrian Safety

Safety Concerns

Design transportation routes to enhance driver, bicycle and pedestrian safety by minimizing conflict between vehicles, bicycles, pedestrians and trains.

E-1.11 Manage the Movement of Dangerous Goods

Dangerous Goods
Movement and
Siting

Limit transport of dangerous goods to routes which minimize the risk to populated areas, allowing for safe siting, storage and handling of the goods in co-ordination with business, industrial and commercial land use strategies.

E-1.12 Route Regional Truck Traffic

Route Truck
Traffic on Major
Roads, Avoiding
Residential Areas

Regional truck traffic should continue to be routed to arterial roads and collector roads, and the objectives of the Engineering Department's 10-Year Servicing Plan regarding regional transport routes such as the South Fraser Perimeter Road and the Cloverdale By-Pass should be supported through the development review process.

E-1.13 Minimize Environmental Impacts

Pollution, Health
Concerns,
Watercourses and
Wildlife Habitat

Minimize the impact of transportation systems on environmentally sensitive areas, fish and wildlife habitats, waterways, agricultural land and drainage patterns, including the impact on air and water quality, noise levels, and the visual environment.

E-1.14 Plan for Future Transportation Corridors

Unused and
Alternative
Right-of- Way
Opportunities

Preserve abandoned, existing and future rights-of-way and other parcels of land that may be needed for future transportation corridors, and examine their potential for future uses such as arterial roads, rail freight and passenger service, or recreational pedestrian or cycling trails.

E-2 Improve and Balance Travel Alternatives for People

Alternatives to the single-occupant car can be encouraged by providing convenient and more direct access routes for bicycles and pedestrians to move within and between neighbourhoods and communities, and through other initiatives to discourage car use.

Moving in this key direction means addressing issues of transportation alternatives through the following policies:

Issues: **Policies:**

E-2.1 Establish a Bicycle Network

Bicycle Routes
Alongside Roads
and Separated
From Roads

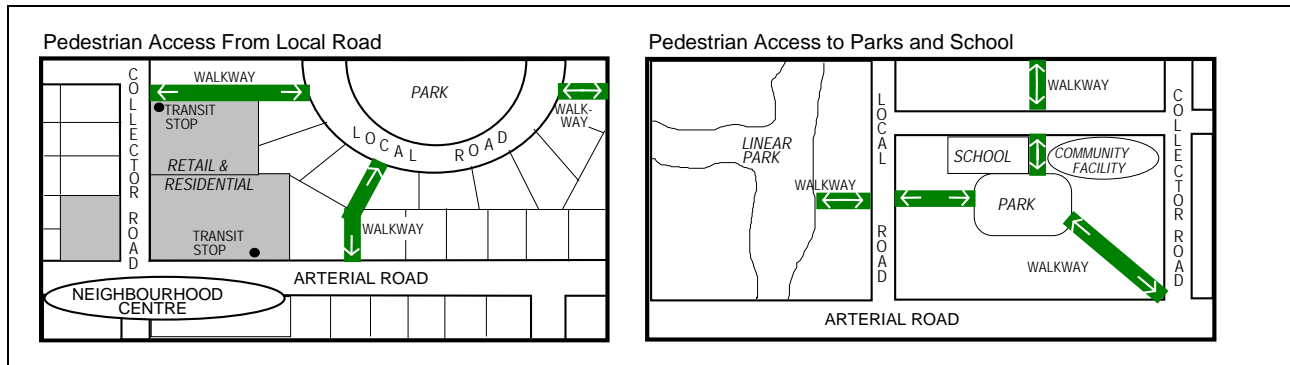
Establish a bicycle network in co-ordination with the City's bicycle plan, providing safe and convenient connections which may be either integrated with or separated from roads, and encouraging cycling as a viable and attractive mode of transport.

The City's bicycle plan, titled the *Bicycle Blueprint - Creating a Transportation Alternative* defines a primary network of bicycle routes across Surrey to provide continuous and direct access to all major destinations. The provision of such routes will encourage cycling as an alternative to driving. The core network is outlined in Figure 14.

E-2.2 Facilitate Pedestrian Movement

Need for Pedestrian-Friendly Areas and Design of Roads for People Rather Than Cars

Support and provide for safe, convenient and barrier-free pedestrian movement, including sidewalks and walkways for access between neighbourhood streets and arterial roads, and linking major destination points such as workplace areas, transit stops and exchanges, schools, parks, community facilities, neighbourhood centres and town centres.



E-2.3 Discourage Single-Occupant Cars

Dependency on Single-Occupant Cars

Support initiatives and cooperative measures in partnership with regional and provincial agencies to reduce the proportion of trips by single-occupant cars and encourage alternatives such as car pooling, ride sharing, parking management, employer subsidized transit passes, high-occupancy vehicle lanes and other transportation demand management measures.

E-2.4 Manage Parking Demand

Consider Maximum Parking Requirements and Alternatives

Reduce the amount of parking required in co-ordination with efforts to discourage single-occupant cars, increase the frequency of transit services and introduce programs such as staggered work hours.

E-3 Increase the Level of Transit Service and Use

Transit services can be encouraged and promoted through both cooperative efforts with Translink and City initiatives. Efficient routes and an increase in the frequency of service can be achieved by encouraging land use mix, density and design initiatives that will make transit more attractive and accessible.

Transit service and use issues will be addressed through the following policies:

Issues:

Policies:

E-3.1 Coordinate Transit Service and Economic Development

Transit Service in Support of Economic Growth

Coordinate economic development goals and the creation of new business areas with Translink to ensure adequate provision of transit service to new workplace centres in the City.

E-3.2 Support Transit System Expansion and Innovations

Moving Larger Numbers of People on Transit

Work with Translink to support the expansion of transit service, including the development of high-capacity transit systems and facilities that permit convenient transfer between local and regional services, and which serve emerging workplace areas in the City.

E-3.3 Support Measures for Transit Efficiency

Responsive and Convenient Transit

Support and co-ordinate measures with Translink that will enhance and improve public transit service, including reserved transit lanes, busways along selected high-volume corridors, transit priority at traffic signals, express transit service and improved routing, frequency and connections.

E-3.4 Allow for Choices in Transit Service

Alternatives to Traditional Buses

Support a variety of transit services that accommodate local needs and that make transit more accessible for those with special needs including smaller buses, wheelchair vans and taxis.

E-3.5 Increase Density along Transit Corridors and at Nodes

Increased
Densities to
Provide More
Users of Transit

Increase the opportunity for living and working closer to transit service by locating higher density land uses and other activities including workplaces which generate high volumes of traffic along selected transportation corridors, and increasing densities and the range of uses at major transit destinations.

E-3.6 Develop Town Centres and Corridors to Support Transit

Travel Demand
Management and
Transit-Friendly
Communities

Support initiatives to increase the use of public transit and reduce the need for cars by locating higher density residential development and workplace areas in Town Centres and along major transportation corridors.

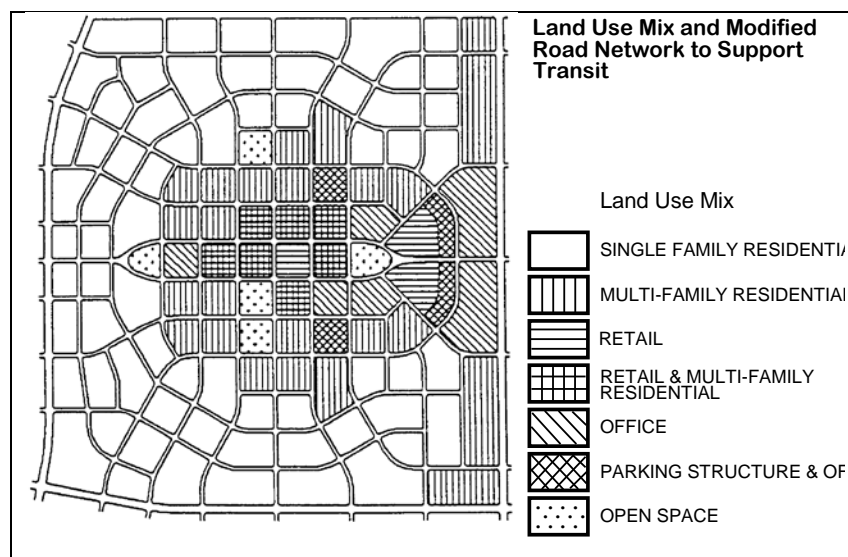
E-3.7 Design Transit-Friendly Developments and Neighbourhoods

Bring Buildings
Closer to the
Street

1. Support street-oriented developments through building orientation, setbacks, location of the building entrances, landscaping and other design features.

Transit-Friendly
Neighbourhood
Design

2. Plan compact, self-contained neighbourhoods with a land use mix, increased densities and a modified road network that encourage pedestrian activity, reduce travel distances and the need to travel, and make transit more convenient.



E-3.8 Improve the Opportunities for Pedestrians and Bicyclists to Use Transit

Make It Easy For People To Take Transit

1. Encourage pedestrian and bicycle supportive activities, facilities and features at or near transit stations, bus exchanges and along bus corridors.
2. Require frequent and convenient pedestrian connections to arterial roads and bus stops from neighbourhood streets and residential areas.

E-3.9 Support a Grid Road Pattern

Design Roads For People, Bicycles and Buses, Not Only Cars

Support a grid or modified grid road pattern that provides safe and direct pedestrian and bicycle access to bus corridors and encourages convenient and accessible transit service.

Guidelines for Transit-Friendly Road Patterns

- Support a grid or modified grid pattern of roads with *major collector roads* spaced 800 metres (half mile) apart to allow for a walking distance of not more than 400 metres (quarter mile) to a bus route.
- Within the 800 metre (half mile) grid in urban areas, develop *local roads* to connect neighbourhoods, to allow for the possibility of smaller buses serving neighbourhoods as their density increases, and to provide more direct pedestrian and bicycle access to bus services.
- Support a pattern of *local roads* based on a combination of a pattern of grid or modified grid roads with rear lanes and, in some instances, cul-de-sacs, designed to achieve the following:
 - Provide continuity between and within neighbourhoods.
 - Provide short, direct and safe pedestrian and bicycle connections within neighbourhoods.
 - Allow sharing of the streets by bicycles and cars and provide multiple choices for bicycle movement, local vehicular traffic and ease of movement through road design.
 - Reduce impact of vehicular traffic by designing narrower roads and adding traffic calming features.
 - Provide flexibility for accommodating a range of building types and densities where appropriate.
 - Provide flexibility to account for local conditions, e.g. where a grid road or a lane may not be possible due to topographic or other conditions, short cul-de-sacs connected by walkways may be provided to avoid dead-ends for pedestrians.

Implementation, Monitoring and Co-ordination

Implementation measures:

E-1 Build Transportation Networks to Move People and Goods

- Align the *Surrey Transportation Plan* with the Official Community Plan to ensure convenient connection between Town Centres, communities and neighbourhoods and workplaces.
- Install traffic calming measures and circulation controls that encourage only local traffic on local roads through residential areas.
- Review the Subdivision and Development By-law in order to achieve more flexible standards for local roads.
- Plant trees to reduce air and noise pollution along all major roads and provide berms and landscaping to serve as noise barriers for residential areas backing on to highways.
- Review the minimum parking requirements and establish parking maximums.
- Reinforce the on-going development of a truck route for regional movement of goods as part of the *Surrey Transportation Plan*.
- Review the transportation of dangerous goods as part of the *Surrey Transportation Plan*.
- Co-ordinate road planning and traffic management with adjacent municipalities.

E-2 Improve and Balance Travel Alternatives for People

- Implement a recreational bicycle path network through linear parks and off-street multi-use pathways.
- Implement bicycle commuter routes along City streets linking residential areas with commercial and employment areas as outlined in the *Bicycle Blueprint - Creating a Transportation Alternative*.
- Work with the Ministry of Transportation and Highways to implement and expand the Cycling Network Program.
- Encourage Translink to add bicycle storage facilities to SkyTrain stations and bus exchanges to allow for convenient transfer.
- Promote bicycles on SkyTrain.
- Require new commercial and industrial developments to provide secure bicycle parking, lockers and showers for commuting cyclists.
- Raise public awareness to promote the convenience and benefits of commuter cycling.
- Create a continuous and segregated pedestrian system utilizing the linear recreation network, other open spaces and rights-of-way for outdoor recreation purposes and to supplement pedestrian sidewalks along streets.

- Install wider sidewalks in areas having more intensive commercial or recreational activity. Provide adequate lighting along walkways and roads for safety.
- Provide convenient and safe crossings for pedestrians with disabilities and mobility difficulties.
- Consult with B.C. Hydro, B.C. Gas, railways and other parties to ensure that rights-of-way are preserved for future transportation routes.

E-3 Increase the Level of Transit Service and Use

- Co-ordinate with Translink the provision of new transit routes or more frequent service to extend to areas offering an expanded customer base through redevelopment of existing urban areas or the opening of new urban areas, including new workplace areas.
- Work with Translink to ensure that workplaces are included in their long-term plans for regional service provision.
- Work with Translink to develop a high capacity transit link supported by high density development from Surrey City Centre to Newton Town Centre along King George Highway, and to Guildford Town Centre which would include the option for light rail transit or extending SkyTrain along 104 Avenue.
- Work with Translink to have the appropriate type of service to meet the mobility requirements of special needs groups.
- Work with Translink to establish a new transit exchange and new Park & Ride facilities in suburban areas.
- During preparation of secondary plans and major developments seek participation and advice from Translink on design components in order to provide new transit services in a timely manner, or to improve existing services.
- Implement the policies for transit-friendly design through secondary plans, review of rezoning and subdivision applications, design review and development permit guidelines.
- Review Zoning By-law provisions, road design standards and Subdivision and Development By-law standards to encourage developments that can readily accommodate efficient circulation of transit and provide functional barrier-free access to transit routes and stops, and allow a larger number of people to have the convenience of walking to transit routes and local services.

Quality of community indicators:**E-1 Build Transportation Networks to Move People and Goods**

- Length of road relative to population.

E-2 Improve and Balance Travel Alternatives for People

- Total distance (km) of bicycle paths.
- Length of pedestrian-friendly streets.

E-3 Increase the Level of Transit Service and Use

- Transit trips per 1,000 population.
- Transit trips as mode share of total trips.
- Service kilometres of transit per kilometre of road.

Relationship to land use strategy:**E-1 Build Transportation Networks to Move People and Goods**

- Land use mix that includes compact communities and higher density residential development close to Town Centres and neighbourhood centres will move people and goods more efficiently by reducing travel distances and encouraging alternatives to the car for shopping or work trips.
- Parking facilities will be reduced to encourage alternatives to driving.

E-2 Improve and Balance Travel Alternatives for People

- Linear park and open space network will promote cycling and pedestrian activity.
- Convenient bicycle and pedestrian access between local streets and arterial roads will connect neighbourhoods to community facilities, schools, places of work and shopping, and Town Centres.

E-3 Increase the Level of Transit Service and Use

- Higher densities along transit corridors and a more efficient land use configuration will provide a larger market from which to draw ridership, and support more frequent and efficient transit service.

F. Protect Agriculture and Agricultural Areas

Statement of Principle

The City recognizes the importance of agriculture to the local economy and is committed to protecting and enhancing agriculture within the agriculturally designated areas, ensuring farm viability, strengthening the farm community and maintaining agricultural boundaries.

Key Future Direction

F-1 Protect Agricultural Areas and Enhance Farming

The City will protect farmland as a resource for agriculture, a source of heritage and a distinct landscape defining communities. In addition to establishing guidelines to ensure and enhance compatibility between land uses along the agricultural fringe, the City will continue to address farm viability issues with advisement from the *Surrey Agricultural Plan*.

Background

Agricultural Land Area	Approximately one-third of Surrey's land base is agricultural land. It covers about 10,000 hectares. (24,710 acres) of lowlands surrounding the Serpentine, the Nicomekl and the Campbell Rivers.
Agricultural Land Commission (ALC)	Nearly all of Surrey's agricultural land is protected as Agricultural Land Reserve (ALR) under the administration of the Provincial Land Commission, which ensures that the land is used for agricultural purposes.
The Livable Region Strategic Plan and Green Zone	Surrey's agricultural areas are included in the Greater Vancouver Regional District's (GVRD) <i>Livable Region Strategic Plan</i> as part of the Green Zone policy for protection from urban growth.
<i>Farm Practices Protection Act</i>	The <i>Farm Practices Protection Act</i> affects both the agricultural areas and adjacent lands. It encourages local governments to effectively plan for farming when developing community plans or approving subdivisions.
Strategic Plan for Lowlands Drainage Flood Control	The objective of the drainage study is to identify a cost-effective and sustainable drainage and flood control standard in the Serpentine-Nicomekl lowlands, and to recommend a strategy to achieve this standard. Policy choices need to be made between a program to enhance agricultural activity and a program to protect existing agricultural viability in the lowlands. Capital costs to achieve the desired enhancement of drainage conditions and

flood protection in the lowlands are high. As a minimum, the agricultural lowlands should be protected from adverse impact from upland development. The City adopted a lowland drainage policy and strategy in 1997, and implementation will continue as required in various locations around the City.

Government
Agency
Guidelines

The Ministry of Agriculture, Fisheries and Food (MAFF) and the Agricultural Land Commission (ALC) have a number of guideline documents that will be used to supplement Surrey's agricultural standards and policies. These include: *Landscape Buffer Specifications* and environmental guidelines for a variety of specific commodities.

Surrey's
Agricultural Plan

The City of Surrey completed an *Agricultural Plan* in 1999, which was adopted by Surrey Council in 1999 to address the continued and growing pressures on agricultural land, and to propose a range of measures to maintain a healthy farming economy in Surrey.

Issues and Policies

F-1 Protect Agricultural Areas and Enhance Farming

The City will protect farmland as a resource for agriculture, a source of heritage and a distinct landscape between urban communities. In addition to establishing guidelines to ensure and enhance compatibility between land uses along the agricultural fringe, the City will continue to address farm viability issues with advisement from the Surrey Agricultural Plan.

Moving in this key direction means addressing agricultural and farming issues through the following policies:

Issues: **Policies:**

F-1.1 Promote Compatibility Between Agricultural and Non-Agricultural Land Uses

Buffering

1. Encourage the development of effective buffers along the boundary of agriculturally designated land.

Adjacent Land
Use

2. Encourage adjacent land uses to be compatible with existing farm use and ensure that the impacts (e.g. water runoff from upland areas) on agricultural lands will be minimized.

Linear
Development

3. Discourage, wherever possible, linear developments (i.e. hydro corridors, highways, pipelines, parks) through the Agricultural Land

Reserve. When unavoidable, ensure that their impacts on the agricultural land are mitigated.

- Recreational Uses
4. Limit recreational uses on agricultural lands.

F-1.2 Maintain Agricultural Activities

- Subdivision
1. Limit subdivision of agricultural land and encourage the amalgamation of lots in agricultural areas.
- Agricultural Land Reserve Boundaries
2. Maintain the integrity of the Agricultural Land Reserve and its existing boundaries.
- Complying with Provincial Legislation
3. Support agricultural practices in the City of Surrey in accordance with the intent of such legislation as the Agricultural Land Commission Act and the Farm Practices Protection Act.
- Conformity of Land Uses
4. Ensure that all land uses within the Agricultural Land Reserve conform to the policies and regulations of the Agricultural Land Commission Act and the Farm Practices Protection Act.
- Agricultural Advisory Committee
5. Support the Agricultural Advisory Committee and its undertakings.
- Surrey Agricultural Plan
6. Utilize guidelines and policies recommended in the Surrey Agricultural Plan.

F-1.3 Enhance Agricultural Viability

- Local Support of Agriculture
1. Support and encourage agricultural, livestock and horticultural uses in the City and the processing, production, distribution and sale of locally grown products.
- Retail Activity
2. Support the Agricultural Land Commission policy for farm retail operations in the Agricultural Land Reserve to encourage a moderate level of retail activity associated with farms for the direct sales of farm products.
- Value Added Industry
3. Support and encourage the growth of agri-industry and value added agricultural activities (such as the greenhouse and processing sectors) because of their importance to the agricultural economy of the City.

- Agricultural Practices
4. Support and encourage agricultural practices (e.g. on-farm processing) developed as a result of the changing agricultural economy.

F-1.4 Co-ordinate Farming and Environmental Protection

- Environmental Guidelines
1. Support sound environmental farm practices in accordance with the Ministry of Agriculture, Fisheries and Food's Environmental Guidelines.

- Wildlife and Habitat Protection
2. Encourage wildlife management and habitat protection practices to minimize impact on agricultural lands without jeopardizing habitat and wildlife resources.

F-1.5 Manage Water Use and Drainage

- Watershed Management Plan
1. Implement the *Serpentine-Nicomekl Lowland Flood Control Strategy* (July 1997) for the Serpentine-Nicomekl River watershed.

- Stormwater Management
2. Manage stormwater runoff from upland development to reduce water quality degradation and flooding of farmlands in the Serpentine-Nicomekl lowlands to a standard of protection that is compatible with agricultural activity.

- Irrigation
3. Assist agricultural producers in securing an adequate supply of irrigation waters.

- Water Quality
4. Minimize negative impacts on water quality by upland developments for both agricultural and environmental concerns.

F-1.6 Increase Agricultural Awareness and Community Involvement

- Agricultural Awareness
- Increase public awareness of farming practices and the importance of agriculture to our local economy.

Implementation, Monitoring and Co-ordination

Implementation measures:

F-1 Protect Agricultural Areas and Enhance Farming

- Work with the City's Agricultural Advisory Committee, the Agricultural Land Commission, and local farmers to develop alternative, higher uses of existing agricultural activities, including agri-industrial uses.
- Pursue objectives and strategies in conjunction with Surrey's *Agricultural Plan*.
- Work with the City's Engineering Department to implement initiatives to decrease drainage impacts (e.g. runoff) on agricultural lands.
- Protect the Agricultural Land Reserve and farm practices through the development application process, and application of the *Agricultural Land Commission Act*, and the *Farm Practices Protection Act*.
- Promote and address agricultural issues through the Agricultural Advisory Committee.
- Amend the City's by-laws where necessary to conform to such guidelines as the *Farm Practices Protection Act*, *Agricultural Land Commission Retail Guidelines*, *Agricultural Land Commission Act*, etc..
- Use the development permit area guidelines to establish effective buffers along the agricultural fringe.

Quality of community indicators:

F-1 Protect Agricultural Areas and Enhance Farming

- Area of active farmland.
- Production of agricultural products.
- Amount of greenhouse sales (flowers, vegetables, herbs).
- Amount of designated agricultural land.
- Amount of land in the Agricultural Land Reserve.
- Amount of land zoned for agriculture.

Relationship to land use strategy:

F-1 Protect Agricultural Areas and Enhance Farming

- Those areas adjoining Agriculturally designated lands will be subject to Agricultural Development Permit Area Guidelines.

G. Protect Natural Areas

Statement of Principle

The City recognizes the need to maintain a clean, healthy environment and is committed to protecting and enhancing natural and environmentally sensitive areas by establishing parks, open spaces, protected habitats and conservation areas. The City's commitment to achieving a sustainable compact development pattern and complete communities will contribute towards maintaining or enhancing Surrey's environmental quality.

Key Future Direction

G-1 Protect Natural and Environmentally Sensitive Areas

The City will protect and enhance the natural environment including fish, wildlife and bird habitats, through land use planning, development regulations and public education.

Background

Greater
Vancouver
Regional District
(GVRD) Green
Zone

The City's natural areas are included in the Greater Vancouver Regional District's Green Zone which creates a limit to urban growth and will assist in preserving large areas of open space such as Surrey Bend, Green Timbers, Tynehead Park and Sunnyside Acres.

Government
Agency
Environmental
Guidelines

The Ministry of the Environment, Lands and Parks and the Department of Fisheries and Oceans have a number of guideline documents that may be considered to supplement Surrey's environmental standards and policies. These guidelines focus on environmental and waterway protection and enhancement. They are: Land Development Guidelines for the Protection of Aquatic Habitats, Stream Stewardship: A Guide for Planners and Developers; and the Community GreenWays Linking Communities to Country, and People to Nature.

Boundary Bay
Wildlife
Management
Area

The Boundary Bay Wildlife Management Area is an area of land and/or water under the jurisdiction of the Wildlife Program of the Ministry of the Environment, Lands and Parks. It has significant value as wildlife habitat and opportunities for public recreation and education. The City is part of a planning team working to establish a Wildlife Management Plan for the area including Boundary, Mud and Semiahmoo Bays.

Fraser River
Estuary
Management
Program
(FREMP)

Fraser River Estuary Management Program (FREMP) is a co-operative effort among federal, provincial and local governments, to co-ordinate land use and water use decisions and to protect and enhance the environment in the Fraser River estuary. The City is a partner in developing policies with FREMP ranging from improving the environment, sustaining the quality of life in and around the estuary to improving public access to the Fraser River estuary and providing economic development opportunities.

Partners in
Protecting
Aquatic and
Riparian
Resources
(PPARR)

Partners in Protecting Aquatic and Riparian Resources (PPARR) is a collaborative process to engage federal and provincial agencies and local governments in exploring issues and reaching agreements on improvements to the way we protect aquatic and riparian (fisheries sensitive zone) environments at the local level. Its main initiative is focused on the stewardship of these resources.

*Finding the
Balance:
Environmentally
Sensitive Areas in
Surrey*

Finding the Balance: Environmentally Sensitive Areas in Surrey is a study completed in 1990 which identifies environmentally sensitive areas (ESAs) and classifies them as either high, medium or low based on a list of criteria. This is used extensively as a reference document in reviewing development applications.

Issues and Policies

G-1 Protect Natural and Environmentally Sensitive Areas

The City will protect and enhance the natural environment including significant fish, wildlife and bird habitats, through land use planning, development regulations and public education.

Moving in this key direction means addressing environmental issues through the following policies:

Issues: Policies:

G-1.1 Preserve Watercourses and Wetlands

Aquatic Environments	1. Protect and enhance the aquatic environment of the Fraser, Nicomekl, Serpentine, and Campbell Rivers, as well as creeks and aquifers throughout the City and along the City's ocean shoreline.
Maintaining Natural Linkages	2. Preserve ravines and watercourses in their natural state, and wherever possible, link them with green spaces to develop a continuous network of the natural environment throughout and between the developed areas of the City. These networks may provide for public access where such access is not detrimental to the environment.
Floodplain Land Use	3. Recognize the need to minimize hazards of floodplains on development by locating low intensity land uses (e.g. agriculture, parks, etc.) in the floodplains and regulating any development in the floodplains in accordance with the provincial regulations (see Figure 19 for floodplains in Surrey).
Public Access	4. To increase public access to rivers, ocean front and natural features where feasible and non-detrimental to the environment (e.g. Fraser River access near non-industrial sites).

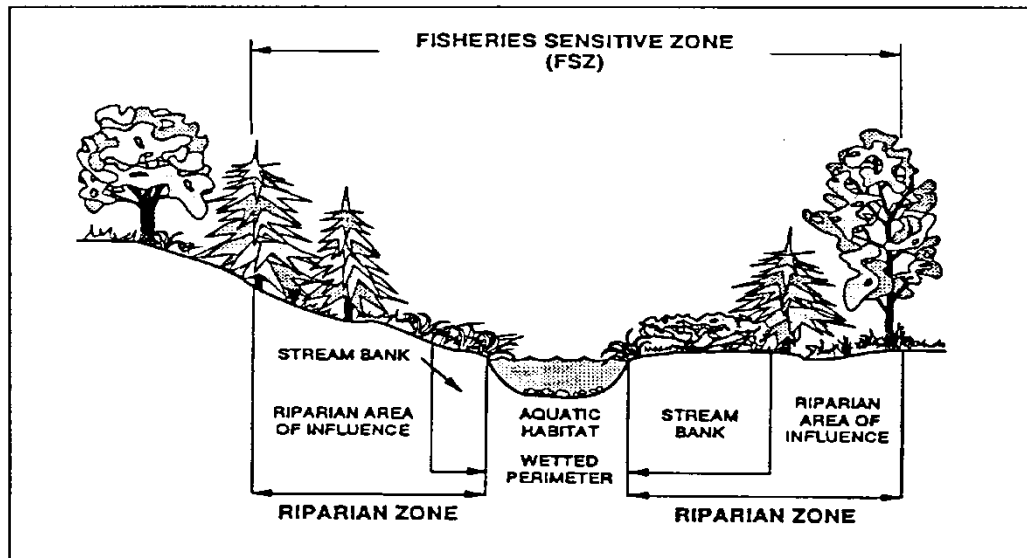
G-1.2 Follow Environmentally Sustainable Practices in Development

- | | |
|--|---|
| Protecting the Natural Environment | 1. Conserve areas containing significant natural features (e.g. treed slopes, riparian areas) and wildlife as open space |
| Environment Tree Preservation | 2. Retain significant trees native to the site and replace trees based on guidelines in the City of Surrey Tree Preservation By-law. |
| Environmentally Sensitive Areas | 3. Maintain the City's inventory of Environmentally Sensitive Areas (ESAs) as a reference document for reviewing compatibility of developments on or adjacent to an Environmentally Sensitive Area (see Figure 17). |
| Agency Regulations and Guidelines | 4. Consider supplementing the City's environmental policies with regulatory programs and appropriate guidelines of regional, provincial and federal agencies, co-ordinating agencies (such as the Fraser River Estuary Management Program) and commissions (such as the Fraser River Harbour Commission). |
| Construction Practices and Stormwater Runoff | 5. Provide adequate control of sedimentation and erosion in runoff water during construction. |
| Maintain Natural Flow | 6. Attempt to maintain water quality, base flows and the natural flow pattern in any receiving watercourse to avoid flood damage and to protect aquatic biota (vegetation and wildlife) and habitats. |
| Stormwater Runoff and Aquatic Habitats | 7. Manage the quality and quantity of stormwater runoff to help protect and enhance aquatic habitats. |
| Quality and Integrity of Ecosystems | 8. Protect the quality and integrity of ecosystems, including air, land, water and biota (vegetation and wildlife); and, where quality and integrity have diminished, encourage restoration to healthy conditions. |

G-1.3 Protect Fish and Wildlife Habitats

Protection of Fishery Sensitive Zones

1. Identify and endeavour to protect Fisheries Sensitive Zones (instream aquatic habitats, out-of-stream habitat features: side channels, wetlands, riparian areas) as defined in conjunction with the Department of Fisheries and Oceans, the Ministry of the Environment, Lands and Parks, and the City (see below).



(Source: *Land Development Guidelines* pg. 15)

Habitat Protection

2. Identify significant natural habitats for protection.

No Net Loss of Habitat

3. The City recognizes the intrinsic value of wildlife, bird and fish habitat to the quality of life for the citizens of Surrey. Through the development process the City will strive to balance habitat losses with habitat replacement and/or compensation.

Wildlife Corridors

4. Conserve, enhance and promote wildlife corridors connecting parks, open spaces, and other large wildlife habitat areas, thereby increasing the variety of wildlife and availability of wildlife habitat throughout the City.

Parks Acquisition

5. Incorporate environmental protection as a factor in selecting parkland and promote passive parks in or adjacent to appropriate environmentally sensitive areas.

G-1.4 Increase Environmental Education, Awareness and Stewardship

- | | |
|----------------------------------|--|
| Environmental Stewardship | 1. Promote an ethic of environmental stewardship in the community through civic leadership and education on ways to reduce, reuse and recycle resources, as well as lifestyles and development that will help improve environmental quality. |
| Environmental Advisory Committee | 2. Maintain the Environmental Advisory Committee as a public forum on environmental issues towards promoting environmental sustainability in all City initiatives. |

G-1.5 Improve Environmental Sustainability

- | | |
|---|---|
| Sustainability Principles | 1. Integrate principles of sustainability in the planning, budgeting and development process within the public and private sectors. |
| Waste Reduction | 2. Participate in and promote cost-effective, sustainable, and publicly acceptable waste reduction initiatives and practices. |
| Waste Management Facilities | 3. Ensure that development of any waste management facility such as recycling depots, transfer stations or a landfill be done in consultation with the public to ensure all possible concerns related to traffic, noise, vibration, air and odor as well as environmental, visual and social impacts are addressed. |
| Reduction of Air, Land and Water Pollution | 4. Support regional and provincial initiatives to reduce air, land and water pollution. |
| Alternative Modes of Transportation | 5. Support the use of environmentally-friendly alternative modes of transportation and their inclusion in the development of transportation networks. |
| Environmentally Conscious Business and Industry | 6. Locate in appropriate areas business and industry that can contribute to improving the environment, such as recycling manufacturers that use waste to create new, marketable products (i.e. using recycled plastics, tires, etc.). |
| | 7. Support the use of environmentally friendly products. |

Implementation, Monitoring and Co-ordination

Implementation measures:

G-1 Protect Natural and Environmentally Sensitive Areas

- Update and use the Environmentally Sensitive Areas Map for the protection of environmentally sensitive areas through the development review process.
- Support policies and directions of various government and non-government organizations to maintain high environmental standards.
- Address environmental issues, such as water quality of the Serpentine River and aquifers for ground water in consultation with the Environmental Advisory Committee.
- Build complete communities and implement compact development strategies and alternatives (e.g. cluster housing, special setbacks, density bonusing).
- Implement policies consistent with the principles outlined in guidelines produced by Federal and Provincial agencies, advisory committees and management programs.
- Work with the community to increase awareness and stewardship of the environment through such initiatives as Environmental Watch Neighbourhoods.
- Use special tools such as development permit areas, density bonus zones, and comprehensive development zones to establish effective strategies to protect natural and environmentally sensitive areas.
- Co-ordinate by-laws for protection of the environment (see *Best Management Practices* by the Department of Fisheries and Oceans).
- Amend the Zoning By-law to incorporate special setbacks from natural features such as creeks, ravines, bodies of water, etc..
- Designate Blackie's Spit and its vicinity and the Serpentine Fen as Conservation areas following a review of their boundaries.
- Co-ordinate with the City's Engineering Department to implement policies in this section using such tools as the Watercourse Classification Map and a Sedimentation Control Bylaw.
- Apply the City of Surrey Tree Preservation By-law to discourage clearing of trees and vegetation that may disrupt seasonal nesting areas for birds or mammals.
- Co-ordinate with adjacent municipalities in addressing cross-boundary environmental issues such as stream runoff, drainage and the protection of environmentally sensitive areas.

Quality of community indicators:**G-1 Protect Natural and Environmentally Sensitive Areas**

- Air quality.
- Quality of recreational waters.
- Water quality and fish stocks in rivers.
- Quality of drinking water.
- Amount of recycled waste.
- Percentage of lands preserved or protected for environmental features.

Relationship to land use strategy:**G-1 Protect Natural and Environmentally Sensitive Areas**

- All lands regardless of designation must take into account environmental considerations.
- Major areas of significant environmental importance should be considered for Conservation designation.

H. Provide Parks and Recreational Facilities

Statement of Principle

The City is dedicated to co-ordinating the provision of parks and open space with other outdoor recreational opportunities and related facilities to serve the recreational needs of each community.

Key Future Direction

H-1 Provide Adequate and Well Located Parks and Facilities

The City will ensure that parks and open spaces are provided in sufficient amounts and appropriate locations to serve residents of the City.

H-2 Work With Other Agencies and the Private Sector

The City will work with all interested parties in the joint use, planning and design of open spaces and community facilities to maximize recreational benefits for residents.

Background

Providers of
Parks

The City and the Greater Vancouver Regional District provide and maintain parks and related facilities. Park areas may be active, such as recreational fields and facilities, or passive such as walking trails or cycling paths surrounded by undeveloped open green space and forest. Neighbourhood or community parks and athletic facilities serve local needs for open space and recreation, while regional parks such as Surrey Bend and Tynehead (Figure 21) provide residents in Greater Vancouver with outdoor recreational opportunities and protect key landscape features and critical wildlife habitat. Co-operative efforts for parks and recreational facilities are also possible with other public agencies and the private sector.

The Provincial
Context

One of the goals of the Regional Growth Strategies in the *Local Government Act* is to preserve, create and link urban and rural open space including parks and recreation areas.

The Regional
Context

In the Greater Vancouver Regional District Livable Region Strategic Plan, one of the fundamental strategies is to protect the Green Zone, the natural assets which include major parks and ecologically important areas. As part of the Green Zone, the Park and Outdoor Recreation System is intended to enhance the character of outdoor recreation components and provide connections between sites.

Surrey Parks and
Recreation
Master Plan

The *Parks and Recreation Master Plan* addresses the allocation of resources for parks, recreation, cultural and heritage services and ensures that the most appropriate level of service is delivered to all City residents.

Issues and Policies

H-1 Provide Adequate and Well Located Parks and Facilities

A variety of parks and open space, related indoor and outdoor facilities and other green space linkages are required to serve local, community and City needs, and function as a marketable asset for the City in the promotion of economic development.

Moving in this key direction means addressing park issues through the following policies:

Issues:

Policies:

H-1.1 Apply Park Standards

Meeting Local,
Community and
City-wide Needs
for Parks and
Open Space

Maintain a minimum ratio of 4.2 hectares of park land per thousand people in the City, and allocate this total area across the City in the following categories, as defined in the Parks and Recreation Master Plan:

- City Parks: 2.0 hectares per 1,000 residents
- Community Parks: 0.8 hectare per 1,000 residents
- Neighbourhood Parks: 0.6 hectare per 1,000 residents
- Nature Preserve and Linkages: 0.8 hectare per 1,000 residents.

H-1.2 Provide Open Space in City Centre and Town Centres

Acquiring Land
in the City Centre
and Town
Centres for Parks

Provide common outdoor space in the form of plazas, squares, and other public areas, connected to linear corridors using walkways, greenways, streets and other functional open space in the City Centre or Town Centres. These will complement the distinct pedestrian nature of these areas, supplement city-wide standards for parks and encourage open space in areas of intense use and activity.

H-1.3 Provide Equitable Distribution of Parks and Related Facilities

Location of Parks and Distribution of Recreation Facilities

Ensure that the distribution of parks and facilities be as equal as possible across the City so that all communities are offered similar opportunities, appropriate to their needs, with neighbourhood and community parks serving their catchment areas as outlined in the Parks and Open Space Standards of the Parks and Recreation Master Plan.

H-1.4 Accommodate Special Recreational Facilities

Recreational Facilities Separate from Parks

Plan for recreational facilities separate from parks to serve specialized community needs, where activity is not related to park purposes or where spectator accommodation is necessary.

H-1.5 Secure Linear Open Space

Linking Neighbourhoods and Communities

Provide and preserve linear green spaces consisting of open space, environmentally sensitive areas including fish and wildlife habitat, ravines, trails, walkways, recreational bicycle paths and waterfront lands that link neighbourhoods and their centres, and serve to connect parks, other open spaces, green belts and conservation areas (Figure 22). This excludes access through agricultural lands.

H-1.6 Support Utility Corridors as Public Open Space

Alternatives to Public Open Space

Support the use of utility corridors and other rights-of-way as passive recreational areas that provide continuity to the park network, linear open space and greenways, and seek the co-operation of owners of such lands.

H-1.7 Acquire Lands for Future Parks and Facilities

Park and Open Space Provision to Meet Future Needs

Obtain land in advance of future development where it is determined that parks, other open space and linkages may be required to serve the community's needs for recreation, conservation or preservation.

H-2 Work with Other Agencies and the Private Sector

Planning for future needs includes co-ordinating parks with school sites. Agencies other than the City can provide recreational facilities to complement public parks and their facilities, or provide privately run facilities that may be shared with the City.

Moving in this key direction means addressing shared facilities issues through the following policies:

Issues: Policies:

H-2.1 Integrate Parks and School Sites

Shared Use of
Open Space

Incorporate the planning of neighbourhood parks with elementary school sites, and community parks with secondary school sites, in order to maximize the amount of open space and efficiently provide related facilities.

H-2.2 Co-ordinate Planning for Park Land and School Facilities

Development and
Design of Parks
and Schools

Co-ordinate the planning and development of park land and adjacent school sites that share open space and facilities in order that these sites are safe, accessible, efficiently used and maintained, and provide a focus for neighbourhoods and communities.

H-2.3 Restrict the Location of Detention Ponds

Safety in Areas
Containing
Detention Ponds

Locate detention ponds a safe distance away from play areas for children or school grounds.

H-2.4 Facilitate the Provision of Private Recreational Facilities

Private Sector
Involvement in
Providing
Facilities and
Services

Work in co-operation with the private sector and non-profit groups to encourage the provision of recreation facilities and services within residential developments and places of work as a supplement to public recreation facilities, or as a joint project operating private facilities on public lands, or as shared existing facilities.

Implementation, Monitoring and Co-ordination

Implementation measures:

H-1 Provide Adequate and Well Located Parks and Facilities

- Monitor the provision of parks and open space as development occurs and provide for amenities in Neighbourhood Concept Plans to ensure that the standards for neighbourhood, community and city parks are maintained over time.
- Apply a development cost charge for each new housing unit to assist in the acquisition of parks, setting aside land for future parks in developing areas, and acquiring parcels of land for parks in developed areas where a shortage of neighbourhood and community park space is evident.
- Ensure that the identification and provision of parks, linear open space, and related facilities is consistent with the *Parks and Recreation Master Plan* and includes a detailed analysis of park dedication as an integral part of Neighbourhood Concept Plans.
- Work with the Greater Vancouver Regional District (GVRD) to refine and implement the Park and Outdoor Recreation System vision contained in the *Livable Region Strategic Plan* so that it is consistent with the local vision.
- Continue to use the 5% park land dedication upon subdivision to acquire land for park and open space, which may connect to environmentally sensitive areas, ravines, trails, walkways, and waterfront land.
- Consider acquisition of land early in the planning process, density bonusing and land exchange in order to obtain appropriate and adequate areas for parks and open space.
- Co-ordinate the planning of open space corridors and linkages with bike paths, pedestrian trails and walkways, fisheries management zones to access shorelines, and other transportation networks.
- Review the provision of green space corridors or linkages proposed to pass through the Agricultural Land Reserve as part of the Farm Community Plan with input from the Surrey Agricultural Advisory Committee and the Agricultural Land Commission.
- Develop neighbourhood planning that allows for more green space and landscaping.

H-2 Work With Other Agencies and the Private Sector

- Maintain a liaison with the School District to integrate school facilities with the City's recreational programs through Joint Use Agreements and sharing of information.
- Work with the School District and Parks & Recreation Department to plan for the provision of detention ponds.
- Encourage developers to include recreational facilities within multiple residential, commercial and industrial developments.
- Obtain input from private sector and non-profit groups and follow the guidelines as recommended in the *Parks and Recreation Master Plan* to assist in the development of agreements between the City and other groups.

Quality of community indicators:

H-1 and H-2 Provide Adequate and Well Located Parks and Facilities; and Work With Other Agencies and the Private Sector

- Ratio of parks and open spaces per 1,000 residents.
- Number of users of indoor and outdoor facilities.
- Amount and types of facilities per 1,000 residents.

Relationship to land use strategy:

H-1 and H-2 Provide Adequate and Well Located Parks and Facilities; and Work With Other Agencies and the Private Sector

- Parks and recreational uses are permitted in all land use designations, except Agricultural where approval is required from the Agricultural Land Commission.

I. Improve the Quality of Community

Statement of Principle

The City is committed to developing policies and programs for a better community through the planning process, forming new partnerships with government, local business and community groups, identifying the social impacts of growth and change, and finding innovative and appropriate solutions.

Key Future Direction

I-1 Meet the Needs for Community and Cultural Facilities

The City is committed to forming partnerships with various agencies (both public and private) to provide a range of community and cultural facilities.

I-2 Preserve Surrey's Heritage

Heritage resources provide a link to the past and cultural enrichment for existing and future residents. Surrey will identify, retain, re-use and manage its natural, cultural and built heritage in a co-operative manner with those affected by heritage initiatives.

I-3 Plan for Quality of Community and Social Well-being

Social planning attempts to help community groups work together to improve the quality of life, based on values of mutual respect, open communication and collaboration. It involves identifying the social impacts of change, and mitigating these impacts through community services and other means.

I-4 Accommodate Affordable, Rental, and Special Needs Housing in All Parts of the City

The City supports the development of a range of housing choices throughout the community, including small houses on small lots and housing for people with special needs.

I-5 Involve the Public in the Decision-Making Process

The City will work to provide sufficient and appropriate opportunities for public participation in order to increase the interest of residents related to participating in community planning and the development review process.

I-6 Foster Community Identity and Pride

Community identity and pride are key elements of a healthy and safe community, giving a sense of place and belonging to residents, and increasing the social well-being of the City.

Background

Quality of Community	The term "quality of community" is often used to describe the physical and social aspects of community planning, including how people live, work, and play. Social planning attempts to anticipate and mitigate social impacts arising from growth, changes in the social and physical environment, and shifts in the economy, through outreach programs and co-ordinating actions and activities of agencies and groups in the City. A quality community is one where all residents may live with dignity and honour, regardless of their income level or physical and mental capabilities.
Social and Cultural Facilities	Quality of community can be enhanced when public facilities and services are readily available to its citizens. The City makes use of internal resources as well as outside agencies to support and promote the development of accessible facilities which accommodate arts and culture in the City.
Preserving Our Heritage	Preservation of heritage is an important part of creating community pride and identity. Surrey has many buildings, sites and features of both the First Nations and early settlers that contribute to a sense of place and community. A variety of options are available to retain, preserve and revitalize features of Surrey's past.
Affordable Housing	Adequate, affordable, and appropriate housing is fundamental to building strong, healthy communities. Affordable housing is generally considered to be housing (either for rent or for ownership) which meets the needs of the individual or family in the low to moderate income range, and which costs less than 30% of household gross income.
Public Participation	An important aspect of community development is involving citizens in the planning process at all levels. The City uses a variety of formats such as open houses, public hearings, public meetings and focus groups to increase public participation. The nature of planning and the political decision-making process is shifting towards more community-based approaches, and the City supports developing new avenues to make the planning process understandable, and provide opportunities for the public to participate.
Community Identity and Pride	Public and private initiatives and partnerships build on ideas of public participation to include a wide range of agencies and groups in the community development process. Programs such as the Street Beautification Strategy and Business Improvement Areas, and the City of Surrey's Volunteers in

Parks are examples of effective relationships between the City and private enterprise working together with community agencies and residents.

Issues and Policies

I-1 Meet the Needs for Community and Cultural Facilities

A healthy and complete community provides opportunities, space and community-based programs for the social development, personal growth and leisure of residents. Providing these facilities in a culturally-appropriate manner and distributing them throughout our communities enhances the quality of life in the City. An effective, accessible and wide-ranging variety of community and cultural facilities is also required to enhance Surrey's role as a desirable location in which to do business.

Moving in this key direction means addressing community and cultural facility issues through the following policies:

Issues: Policies:

I-1.1 Provide Recreational and Park Facilities

Recreational
Spaces

Locate new recreational and park facilities equitably throughout the City based on local needs and strategies developed through the Neighbourhood Concept Plan process. Achieve this distribution to provide affordable, accessible and multi-use facilities in both residential and employment areas, through traditional methods, collaborative partnerships or joint projects between the City, the private sector and non-profit groups.

I-1.2 Make Provision for the Arts, Culture and Learning

Arts and Culture

Support the development of a range of venues to support cultural expression, education, and the enhancement of community life through museums, libraries, and facilities for the visual and performing arts. Support heritage and cultural events in all areas of the City. These services are to be provided in accordance with the strategies found in a variety of City plans, including the Parks, Recreation and Culture Department's Master Plan, and in the Surrey Public Library's Facilities Plan.

I-1.3 Support Community Care Facilities

Adult and Child
Care Space

Support the development of care facilities for children, seniors, and people with special needs.

I-1.4 Increase Community Meeting Space Through Joint Integrated Planning

Meeting Space

Increase the supply of local meeting space and neighbourhood places by developing new facilities in partnerships with other agencies, and by making better use of existing space such as schools, recreation centers, and public libraries in a cost-effective manner.

I-1.5 Co-ordinate Development of Facilities

Efficient and Co-
ordinated
Approach to
Development

Implement a co-ordinated approach between the City, public agencies, and private enterprise to plan, develop, and provide facilities for education, recreation, libraries, and the personal growth needs of all residents.

I-2 Preserve Surrey's Heritage

Distinct identity and character can be created and maintained in a community by identifying and preserving heritage resources. Preserving and revitalizing these features retains visible and important links to the past, and ensures a healthy future for residents.

Moving in this key direction means addressing heritage issues through the following policies:

Issues: Policies:

I-2.1 Enhance Heritage Preservation and Revitalization

Heritage
Resources

Preserve, protect, integrate, maintain and revitalize buildings, structures, sites and landscape or natural and cultural features that are identified as having historical, architectural or cultural significance, either as individual sites or as a collective Heritage Conservation Area. Areas of significance may also include archaeological sites and artifacts and other cultural remains.

I-3 Plan for Quality of Community and Social Well-being

Identifying the social impacts of urban growth and developing methods to address these impacts forms a major component of social planning. Working with community groups and other agencies to arrive at innovative solutions enhances the quality of life in our communities.

Moving in this key direction means addressing quality of community and social well-being issues through the following policies:

Issues: **Policies:**

I-3.1 Involve the Community in Social Planning

Social Planning

Undertake social planning research and analysis and facilitate community networking and working partnerships between community service agencies, neighbourhood-based groups, and the City. These actions will address the social aspects of planning related to community issues, community development, and the well-being of residents. Work towards creating a social and physical environment that maintains and improves the quality of life in Surrey, allowing all residents to live with honour and dignity, regardless of income levels or physical or mental abilities.

I-4 Accommodate Affordable, Rental, and Special Needs Housing in All Parts of the City

Offering a range of housing choices can meet the needs of residents and enhance the quality of our communities, allowing people to live with honour and dignity regardless of income levels or abilities.

Moving in this key direction means addressing housing issues through the following policies:

Issues: **Policies:**

I-4.1 Facilitate the Provision of Affordable Housing

Affordable
Housing

Facilitate the development of affordable housing for low and moderate income groups that have difficulty finding appropriate and affordable housing, including the identification of potential sites or areas through the Neighbourhood Concept Plan process.

I-4.2 Support a Variety of Housing Choices

Geographic
Distribution of
Housing Options

Encourage affordable and social housing to be evenly distributed throughout the City. This housing should be compatible with existing patterns of development and integrated into the existing community as a component of other housing developments.

I-4.3 Balance Home Ownership and Rental Housing

Tenure

Reinforce the objectives of complete communities and neighbourhood centres by supporting opportunities for home ownership and maintaining a minimum amount of rental housing in all areas of the City, and limit the demolition or conversion of existing rental units, unless City-wide vacancy rates are higher than 4%.

I-4.4 Facilitate Special Needs Housing

Special Needs

Recognize the housing requirements of people whose needs are not met by the market, such as those with physical and mental disabilities, and people in crisis such as battered women and the homeless, and work with various government and private non-profit agencies, and the community to facilitate special needs housing throughout the City. Where appropriate, the development of housing for people with special needs should be a component of Neighbourhood Concept Plans.

I-5 Involve the Public in the Decision-Making Process

Sufficient opportunities for public participation in the decision-making process ensure that decisions about land use and development in our communities reflect and address public concerns, and achieve a balance between the protection of economic rights of property owners with those of the larger community.

Moving in this key direction means addressing public involvement issues through the following policies.

Issues: Policies:**I-5.1 Improve Opportunities for Public Participation**

Involved Citizens

Provide ample and diverse opportunities for residents representing all geographic and demographic groups in the City to participate in local planning and government through notification and outreach programs such as public hearings and pre-notification, at an early stage of the development review process, especially when dealing with issues of significant community impact.

I-6 Foster Community Identity and Pride

Increasing a sense of community builds identity and pride in Surrey as a place to live, work and raise a family. Programs which enhance local pride focus community energy to build a strong, vibrant City.

Moving in this key direction means addressing community identity and pride issues through the following policies:

Issues: Policies:**I-6.1 Establish and Strengthen Community Identity**Identity and
Belonging

Foster a sense of place and belonging through public and private initiatives such as Business Improvement Areas or the Street Beautification Program to involve more people in the process of community development, resulting in stronger neighbourhood identity and a positive image of Surrey.

Implementation, Monitoring and Co-ordination

Implementation measures:

I-1 Meet the Needs for Community and Cultural Facilities

- Amend the Zoning By-law to permit a wide range of mixed use and multi-use facilities throughout the City.
- Liaise with the School District and Library Board to set up multi-use facilities, and increase access to existing school facilities for community groups.

I-2 Preserve Surrey's Heritage

- Develop a heritage management plan for the City to provide guidelines and strategies on heritage issues.
- Raise public awareness of historical preservation through the Heritage Advisory Committee.
- Work with the Heritage Advisory Committee to maintain the City's Heritage Register.
- Evaluate buildings, sites and features on the Heritage Register on an ongoing basis, and work with owners of these properties to develop heritage revitalization agreements, conservation covenants or heritage designation.
- Work with the private sector and public interest groups to plan for and preserve heritage buildings, features or sites, and to designate Heritage Conservation Areas through the Neighbourhood Concept Plan process.

I-3 Plan for Quality of Community and Social Well-being

- Work with the Social Planning Committee to address the social and physical needs of creating a quality community in Surrey, including the establishment of a City-wide Social Planning Strategy.

I-4 Accommodate Affordable, Rental, and Special Needs Housing in All Parts of the City

- Amend the Zoning By-law as required to provide the flexibility to develop a wide range of mixed use and alternative housing forms in the City.
- Implement density bonusing provisions of the *Local Government Act* to secure affordable housing through the development review process.
- Explore the potential for community land trusts to support the development of affordable housing.

- Develop procedures and methods to ensure expeditious approvals for all types of affordable housing.
- Support and implement new controls on the quality of rental housing, to maintain high quality rental housing in Surrey.
- Update the affordable housing policy, including the definition of “affordable” housing for the purpose of making more effective use of the Affordable Housing Statutory Reserve Fund.

I-5 Involve the Public in the Decision-making Process

- Explore the potential for new forms of citizen participation such as electronic polling, neighbourhood referenda, improved public notification and signage (including electronic media such as a City Internet site), and improved access to Council and the public process.
- Identify and promote new opportunities for neighbourhood-based groups to contribute to the planning process.
- Implement formal conflict resolution and consensus building through the public participation process.
- Review the development application process to increase opportunities for public input at an early stage of planning, to ensure that sufficient public input is received prior to an application reaching the public hearing stage. This will include an evaluation of the pre-notification process, which is a preliminary notice of proposed development and covers rezoning applications, land use contract amendments, and applications for Official Community Plan designation changes.

I-6 Foster Community Identity and Pride

- Work with external agencies to develop programs and approaches which will enhance neighbourhood and community identity, and foster pride in the City.

Quality of community indicators:**I-1 Meet the Needs for Community and Cultural Facilities**

- Per capita recreational facilities.
- Facility usage rates.
- Number of multi-use facilities available and their usage.

I-2 Preserve Surrey's Heritage

- Number of additions to/deletions from the Heritage Register.
- Number of executed Heritage Revitalization Agreements or Conservation Covenants.
- Number of properties/sites added as protected heritage.
- Number of Heritage Conservation Areas.

I-3 Plan for Quality of Community and Social Well-being

- Day-care space per capita.
- Community care facilities and space per capita.
- Physical health measures (mortality, infant mortality, disease rates).

I-4 Accommodate Affordable, Rental, and Special Needs Housing in All Parts of the City

- Percentage of households paying more than 30% of income for housing.
- Average price of homes and rental rates.

I-5 Involve the Public in the Decision-making Process

- Participation rates in City committees, planning meetings, etc.
- Number of citizen advisory committees.
- Number of neighbourhood associations.

I-6 Foster Community Identity and Pride

- Number of programs aimed at increasing pride.
- Number of Business Improvement Areas (BIA).
- Number of street beautification projects.

Relationship to land use strategy:**I-1 Meet the Needs for Community and Cultural Facilities**

- Development will proceed in accordance with the *Parks and Recreation Master Plan*.
- Designations and zoning amendments will work to support the creation of multi-use and accessible community facilities.

I-4 Accommodate Affordable, Rental, and Special Needs Housing in All Parts of the City

- Land use designations and the Zoning By-law will support the development of more affordable and social housing.
- Growth strategy implementation through Neighbourhood Concept Plans will provide adequate affordable housing, particularly in the targeted urban growth areas.

I-6 Foster Community Identity and Pride

- Commercial designations and Zoning By-laws will support appropriate commercial and business areas in neighbourhoods, Town Centres and the City Centre.
- Designations will permit a variety of uses appropriate to the development of community pride and a positive image for the City.

J. Enhance Citizens' Safety and Well-being Through Crime Prevention

Statement of Principle

Crime prevention through environmental design (CPTED) is based on reducing and ultimately eliminating opportunities for crime and nuisance behaviour through design of the built environment. It assesses the risk of crimes and introduces a long-term approach to reduce the potential for crime to occur.

In CPTED, the term "environment" refers to the physical and social conditions that surround and facilitate crime or nuisance activities. Design can play a large part in limiting "crime targets" and restricting criminal behaviour. The principles of CPTED are directly related to human behaviour and how people view and use their physical surroundings.

Key Future Direction

J-1 Enhance Citizens' Safety and Well-being through Crime Prevention

A safe environment improves the quality of life and enhances the City's image by reducing crime and nuisance behaviour. Good design can deter such activities and decrease impacts of crime and improve the livability of the community.

J-2 Reduce Crime and Nuisance Behaviour

CPTED aims to solve crime-related problems before they exist by physical design to reduce opportunities for crime. Implementation of CPTED principles reduces fiscal costs to the City by reducing long-term the number of calls for emergency and city services.

J-3 Expand Crime Prevention Measures throughout the City

Implementing the principles of CPTED at the concept and design stage is the most effective means to prevent crime, as it anticipates and addresses crime prior to the construction of a development, and incorporates meaningful CPTED strategies to create safer developments.

Background

Quality of
Community

Crime Prevention through Environmental Design, or CPTED (pronounced Sep-ted), is a means to create safer developments without compromising their functional and aesthetic quality. It is a proactive approach as opportunities for crime and nuisance behaviour are reduced and ultimately eliminated through manipulation of the built environment before projects are constructed. Citizens' fear of crime is also addressed. The end result is to reinforce the

image of Surrey as a secure, attractive City in which to live and do business.

Quality of Environment

Environmental design can play a large part in limiting opportunities for criminal behaviour and the subsequent types of "crime target". In CPTED, the term "environment" refers to the physical and social conditions that surround and facilitate a crime or nuisance activities. Accordingly, CPTED is based on five main principles of territoriality, natural surveillance, hierarchy of space, natural access control, and image and maintenance. These are directly related to human behaviour and how people view and use their physical surroundings. The main challenge in implementing CPTED is in striking an appropriate balance between security and the desire for privacy, and between practicality and aesthetics.

Crime Prevention Strategies

Contemporary strategy in crime prevention is based on the concept of an "Urban Village", where user groups monitor and control their immediate environment. In contrast, the "Urban Fortress" model seeks to prevent crime by heavily securing buildings and prevent unwanted outsiders gaining access without permission. This approach isolates citizens from an environment that is perceived to be hostile. These so-called "safe" developments fail to interface with the greater community, contributing to a lack of territoriality in public spaces, promoting a false sense of security.

Issues and Policies

J-1 Enhance Citizens' Safety and Well-being through Crime Prevention

A safer environment improves the quality of life and promotes a more desirable, attractive civic image due to reduced crime and nuisance behaviour. People's perception of safety can be as important as safety itself. For example, graffiti and vandalism can cause fears about physical safety. Good design can deter such activities and decrease the social and psychological impact of crime, thereby improving the livability of the community.

Issues:

Policies:

J-1.1 Proactive Design

People, Safety and Citizens' Sense of Well Being

Proactively plan and design safer buildings, facilities, and parks using CPTED principles. The CPTED principles are documented in Division F of the OCP.

J-1.2 City Image

Image of
Community

Foster an enhanced image for the City by incorporating CPTED in all developments.

J-2 Reduce Crime and Nuisance Behaviour

CPTED aims to solve crime-related problems before they exist by designing the physical environment to reduce opportunities for crime, the fear of crime, and nuisance behaviour such as loitering, littering and vandalism. Implementation of CPTED at the development stage has long-term fiscal benefits for the City in terms of long-term reduced calls for emergency and City services (i.e. police, fire, ambulance, by-law enforcement), as well as civic and private maintenance costs.

Issues:

Policies:

J.2.1 Reduce Crime Opportunity

Crime and
Nuisance
Behaviour

Reduce crime and minimize opportunities for public disorder and undesirable behaviour by implementing CPTED at the design stage of the development approval process.

J-2.2 Financial Benefits

Financial
Benefits

Realize the collective financial benefits of reduced crime, nuisance behaviour and fear of crime at a civic level and contribute to reducing pressure on scarce resources of the police and other emergency services.

J-3 Expand Crime Prevention Measures throughout the City

Implementing the principles of CPTED at the concept and design stage is the most effective means to prevent crime. CPTED is the purest form of crime prevention as it anticipates and addresses crime prior to the construction of a development. Architects can make changes inexpensively at this stage, and therefore incorporate meaningful CPTED strategies to create safer developments. As all crimes are highly "situational", arising from a specific set of factors, projects are best evaluated on a case by case basis.

CPTED principles can be applied to existing developments, but are less effective as the opportunity to alter the built environment is much more limited. Action at this point is commonly referred to as "target hardening", and generally consists of dealing with lighting, locks and other measures to address a problem after it takes place. When opportunities are missed at the development stage, target hardening may become necessary to address problems related to crime. This can create a "fortress mentality" and a living environment which promotes a fear of victimization.

Issues: Policies:**J-3.1 CPTED Principles and Components**

Preventing Crime

All new developments in the City should implement the principles and components of CPTED as follows:

CPTED
Principles**1. CPTED Principles**

Territoriality and Defensible Space: Design the physical environment to extend a perceived sphere of influence, or "territory". By creating a sense of "turf", people take ownership of their surroundings, which is seen as a warning by potential offenders. Fencing, paving, signage and landscaping are often used to show ownership of a space.

Hierarchy of Space: Design the built environment to show clear transitions between public, semi-public, semi-private and private space. In this sense, "territory" as well as "ownership" is also defined, reducing the risk of undesirable uses.

Natural Surveillance: Design to maximize visibility and ensure legitimate users can observe the space around them, reducing their fear of crime. This strategy increases the likelihood that intruders will be seen and apprehended or discouraged from loitering. The siting of developments and buildings in relation to each other and the street, lighting, landscaping and window placement are key factors in providing appropriate visibility and sightlines.

Access Control: Design entry and exit points to naturally maximize control, surveillance and hence "ownership" by desirable users. Access to a crime target is denied, creating a perception of risk to potential offenders. This can be achieved by real and perceived barriers.

Image and Maintenance: Enhance and maintain physical appearance to encourage users of the area to respect their surroundings. The more dilapidated an area, the more vulnerable it is to further abuse (i.e. graffiti, litter).

CPTED Component

2. CPTED Components

Movement Predictors: Design features that channel people on a certain route to a destination (i.e. building entries, hallways, paths).

Entrapment Areas: Hidden areas where potential crime perpetrators can hide and wait for victims. The perception that someone could be hiding creates apprehension and fear, leading to avoidance of an area.

Activity Generators: Developments, places or features, which attract both people and activities (i.e. playgrounds, corner stores, coffee stands). Crime opportunities can be high if CPTED is not applied.

Crime Facilitators: Items or places that facilitate the opportunity for crime (i.e. inappropriately placed benches, poorly lit parkade with limited surveillance).

Hot Spots and Crime Corridors: A development area or local activity that generates excessive crime opportunities (i.e. parkades, transit stations). The amount of crime and nuisance behaviour is directly related to adjacent development and land uses along with the volume of people moving through an area (pedestrians, vehicles, transit, etc.). Context is a key factor to consider in CPTED planning.

Areas of Conflict: Places where there is confusion between different groups' use of space (i.e. teens loitering at entry to commercial premises).

Edge Effects: The actual or perceived areas between lands used for different purposes, which typically exhibit a higher crime rate than areas with a distinct more unified land use.

Displacement Effects: Shifting crime or nuisance problems from one area to another. To avoid exacerbating existing problems or creating new ones, displacement must be recognized and controlled.

CPTED Reviews

Require all major projects and those located in high-risk areas to undertake and submit an independent CPTED study for review early in the development review process.

Safety Audits

Encourage existing developments to apply CPTED principles and promote Safety Audits.

Implementation, Monitoring and Co-ordination

Implementation measures:

J-1 Enhance Citizens' Safety and Well-being through Crime Prevention

- Develop programs and literature to increase community awareness of CPTED.

J-2 Reduce Crime and Nuisance Behaviour

- Implement follow-up program on recent projects incorporating CPTED principles.

J-3 Expand Crime Prevention Measures throughout the City

- Introduce a CPTED awareness program for City staff, local developers and architects
- The City's design review process should support implementation of CPTED principles in all new developments.
- CPTED studies should be jointly reviewed by the Surrey RCMP and City staff.
- Encourage greater co-ordination between Departments within the City to enhance the application of CPTED principles.

Quality of community indicators:

J-1 Enhance Citizens' Safety and Well-being through Crime Prevention

- Statistics on residents' perception of safety within neighbourhoods, City, town and local centres as obtained through regular citizen surveys.

J-2 Reduce Crime and Nuisance Behaviour

- Long-term statistics on crime and public disorder
- Long-term statistics on costs of policing as well as public programs related to nuisance behaviour (i.e. graffiti control, litter)

J-3 Expand Crime Prevention Measures Throughout the City

- Number of projects subjected to safety audits and CPTED studies.
- Number of projects reviewed by Advisory Design Panel, Surrey RCMP and Planning staff as a percentage of total projects.

Relationship to land use strategy:**J-1 Enhance Citizens' Safety and Well-being through Crime Prevention**

- New developments will incorporate elements of CPTED.

J-2 Reduce Crime and Nuisance Behaviour

- Community safety enhances the image and economic viability of the City
- New secondary plans will require CPTED as part of the planning and design process

J-3 Expand Crime Prevention Measures Throughout the City

- Complete communities are safe, people and pedestrian friendly, encouraging mobility without fear.
- Require all capital projects to be subject a CPTED safety audit.

SUMMARY OF POLICIES

A. Manage Growth for Compact Communities

- A-1 Strengthen the City's Nodal Development Pattern
 - A-1.1 Promote a Hierarchy of Mixed Use Urban Centres
 - A-1.2 Promote Surrey City Centre
 - A-1.3 Promote Town Centres
 - A-1.4 Promote Neighbourhood Centres
 - A-1.5 Integrate Workplace Areas
 - A-1.6 Provide a Functional Relationship Among Urban Centres
 - A-1.7 Focus Development Around Urban Centres to Support the Nodal Development Pattern
 - A-1.8 Plan Residential Development to Support Urban Centres
- A-2 Focus Growth Within Compact Urban Areas
 - A-2.1 Encourage Development that Completes Planned Urban Areas
 1. Infill Development of Urban Land
 2. Development of New Urban Neighbourhoods
 3. New Development Options in Existing Urban Areas
 4. Long Range Urban Development
- A-3 Balance Suburban Lifestyles with Future Development Needs
 - A-3.1 Provide Permanent Suburban Areas
 - A-3.2 Anticipate Potential Development Areas
 - A-3.3 Consider Business Developments in Suburban Areas
 - A-3.4 Respect the Character of Established Suburban Neighbourhoods
- A-4 Co-ordinate Plans and Services for Orderly and Cost-Effective Development
 - A-4.1 Pursue a Long Term Development Plan
 - A-4.2 Prioritize Development to Support Compact and Complete Communities
 1. Promote Complete Urban Communities
 2. Co-ordinate Development Plans With Market Demand
 3. Co-ordinate City and Regional Growth Strategies
 4. Ensure Strategic Capital Investment
 5. Ensure Stakeholders' Participation and Support in Local Land Use Planning
 - A-4.3 Co-ordinate Development Through Secondary Plans
 - A-4.4 Monitor Development Trends

B. Build a Sustainable Local Economy

- B-1 Balance Residential and Business Development
 - B-1.1 Balance Jobs and Resident Workers
 - B-1.2 Achieve a Strong Fiscal Base
- B-2 Ensure an Adequate Land Supply to Facilitate Long Term Business Development
 - B-2.1 Facilitate the Location of New Business Park Development
 - B-2.2 Preserve Designated Business and Industrial Land for Business Uses

- B-2.3 Encourage the Efficient Utilization of Designated Commercial and Industrial Lands
- B-2.4 Ensure All New Secondary Plans Include Adequate Consideration of Business and Employment
- B-3 Allow Flexibility in Land Use Policies to Accommodate Business Development in New Locations
 - B-3.1 Provide Flexible Land Designation and Zoning Regulations for Business Development
 - B-3.2 Utilize Performance Criteria to Evaluate Business Development Proposals in Specified Designations
 - B-3.3 Support the Integrity of Secondary Plans
- B-4 Pro-actively Encourage Economic Growth
 - B-4.1 Strategically Pre-Service Development Sites to Attract New Business Development
 - B-4.2 Support and Pursue Major Infrastructure Improvements That Will Support Business Development
 - B-4.3 Pursue the OCP Goals and Strategies Through an Annual Economic Development Action Plan
- B-5 Encourage High Quality and Environmentally Responsible Businesses to Locate in the City
 - B-5.1 Encourage High Quality and Environmentally Responsible Business
- B-6 Facilitate the Development of a Strong City Centre
 - B-6.1 Facilitate the Development of a Strong City Centre
- B-7 Balance the Distribution of Economic Development Among Surrey's Towns and Neighbourhoods
 - B-7.1 Balance the Distribution of Economic Development Among Surrey's Towns and Neighbourhoods
- B-8 Promote Agriculture as an Economic Growth Sector
 - B-8.1 Promote Agriculture as an Economic Growth Sector
- B-9 Promote Tourism as an Economic Growth Sector
 - B-9.1 Promote Tourism as an Economic Growth Sector
- B-10 Enhance Surrey's Image and Character
 - B-10.1 Enhance Surrey's Image and Character

C. Build Complete Communities

- C-1 Balance Residential and Economic Development
 - C-1.1 Balance Residential and Business Growth
- C-2 Form Identifiable Towns and Neighbourhoods
 - C-2.1 Support a Compact Urban Development Pattern
 - C-2.2 Enhance the Identity of Neighbourhoods, Towns and Surrey City Centre
 - C-2.3 Plan for Neighbourhoods with Schools, Parks and Local Convenience Stores
 - C-2.4 Plan Neighbourhood Centres in Existing and New Urban Areas as a Civic Focus for the Surrounding Area
 - C-2.5 Develop Each Town to be Distinct from Other Towns
 - C-2.6 Develop Surrey City Centre as a Vibrant and People-Oriented Downtown
- C-3 Provide a Range of Choices in the Type, Tenure and Cost of Housing
 - C-3.1 Increase Housing Choice with a Balanced Housing Mix
 - C-3.2 Reinforce Housing Choice and Community Structure

- C-3.3 Create Thriving Mixed-Use Areas
- C-4 Design Safe, Attractive and People-Friendly Environments
 - C-4.1 Crime Prevention / Promote Safety and Security
 - C-4.2 Promote Emergency Planning
 - C-4.3 Enhance the City's Entrances and Roadways
 - C-4.4 Preserve Geographic and Visual Linkages
 - C-4.5 Enhance Surrey's Image as a City of Parks
 - C-4.6 Encourage Pedestrian-Oriented Development
 - C-4.7 Create Public Places for Public Enjoyment and Community Activities
 - C-4.8 Improve the Visual Environment
 - C-4.9 Design the Built Environment to be People-Friendly
- C-5 Locate Services and Facilities Closer to Neighbourhoods
 - C-5.1 Facilitate More Retail and Service Activities in Neighbourhood Centres
 - C-5.2 Create Multiple-Purpose Community Places
 - C-5.3 Locate Institutional Uses in Relation to Surrounding Areas
 - C-5.4 Provide Community-Based Emergency Services
- C-6 Build Energy Efficient Communities
 - C-6.1 Promote Energy Conscious Planning and Design
- C-7 Live / Work Communities
 - C-7.1 Promote Live / Work Communities
- C-8 Reduce Community Greenhouse Gas Emissions
 - C-8.1 Commit to Community Greenhouse Gas Reduction Targets

D. Enhance Image and Character

- D-1 Identify and Build on the City's Physical Attributes
- D-2 Identify and Build on the City's Cultural Attributes
- D-3 Identify and Build on the City's Lifestyle Attributes
- D-5 Involve All Sectors and Communities
- D-6 Develop a Viable Financial Strategy
- D-7 Promote the City Through the Development and Implementation of an Effective Marketing Strategy

E. Increase Transportation Choice

- E-1 Build Transportation Networks to Move Goods and People
 - E-1.1 Co-ordinate Transportation with Economic Development
 - E-1.2 Support Regional Plans and Policies
 - E-1.3 Support Greater Travel Capacity Over the Fraser River
 - E-1.4 Co-ordinate Regional and Local Traffic
 - E-1.5 Integrate Transportation and Land Use
 - E-1.6 Establish a Major Road Plan for Traffic Movement
 - E-1.7 Limit Driveway Access from Arterials
 - E-1.8 Protect Local Roads
 - E-1.9 Provide Parking in Innovative Ways
 - E-1.10 Address Driver, Bicycle and Pedestrian Safety
 - E-1.11 Manage the Movement of Dangerous Goods

- E-1.12 Route Regional Truck Traffic
- E-1.13 Minimize Environmental Impacts
- E-1.14 Plan for Future Transportation Corridors
- E-2 Improve and Balance Travel Alternatives for People
 - E-2.1 Establish a Bicycle Network
 - E-2.2 Facilitate Pedestrian Movement
 - E-2.3 Discourage Single-Occupant Cars
 - E-2.4 Manage Parking Demand
- E-3 Increase the Level of Transit Service and Use
 - E-3.1 Coordinate Transit Service and Economic Development
 - E-3.2 Support Transit System Expansion and Innovations
 - E-3.3 Support Measures for Transit Efficiency
 - E-3.4 Allow for Choices in Transit Service
 - E-3.5 Increase Density along Transit Corridors and at Nodes
 - E-3.6 Develop Town Centres and Corridors to Support Transit
 - E-3.7 Design Transit-Friendly Developments and Neighbourhoods
 - E-3.8 Improve the Opportunities for Pedestrians and Bicyclists to Use Transit
 - E-3.9 Support a Grid Road Pattern

F. Protect Agriculture and Agricultural Areas

- F-1 Protect Agricultural Areas and Enhance Farming
 - F-1.3 Promote Compatibility Between Agricultural and Non-Agricultural Land Uses
 - F-1.2 Maintain Agricultural Activities
 - F-1.3 Enhance Agricultural Viability
 - F-1.4 Co-ordinate Farming and Environmental Protection
 - F-1.5 Manage Water Use and Drainage
 - F-1.6 Increase Agricultural Awareness and Community Involvement

G. Protect Natural Areas

- G-1 Protect Natural and Environmentally Sensitive Areas
 - G-1.1 Preserve Watercourses and Wetlands
 - G-1.2 Follow Environmentally Sustainable Practices in Development
 - G-1.3 Protect Fish and Wildlife Habitats
 - G-1.4 Increase Environmental Education, Awareness and Stewardship
 - G-1.5 Improve Environmental Sustainability

H. Provide Parks and Recreational Facilities

- H-1 Provide Adequate and Well Located Parks and Facilities A variety of parks and open space, related indoor and outdoor facilities and other
 - H-1.1 Apply Park Standards
 - H-1.2 Provide Open Space in City Centre and Town Centres
 - H-1.3 Provide Equitable Distribution of Parks and Related Facilities
 - H-1.4 Accommodate Special Recreational Facilities
 - H-1.5 Secure Linear Open Space
 - H-1.6 Support Utility Corridors as Public Open Space

H-1.7 Acquire Lands for Future Parks and Facilities

H-2 Work with Other Agencies and the Private Sector

H-2.1 Integrate Parks and School Sites

H-2.2 Co-ordinate Planning for Park Land and School Facilities

H-2.3 Restrict the Location of Detention Ponds

H-2.4 Facilitate the Provision of Private Recreational Facilities

I. Improve the Quality of Community

I-1 Meet the Needs for Community and Cultural Facilities

I-1.1 Provide Recreational and Park Facilities

I-1.2 Make Provision for the Arts, Culture and Learning

I-1.3 Support Community Care Facilities

I-1.4 Increase Community Meeting Space Through Joint Integrated Planning

I-1.5 Co-ordinate Development of Facilities

I-2 Preserve Surrey's Heritage

I-2.1 Enhance Heritage Preservation and Revitalization

I-3 Plan for Quality of Community and Social Well-being

I-3.1 Involve the Community in Social Planning

I-4 Accommodate Affordable, Rental, and Special Needs Housing in All Parts of the City

I-4.1 Facilitate the Provision of Affordable Housing

I-4.2 Support a Variety of Housing Choices

I-4.3 Balance Home Ownership and Rental Housing

I-4.4 Facilitate Special Needs Housing

I-5 Involve the Public in the Decision-Making Process

I-5.1 Improve Opportunities for Public Participation

I-6 Foster Community Identity and Pride

I-6.1 Establish and Strengthen Community Identity

J. Enhance Citizens' Safety and Well-being Through Crime Prevention

J-1 Enhance Citizens' Safety and Well-being through Crime Prevention

J-1.1 Proactive Design

J-1.2 City Image

J-2 Reduce Crime and Nuisance Behaviour

J-2.1 Reduce Crime Opportunity

J-2.2 Financial Benefits

J-3 Expand Crime Prevention Measures throughout the City

J-3.1 CPTED Principles and Components

3. Land Use Strategy

3.1 Background

The Future Land Use Pattern

The economic development goals for the City (Part 1) and Plan Policies related to enhancing economic development opportunities in the City (Part 2) provide the framework for future growth and development, and job creation in the community. The strategy documented in this part of the OCP describes a hybrid approach to regulating land use. The two elements of the approach are:

- *Map-based land use designations*: defining land use designation categories, with a map showing the desired distribution of these land uses in the City; and
- *Performance-based land use designations and planning*: permitting opportunities for more business development outside of the areas already designated for business in the structured land use map, subject to strict compliance with performance criteria.

This hybrid approach will facilitate the housing, employment, shopping, recreational and community amenity needs to serve the anticipated population of our City through increased investment by business and the provision of City services in conjunction with private-public partnerships and the developer pays principle.

Surrey and Regional Growth

This strategy recognizes the Greater Vancouver Regional District's *Livable Region Strategic Plan*. North Surrey is identified in the land use strategy as part of the Greater Vancouver Regional District's "Growth Concentration Area" (see Figure 8), to be given priority and support for higher density development.

Regional Context Statement

Under the *Local Government Act*, the City is required to prepare a Regional Context Statement on the relationship of the Official Community Plan with the Greater Vancouver Regional District's *Livable Region Strategic Plan* for endorsement by the Board of the Greater Vancouver Regional District. However, Surrey City Council maintains its right to local autonomy in making land use decisions on behalf of the community.

Components of
the Land Use
Strategy

The hybrid approach discussed in the part consists of these components:

- Land use designations that are generalized land use categories applicable to different parts of the City;
- Allowable densities that define the intensity of uses in each designation;
- Allowable zones that result in implementation of the land use strategy;
- The Land Use Designation Map that provides an overall development structure for the City and the context for neighbourhood planning; and
- Performance criteria for business land uses in certain specific designations which, if satisfied, allow a range of business zones.

3.2 Land Use Designations

What is a
Designation?

Land use designations are broad categories of permitted land uses. They provide the basis upon which Secondary Plans (such as Neighbourhood Concept Plans or Local Area Plans) or rezoning applications can be approved. Each land use designation allows properties contained within it to be zoned to any of a particular set of zones from the Surrey Zoning By-law. Each designation has a different set of specific zones related to it.

The following section describes each of the land use designations and shows the Semiahmoo First Nation land as an Indian Reserve on the Official Community Plan Land Use Designation Map. This map is attached as Schedule A (see Figure 9).

3.3 Descriptions of Land Use Designations

The following list describes the intent of each of the land use designations used in the Land Use Designation Map (Figure 9), and approximately how much land in the City is encompassed by each designation

A number of the land use designation descriptions recognize that area specific plans, Council policy or land use performance-based criteria may apply and may allow for additional zones in some of the designations.

Business (B) Designation

(Approximate total land area: 0 hectares; percent of land area: 0 %)

Promoting
Economic
Development and
Job Creation

The Business designation is intended for areas throughout the City where business development is appropriate but which requires a sensitive interface with adjoining residential land uses. This designation may be located adjacent to residential or non-commercial/industrial areas and may include mixed uses along its periphery to act as a “buffer” with an adjacent residential designation. The uses within the designation are clean, non-obtrusive and well-buffered.

Refer to Part 2 Policy B-2.1 regarding the locational and other requirements for this designation.

City Centre (CC) Designation

(Approximate total land area: 122 hectares; percent of land area: 0.4 %)

Creating a
Downtown

The City Centre designation is applied only to Surrey City Centre, and is intended to focus the development of a mixed use and high density downtown. This designation allows for a wide range of retail and office uses, employment, entertainment, cultural and educational services and facilities, government services and multiple residential housing, to serve the needs of business and residents throughout the City and the region.

Selected business zones may be permitted in the City Centre designation subject to compliance with the performance criteria.

Town Centre (TC) Designation

(Approximate total land area: 144 hectares; percent of land area: 0.4 %)

Creating a Centre
for Each Town in
Surrey

The Town Centre designation is intended for the development of a single dominant, mixed use and moderate density centre for each of the towns¹ of Guildford, Fleetwood, Newton, Cloverdale and South Surrey. These centres provide a range of retail and office uses, employment, entertainment, cultural and educational services and facilities, and multiple residential housing, to serve the needs of business and residents in each town and in the surrounding neighbourhoods.

Selected business zones may be permitted in the Town Centre designation subject to compliance with the performance criteria.

¹ Surrey is made up of six towns: Guildford, Fleetwood, Newton, Cloverdale, South Surrey and Whalley. Surrey City Centre doubles as the City Centre for Surrey and the Town Center for Whalley. The Town Centre of South Surrey is Semiahmoo.

Commercial (COM) Designation

(Approximate total land area: 435 hectares; percent of land area: 1.4 %)

Meeting Other
Commercial Needs
and Allowing for
Neighbourhood
Centres

The Commercial designation is intended for commercial developments near the City Centre, the Town Centre designations and elsewhere in the City. These may be in the form of small-scale mixed use centres such as Neighbourhood Centres, or highway-oriented commercial areas. Neighbourhood Centres are intended to contain shopping, employment, community facilities and multiple residential housing, and to be easily accessible on foot, by bicycle or by transit to residents living in nearby neighbourhoods.

Selected business zones may be permitted in the Commercial designation subject to compliance with the performance criteria.

Multiple Residential (RM) Designation

(Approximate total land area: 960 hectares; percent of land area: 3.0 %)

A Variety of Higher
Density Housing

The Multiple Residential designation is intended for areas around the City Centre, Town Centres, Neighbourhood Centres and other centres, such as colleges, and along major transit corridors where higher residential density is appropriate.

Selected business zones may be permitted in the Multiple Residential designation subject to compliance with the performance criteria and standards.

Urban (URB) Designation

(Approximate total land area: 9,420 hectares; percent of land area: 29.5 %)

Neighbourhoods
with
Neighbourhood
Centres in which to
Live, Work and
Relax

The Urban designation is intended to provide for the development of self-contained urban communities. The uses in zones permitted outright under this designation include: ground oriented housing (such as single family, duplex and buildings with three or four dwellings), townhouses, local commercial uses and public amenities such as elementary schools and parks. The following uses in zones permitted conditionally may be added to the Urban designated areas through a Secondary Plan such as a Neighbourhood Concept Plan:

- mixed use neighbourhood centres with commercial uses, community facilities, employment opportunities and multiple residential housing;
- multiple residential housing higher than townhouse density; and
- home based businesses, providing expanded home occupation opportunities.

Selected business zones may be permitted in the Urban designation and in Secondary Plan areas subject to compliance with the performance criteria.

Suburban (SUB) Designation

(Approximate total land area: 6,075 hectares; percent of land area: 19.0 %)

Communities with a
Suburban and Semi
Rural Flavour

The Suburban designation is intended to support a semi-rural and suburban life-style and provides a transition between Towns and between urban and agricultural land uses. This designation is characterized by a range of larger sized lots.

Selected business zones may be permitted in the Suburban designation subject to compliance with the performance criteria.

Rural (RUR) Designation

(Approximate total land area: 137 hectares; percent of land area: 0.4 %)

Communities with
a Rural and Semi
Rural Flavour

The Rural designation is intended to support a rural or country-like life style and excludes commercial uses. This designation is to provide a transition between suburban and agricultural land uses, and is characterized by one acre or larger sized lots.

Industrial (IND) Designation

(Approximate total land area: 3,325 hectares; percent of land area: 10.4 %)

Creating
Employment
Opportunities for
Residents

The Industrial designation is intended to accommodate industrial development and employment centres outside of the City Centre, Town Centres and Neighbourhood Centres.

Selected business zones may be permitted in the Industrial designation subject to with the performance criteria.

Agricultural (AGR) Designation

(Approximate total land area: 10,000 hectares; percent of land area: 31.5 %)

Protecting Food
Production

The Agricultural designation is intended to protect areas suitable for agriculture, in accordance with the *Agricultural Land Commission Act* and the *Farm Practices Protection Act*.

Conservation (CNS) Designation

(Approximate total land area: 1,110 hectares; percent of land area: 3.5 %)

Protecting Major
Parks and
Environmentally
Sensitive Areas

The Conservation designation is intended for major parks, open spaces and environmentally sensitive areas in their natural state, including appropriate indoor and outdoor recreation activities and facilities.

Indian Reserve (IR)

(Approximate total land area: 160 hectares; percent of land area: 0.5 %)

Semiahmoo First
Nation

Semiahmoo First Nations Indian Reserve Designation is intended to include Semiahmoo First Nation lands and any other properties located within or traversing that OCP designation boundary. Within this designation the City assumes no jurisdiction over land use.

3.4 Other Land Use Designations

Areas Subject to Designation by Other Agencies

The Land Use Designation map applies to all lands in Surrey, including creeks and other bodies of water. Land uses relating to the Fraser River, Semiahmoo, Mud and Boundary Bays, and parts of the Nicomekl, Serpentine and Campbell Rivers, are subject to jurisdiction of the following programs or government agencies:

- The Fraser River Estuary Management Program (FREMP) brings together agencies with jurisdiction over shoreline areas. A Foreshore Area Designation Map (see Figure 18) is provided to assist in co-ordinating land use decisions among the member agencies and to ensure that use of the foreshore and adjacent uplands is compatible.
- The Boundary Bay Wildlife Management Area Public Advisory Committee is made up of government and citizen groups, advising the Ministry of Environment, Lands and Parks, Fish and Wildlife Management Branch, on environmental issues. The Boundary Bay Wildlife Management Area (WMA) Plan and regulations apply mainly to the bays and the shoreline in South Surrey.

Their areas of jurisdiction are:

Areas:	Fraser River Estuary Management Program (FREMP)	Boundary Bay Wildlife Management Area (WMA) Plan
Fraser River	<ul style="list-style-type: none"> • from the crest of the dyke or high water mark to the harbour headline¹ in the River 	<ul style="list-style-type: none"> • no jurisdiction
Semiahmoo, Mud and Boundary Bays	<ul style="list-style-type: none"> • from the high water mark or the crest of the dyke to the City and the Canada/U.S. border 	<ul style="list-style-type: none"> • from the high water mark or the crest of the dyke to the City and the Canada/U.S. border
Nicomekl and Serpentine Rivers	<ul style="list-style-type: none"> • from the mouth of the Rivers to the floodgates 	<ul style="list-style-type: none"> • from the mouth of the Rivers to the floodgates
Campbell River	<ul style="list-style-type: none"> • from the mouth of the River to Highway #99A (King George Highway) 	<ul style="list-style-type: none"> • from the mouth of the River to Burlington Northern Rail bridge

¹Harbour headline is the outer limit of the water lease boundaries.

3.5 Land Use Designations: General Provisions

The general provisions provided in this section clarify land use designation descriptions, permitted uses and administrative matters. The following general provisions apply:

- | | |
|---|---|
| Public Uses | 1. Public uses are permitted in any land use designation. Public uses include: City and regional parks and recreational facilities, schools, hospitals, fire halls, utilities such as electrical transformer stations, and government facilities. The above public uses may be developed and managed jointly by the public and private sectors. |
| Gross Density Development | 2. Gross density cluster developments, consisting of single dwellings, duplexes, buildings with three or four dwellings, townhouses or apartments or combinations thereof, may be permitted in Urban and Suburban designations as a means of preserving significant open space, subject to overall density restrictions. |
| Comprehensive Development | 3. Comprehensive developments may be permitted in any land use designation, provided the mixture of uses conform or are compatible with the permitted use categories of that designation. Comprehensive development may be implemented by way of a Comprehensive Development Zone. |
| Secondary Plans and Compliance with Performance Criteria May Allow for More Zones | 4. A specific set of zones is permitted in each land use designation category as shown in the table and the associated key and notes in Section 3.7 Land Use Designations and Permitted Zones as follows: <ol style="list-style-type: none"> i. <i>zones permitted outright</i> (shown by a ● in Section 3.7 Land Use Designations and Permitted Zones) are those zones allowed in a land use designation without the need to prepare a Secondary Plan or to comply with performance criteria; ii. <i>zones permitted conditionally</i> are those zones in addition to outright zones in a land use designation as specified in: <ol style="list-style-type: none"> a. a Secondary Plan such as a Neighbourhood Concept Plan (shown by a ○ in Section 3.7 Land Use Designations and Permitted Zones); or b. the Policy Guidelines for Small Residential Lots as contained in Corporate Report C002 adopted on January 17, 2000 (shown by a ⊙ in Section 3.7 Land Use Designations and Permitted Zones). iii. <i>zones permitted subject to performance criteria</i> (shown by a ◆ in Section 3.7 Land Use Designations and Permitted Zones) are certain business zones which are only permitted in a specific land use designation if in compliance with the applicable performance criteria as documented in Section 3.8 Performance Criteria. |

No adverse impact
on new NCP Areas

5. Notwithstanding 4.iii, a zone permitted subject to performance criteria is not permitted in a land use designation if such a proposal adversely impacts the goals and objectives, timing or employment targets of the nearest Town Centre or Secondary Plan such as a Neighbourhood Concept Plan, where such plans have been approved by Council less than five years prior to the submission of the development application or the absorption of land designated in the Secondary Plan area for industrial/commercial uses is less than 70%.

Determining
Boundaries

6. In general, land use designation boundaries will follow lot lines or roads or have a metes and bounds description. However, where designation boundaries do not follow lot lines, roads or have a metes and bounds description, the designation lines indicated on the Land Use Designation Map are considered approximate by Council.

Density/Heritage
Preservation

7. Under Section 3.6 Land Use Designations: Allowable Density, the allowable floor area ratio, allowable residential density and minimum lot area contained therein may be varied, supplemented or increased, resulting in a relaxation of the density provisions for a lot, where a Heritage Revitalization Agreement is approved for that lot, pursuant to the *Local Government Act*, as amended, to conserve, protect and enhance heritage features and heritage buildings, provided that the said relaxation of density shall be specifically described in the approved Heritage Revitalization Agreement.

3.6 Land Use Designations: Allowable Density

Allowable Density
In Terms of Floor
Area Ratio

The following table identifies the allowable density in terms of floor area ratio for the City Centre, Town Centre, Industrial, Multiple Residential and certain Urban designated lands. Floor area ratio is the figure obtained when the area of all floors in a building is divided by the area of the lot. Thus a floor area ratio of 1.0 means the floor area of a building equals the lot area. Certain zones allow the floor area ratio to be increased through bonusing provisions in the Zoning By-law.

Designation	Allowable Floor Area Ratio	
City Centre and Business	3.5	These may be increased through the density bonusing provisions of the Zoning By-law.
Town Centre, Multiple Residential, Industrial and Commercial	1.5* 1.5**	
Multiple residential uses in Urban designated lands where allowed in a Neighbourhood Concept Plan	1.3	
Multiple residential uses in Urban designated lands without a Neighbourhood Concept Plan	0.6	
Non-residential uses in Urban designated lands	1.0	
Multiple Residential designation within the Surrey City Centre	2.5	

* Except 5710 - 175 Street, and 17567 – 57 and 10708 and 10672-140 Street Avenue and any subsequent civic addresses created, multiple residential uses may have a floor area ratio of 2.0.

** Except 10439, 10453, 10461, 10469 and 10487 – 154 Street and any subsequent civic addresses created, multiple residential uses may have a floor area ratio of 1.9

Allowable Density
In Terms of Units
Per Hectare

The following table shows the allowable density for Rural, Suburban and Urban designations. The density is specified in terms of housing units per hectare. In the case of the Urban and Suburban designations, the land use and density range may be further defined in a secondary plan such as an Local Area Plan or a Neighbourhood Concept Plan

Designation	Allowable Residential Density
Suburban identified in policy A-3.2	1.3 units per hectare (2 acre minimum lot size except where a larger minimum lot area may be required by the Fraser Health Authority)
Rural and other Suburban	2.5 units per hectare (1 acre minimum lot size except where a larger minimum lot area may be required by the Fraser Health Authority)
Suburban with full services and where a Neighbourhood Concept Plan is in place	5 units per hectare (1/2 acre minimum lot size, including gross density, where applicable). This may be increased to 10 units per hectare (4 units per acre) where development with this density is a minimum of 200 metres from the edge of the Agricultural Land Reserve or Agricultural Designation, whichever is closer. The increased density does not apply to the Semiahmoo Peninsula, Panorama Ridge, Sullivan Heights, or Douglas
Multiple residential uses in Urban designated lands with a Secondary Plan in place	111 units per hectare (45 units per acre), but this may be increased through the density bonusing provisions of the Zoning By-law
Multiple residential uses in Urban designated lands without a Secondary Plan in place	37 units per hectare (15 units per acre), but this may be increased through the density bonusing provisions of the Zoning By-law

Minimum Lot Size in Suburban Designated Lands

For Suburban designated lands indicated as having potential for future urban, commercial, business or industrial development, the minimum lot area for subdivision is 0.8 hectare (2 acres). A larger lot area may be required to obtain septic field approval from the Fraser Health Authority. In Rural and other Suburban designated areas, the minimum lot area shall be 0.4 hectare (1 acre). However, a larger lot area may be required for septic field approval from the Fraser Health Authority. For Suburban designated areas with full services, the minimum lot area may be reduced to 0.2 hectare (1/2 acre), including gross density subdivision, if allowed in a Neighbourhood Concept Plan.

Designations Not Noted are Governed by the Regulations in the Zoning By-law

The tables do not include Agriculture and Conservation designated lands. The allowable floor area ratio or density in these lands is governed by the applicable zoning, Local Area Plan, Secondary Plans or the Surrey Agricultural Plan.

3.7 Land Use Designations and Permitted Zones

Zones Allowed in a Designation

The following table summarizes the zones permitted within each Official Community Plan Land Use Designation. The full name of each zone is listed on the next page. The Surrey Zoning By-law specifies zoning for each parcel of land in the City and provides details on land use, density and development requirements.

Zone	Land Use Designation	Business ¹	Industrial	Commercial	Town Centre	City Centre	Multiple Residential	Urban	Suburban	Rural	Agriculture	Conservation	Indian Reserve ²
Agricultural, Residential and Institutional Zones													
A-1											•		
A-2											•		
RA									•	•			
RA-G									•				
RH								•	•				
RH-G								•	•				
RC									•				
RF-O								•					
RF								•					
RF-SS								•					
RF-G								•					
RF-12								⊙					
RF-12C								⊙					
RF-10								⊙					
RF-10S								⊙					
RF-9								⊙					
RF-9C								⊙					
RF-SD								⊙					
RM-D								•					
RM-M								•					
RM-10						•		•					
RM-15						•		•					
RM-23						⊙		⊙					
RM-30				•	•	•		⊙					
RM-45				•	•	•		⊙					
RM-70				•	•	•		•					
RM-135				•	•	•		•					
RMC-135				•	•	•		•					
RMC-150				•	•	•		•					
RMS-1			•			•		•	•		•		
RMS-1A			•			•		•	•		•		
RMS-2			•		•	•		•	•		•		
PC									•				
PA-1			•	•	•	•	•	•	•		•		
PA-2			•	•	•	•	•	•	•		•		
PI			•	•	•	•	•	•	•				

Zone	Land Use Designation	Business ¹	Industrial	Commercial	Town Centre	City Centre	Multiple Residential	Urban	Suburban	Rural	Agriculture	Conservation	Indian Reserve ²
Business Zones													
C-4			●	●			●	●	●		●		
C-5			●	●			●	●	●		●		
C-8	●			●	●	●	◆	◆	◆				
C-8A				●	●	●							
C-8B				●	●	●							
C-15	●			●	●		◆						
C-35	●					●							
CHI			●	●				●					
CH	●			●			◆		◆				
CG-1	●	●	●	●	●	●	●	●	●		●		
CG-2	●	●	●	●	●	●	●	●	●		●		
CTA	●	○		●				●	●		●		
CCR				●	●	●	●	●	●		●		
CPR				●		●	●	●	●		●		
CPG								●	●		●		
CPM			○	●			●	●	●		●		
IB			●					○					
IB-1	●		●										
IB-2	●		●	◆	◆	◆	◆	◆	◆				
IB-3			●										
IL			●										
IL-1			●										
IH			●										
ISB			●										
IA			●								●		
Comprehensive Development Zone													
CD	◆	●	●	●	●	●	●	●	●		●	●	

KEY:

- Permitted outright: The Zone may be located within the Land Use Designation. Where a specific parcel of land within the designation is proposed for rezoning to the Zone, Council approval of the rezoning application and related rezoning By-law is necessary.
- Permitted conditionally through Secondary Plans: The zone may be located within the Land Use Designation subject to being specified in the relevant Local Area or Neighbourhood Concept Plan. Where a specific parcel of land within the designation is proposed for rezoning to the Zone, Council approval of the rezoning application and related rezoning By-law is necessary.
- ◉ Permitted conditionally subject to the Policy Guidelines for Small Lot Residential Zones as contained in Corporate Report C002 adopted on January 17, 2000. Where a specific parcel of land within the designation is proposed for rezoning to the Zone, Council approval of the rezoning application and related rezoning By-law is necessary.
- ◆ Permitted if in compliance with the provisions in Section 3.8 Performance Criteria and subject to requiring issuance of a Development Permit in accordance with Part 6. In Local Area Plan or Neighbourhood Concept Plan areas, an application to amend the applicable Plan will be required.

NOTES:

- 1 The Business designation may only be located in accordance with conditions and policies contained in Part 2 and 7 of this Plan.
- 2 Zoning is not applicable on lands in the Indian Reserve.

3.8 Performance Criteria

Using Performance Criteria to Allow Additional Zones in Some Designations

Additional business-related zones marked by a diamond (◆) in Section 3.7 Land Use Designation and Zoning, may be allowed in a designation where the proposal meets certain specific performance criteria.

The specific development criteria, the indicator to measure compliance with the criteria, and the minimum performance requirement that needs to be achieved for a development proposal to comply with the criteria is shown in the following table:

Figure 6 Performance Criteria Table

This table is to be used for determining whether a proposed zone shown by a diamond (◆) in the table of Section 3.7 Land Use Designation and Zoning will be permitted on a site covered by a specific land use designation.

	Criteria	Indicator	Performance Requirement
1	<i>Land Efficiency:</i> The project should make efficient use of the land.	a. FAR b. Outdoor storage c. Parking provision	a. Minimum 0.25 b. No outdoor storage c. Minimal excess parking
2	<i>Increased Assessment:</i> Contribution to Surrey's tax and assessment base.	Assessed value of land and buildings after development	Minimum assessed value of \$1 million per developed acre.
3	<i>Commitment to Build:</i> New business developments should be constructed as soon as possible after they are approved.	a. Displayed level of commitment b. Confirmed major tenant	a. Agreement to commence construction within 12 months of the zoning approval b. Encumbrance on title advising of potential down-zoning of property if not completed.
4	<i>Demand:</i> New business development, particularly commercial projects, should locate in underserved markets and should make a positive contribution to the variety and scale of products and services in the area.	a. Business Analysis b. Plan Impact Analysis	a. Retail Commercial Market and impact study to the satisfaction of the City, prepared by a qualified consultant. b. Proposal does not undermine closest Secondary Plan Area (s), such as those for Surrey City Centre or Town Centres or NCP's (see Policy B-3.3 and Part 7)
5	<i>Interface:</i> The project must have an effective interface so as to not adversely impact adjacent land uses, including edge effects outlined in CPTED guidelines in Division F.	a. Buffer, Landscaping & Screening b. Nuisance c. Use Intensity d. Compliance with CPTED e. Environment	a. Along the perimeter of the site, abutting adjacent uses / areas and fronting roads so as to mitigate adverse impacts on adjoining sensitive developments but in any case meet or exceed the minimum standards permitted in the zone. b. Analysis to the satisfaction of the City, and prepared by a qualified consultant demonstrating compliance with applicable bylaws and regulations (zoning, noise, dust, vibration, odours, glare, CPTED, etc.). c. Satisfies buffering and protection requirements of applicable by-laws and regulations.

Figure 6 Performance Criteria Table (Continued)

This table is to be used for determining whether a proposed zone shown by a diamond (◆) in the table of Section 3.7 Land Use Designation and Zoning will be permitted on a site covered by a specific land use designation.

6	<i>Scale and Siting:</i> The size, scale, massing and design features must be harmonious with and in character with the surrounding area.	Design concept to good architectural practice standards, including:	<ul style="list-style-type: none"> a. Design principles, architectural plans visual representations, models, etc b. Compliance with development permit guidelines and specialised guidelines. c. Satisfy any Advisory Design Panel recommendations on the project.
7	<i>Integration and Connectivity:</i> New projects must be well integrated into the area or community.	Conceptual circulation plans and analysis.	<ul style="list-style-type: none"> a. Concept plan acceptable to the City developed by a qualified professional for a sufficient portion of the surrounding neighbourhood or community influenced and / or potentially affected by the proposal.
8	<i>Transportation/Servicing:</i> All proposals must demonstrate the ability to address issues of transportation, municipal services, utilities (cable, telephone, gas and hydro) and environmental protection.	<ul style="list-style-type: none"> a. Analysis and feasibility for provision of City services and other utilities. b. Access to Public Transit. 	<ul style="list-style-type: none"> a. Meets the requirements of Works and Services Bylaw. b. Meet requirements of Transportation standards of the City, as demonstrated in a Traffic Impact Study prepared by a qualified professional. c. Meet requirements of external utility authorities. d. Meet requirements of environmental protection agencies. e. Within walking distance (approximately 450 meters) of an existing or planned public transit stop or of a planned or potential transit route. f. Meet the requirements for a public transit service warrant as outlined in GVTA Service Design guidelines.

List Of Zones

Agricultural Zones:

- A-1 General Agriculture Zone
- A-2 Intensive Agriculture Zone

Residential Zones:

- RA One-Acre Residential Zone
- RA-G Acreage Residential Gross Density Zone
- RH Half-Acre Residential Zone
- RH-G Half-Acre Residential Gross Density Zone
- RC Cluster Residential Zone
- RF-O Single Family Residential Oceanfront Zone
- RF Single Family Residential Zone
- RF-SS Single Family Residential Secondary Suite Zone
- RF-G Single Family Residential Gross Density Zone
- RF-12 Single Family Residential Zone
- RF-12C Single Family Residential Coach House Zone
- RF-10 Single Family Residential (10) Zone
- RF-10S Special Single Family Residential (10) Zone
- RF-9 Single Family Residential Zone
- RF-9C Single Family Residential (9) Coach House Zone
- RF-SD Semi-Detached Residential Zone

Multiple Residential Zones:

- RM-D Duplex Residential Zone
- RM-M Manufactured Home Residential Zone
- RM-10 Multiple Residential 10 Zone
- RM-15 Multiple Residential 15 Zone
- RM-23 Multiple Residential 23 Zone
- RM-30 Multiple Residential 30 Zone
- RM-45 Multiple Residential 45 Zone
- RM-70 Multiple Residential 70 Zone
- RM-135 Multiple Residential 135 Zone

Mixed-use Zones:

- RMC-135 Multiple Residential Commercial 135 Zone
- RMC-150 Multiple Residential Commercial 150 Zone

Institutional Zones:

- RMS-1 Special Care Housing 1 Zone
- RMS-1A Special Care Housing 1A Zone
- RMS-2 Special Care Housing 2 Zone
- PC Cemetery Zone
- PA-1 Assembly Hall 1 Zone
- PA-2 Assembly Hall 2 Zone
- PI Institutional Zone

Commercial Zones:

- C-4 Local Commercial Zone
- C-5 Neighbourhood Commercial Zone
- C-8 Community Commercial Zone
- C-8A Community Commercial A Zone
- C-8B Community Commercial B Zone
- C-15 Town Centre Commercial Zone
- C-35 Downtown Commercial Zone
- CHI Highway Commercial Industrial Zone
- CH Highway Commercial Zone
- CG-1 Self-Service Gasoline Station Zone
- CG-2 Combined Service Gas Station Zone
- CTA Tourist Accommodation Zone
- CCR Child Care Residential Zone
- CPR Commercial Recreation Zone
- CPG Golf Course Zone
- CPM Marina Zone

Industrial Zones:

- IB Business Park Zone
- IB-1 Business Park 1 Zone
- IB-2 Business Park 2 Zone
- IB-3 Business Park 3 Zone
- IL Light Impact Industrial Zone
- IL-1 Light Impact Industrial 1 Zone
- IH High Impact Industrial Zone
- IA Agro-Industrial Zone

Comprehensive Development Zone:

- CD Comprehensive Development Zone

Figure 7 List of Zones

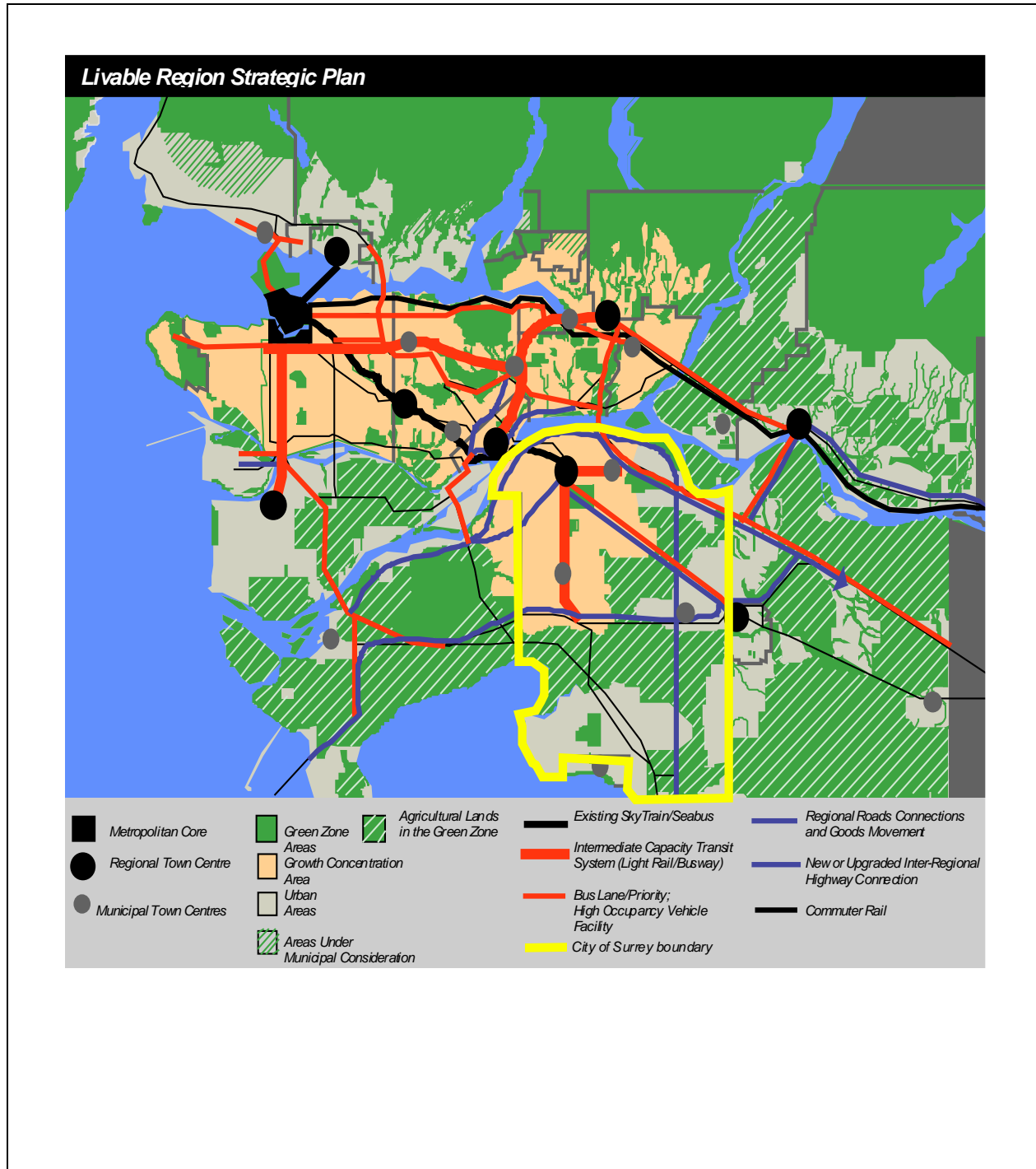
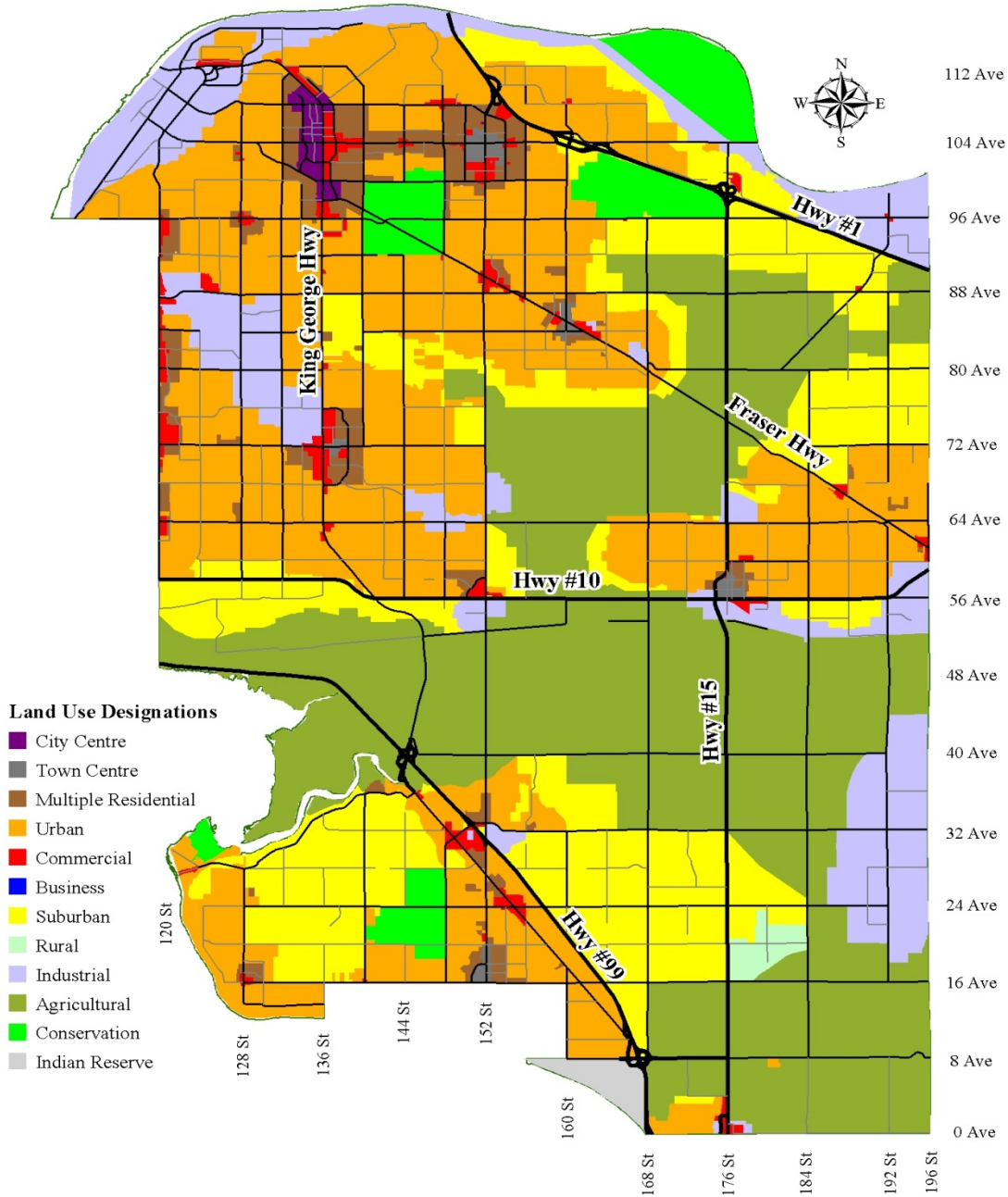


Figure 8 Regional Growth Strategy Map

[Click here for a current version of this map](#) or please contact Planning & Development Department for a current version at 604-591-4441.

Figure 9 Official Community Plan Land Use Designation Map



4. Supplemental Land Use Strategy

4.1 Background

Other Factors Can Influence Land Use

The preparation of the Land Use Designation Map (Figure 9) in Part 3 takes into consideration both natural or environmental constraints (including terrain, vegetation, watercourses and land subject to flooding) and the built environment (roads, parks, commercial centres and heritage elements). The information contained in the Supplementary Land Use Maps shall be considered in preparing Neighbourhood Concept Plans and reviewing development applications.

4.2 Supplemental Land Use Maps

The following is a summary of the maps in this section:

Name of Map	Purpose and Application to Development Process
Workplace Areas and Community Structure (Figure 10)	Identifies the boundaries between towns and shows the location of the urban centres to be supported and strengthened through development and design.
Neighbourhood Centres (Figure 11)	Shows the location of existing or potential neighbourhood centres that can contribute to the creation of complete communities to be established or strengthened through Neighbourhood Concept Plans, and centres along City boundaries requiring planning co-ordination with the adjacent municipalities.
Major Roads and Phasing (Figure 12)	Identifies existing major roads and road extensions that need to be reflected in Neighbourhood Concept Plans and protected at the time of development, in order to complete the arterial road network.

Name of Map	Purpose and Application to Development Process
Truck Route Network and Dangerous Goods Routes (Figure 13)	Identifies the truck network in the City and designates certain roads as suitable for transport of dangerous goods.
Major Bicycle Routes (Figure 14)	Identifies bicycle corridors that need to be strengthened to improve interconnections between urban centres and neighbourhoods.
Location and Phasing of Sewer Systems (Figure 15) Water Systems (Figure 16)	Identifies major existing service trunk lines or necessary extensions to support the development and growth strategy outlined in the Official Community Plan.
Environmentally Sensitive Areas (Figure 17)	Identifies areas having significant environmental factors or natural assets that need to be preserved in preparing development proposals, residential subdivisions, and Neighbourhood Concept Plans. Areas close to creeks are subject to special setback regulations in the Zoning By-law and Provincial guidelines for fisheries protection.
Foreshore Area Designation (Figure 18)	Provides guidance on land use decisions where a number of agencies are involved, for the foreshore areas along the Fraser River in North Surrey and around Semiahmoo Bay, Mud Bay and Boundary Bay in South Surrey.
Floodplain Management (Figure 19)	Identifies areas of the City that are susceptible to flooding from the Fraser River, Serpentine and Nicomekl Rivers, Campbell River, and Semiahmoo, Mud and Boundary Bays, and are subject to minimum floor elevation and setback requirements for buildings. Flood elevations for areas along other creeks or rivers need to be determined on a site specific basis through the Neighbourhood Concept Plan process or through application review in infill situations.

Name of Map	Purpose and Application to Development Process
Agricultural Land Reserve (Figure 20)	Shows the boundaries of the Agricultural Land Reserve which is subject to the jurisdiction of the Agricultural Land Commission. Land uses in the Agricultural Land Reserve are restricted to farm uses. In order to maintain farm viability, the Official Community Plan requires a Development Permit for developments along the outside edge of the Agricultural designated land.
Existing Parks and Open Space (Figure 21)	Shows existing parks, open spaces and greenways, as well as Greater Vancouver Regional District parks.
Major Park Sites and Linkages (Figure 22)	Shows major parks and connections, and future parks and related facilities by Town.
Heritage and Archeological Sites (Figure 23)	Shows buildings, areas and linear sites such as historic trails and heritage roads having significant heritage and conservation value.
Sand and Gravel Deposits (Figure 24)	Shows the location of sand and gravel deposits in the City.
Public Facilities (Figure 25)	Shows location of police stations, fire halls, libraries, schools, seniors centres and community centres.
Agricultural Protection Development Permit Area (Figure 26)	Identifies parcels of land outside the OCP Agricultural Designation that may require a Development Permit for agricultural protection before subdivision or development of a site.

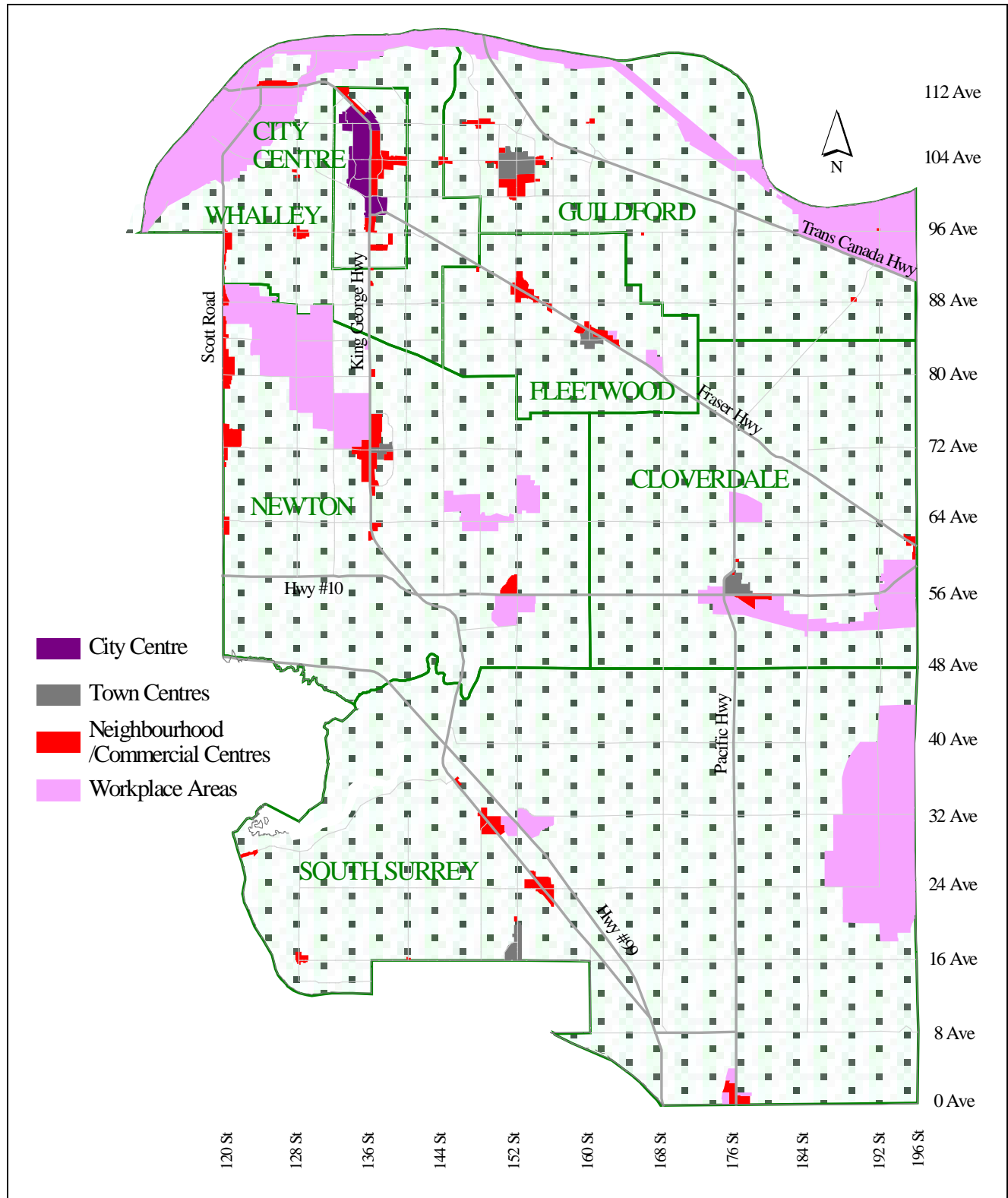


Figure 10 Workplace Areas Community Structure Map

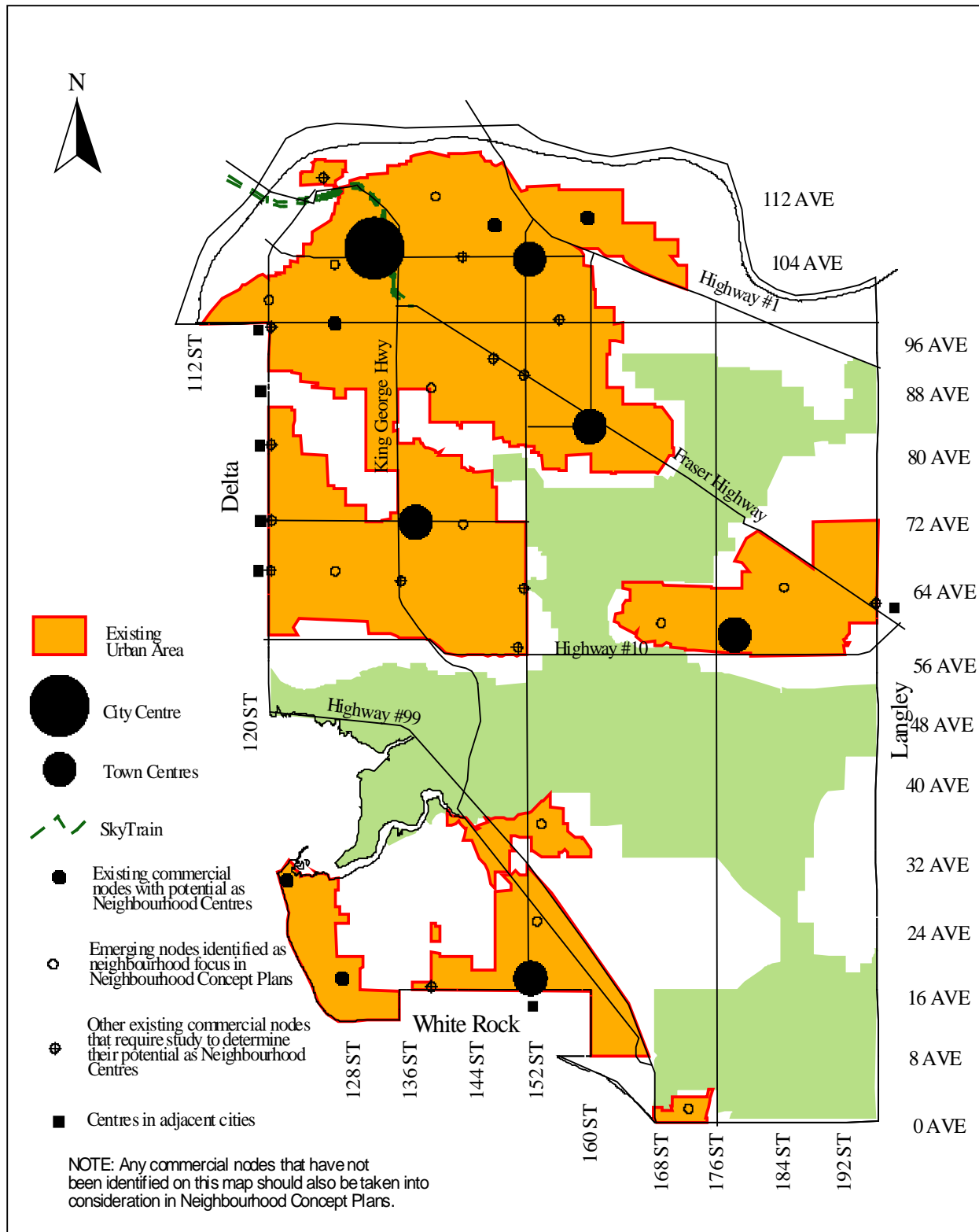


Figure 11 Neighbourhood Centres Map

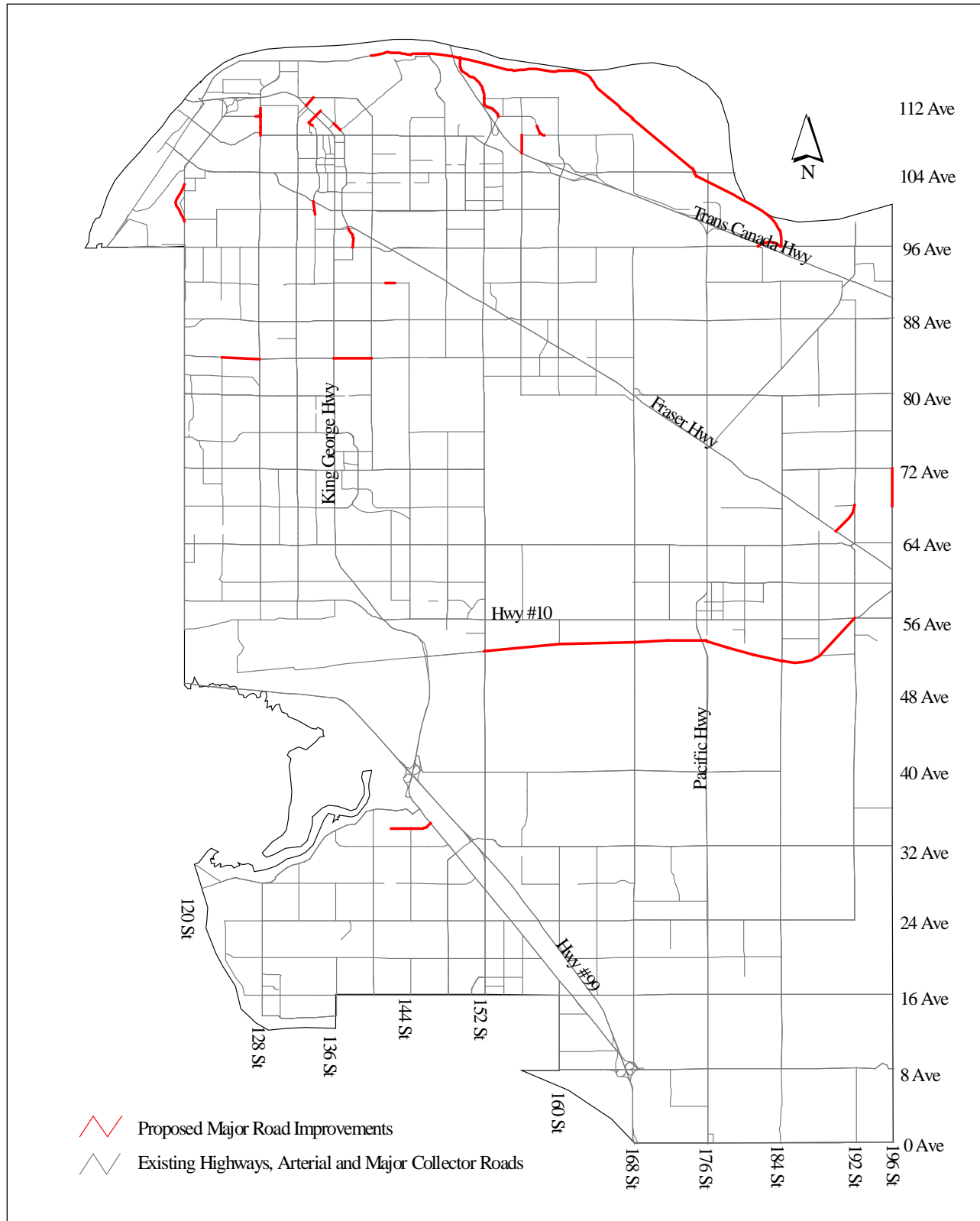


Figure 12 Major Road and Phasing Map

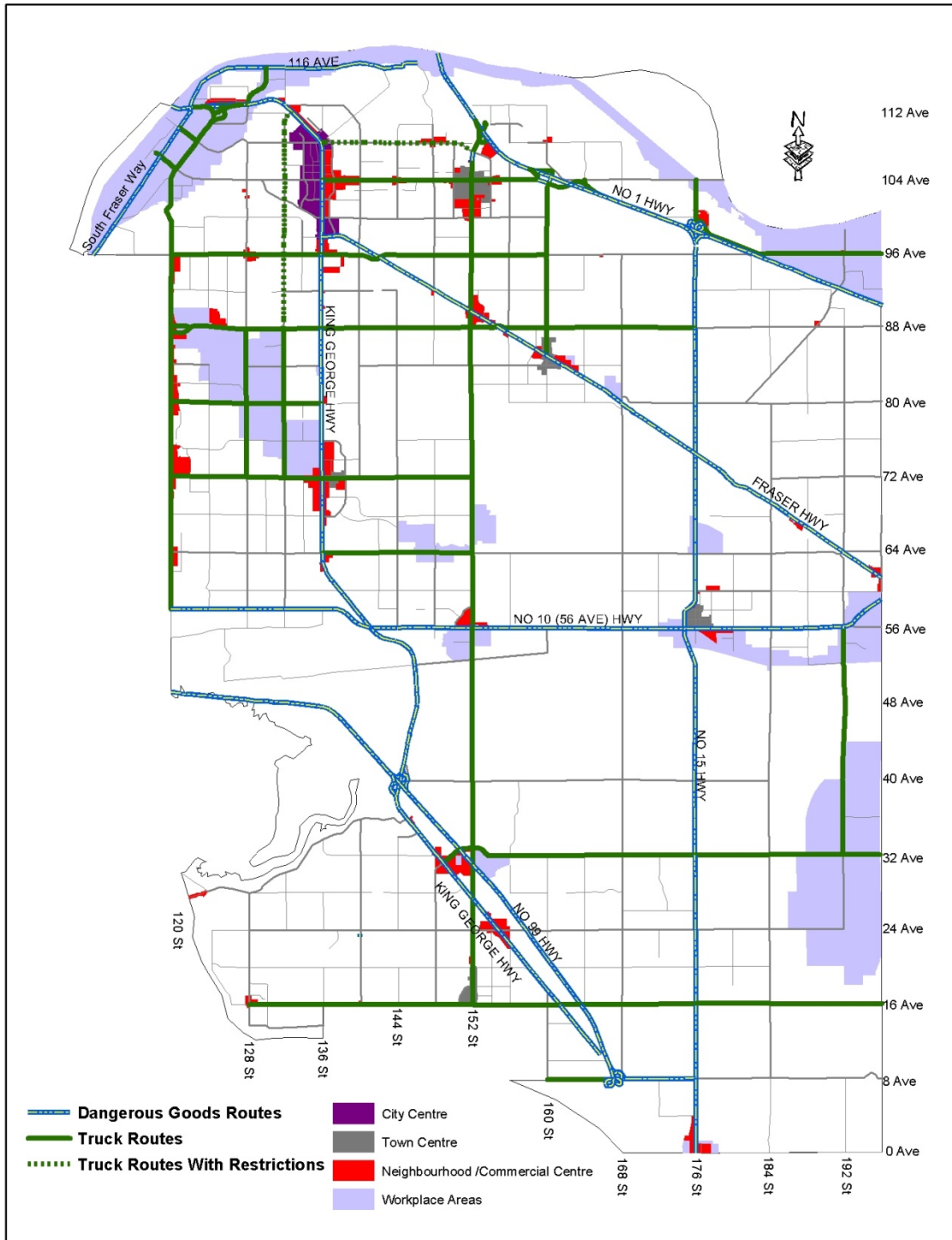


Figure 13 Truck Route Network and Dangerous Goods Routes Map

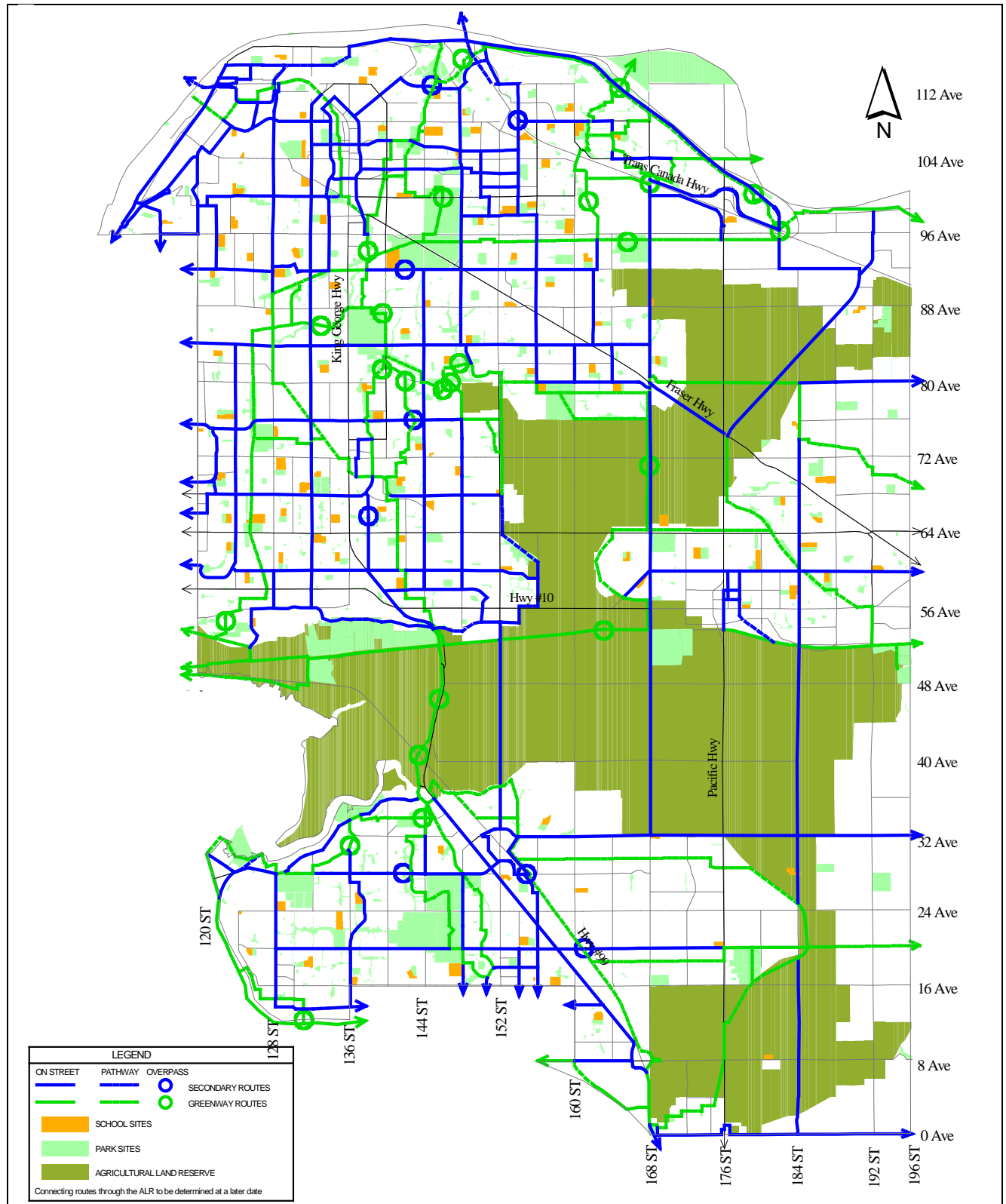


Figure 14 Major Bicycle Routes Map

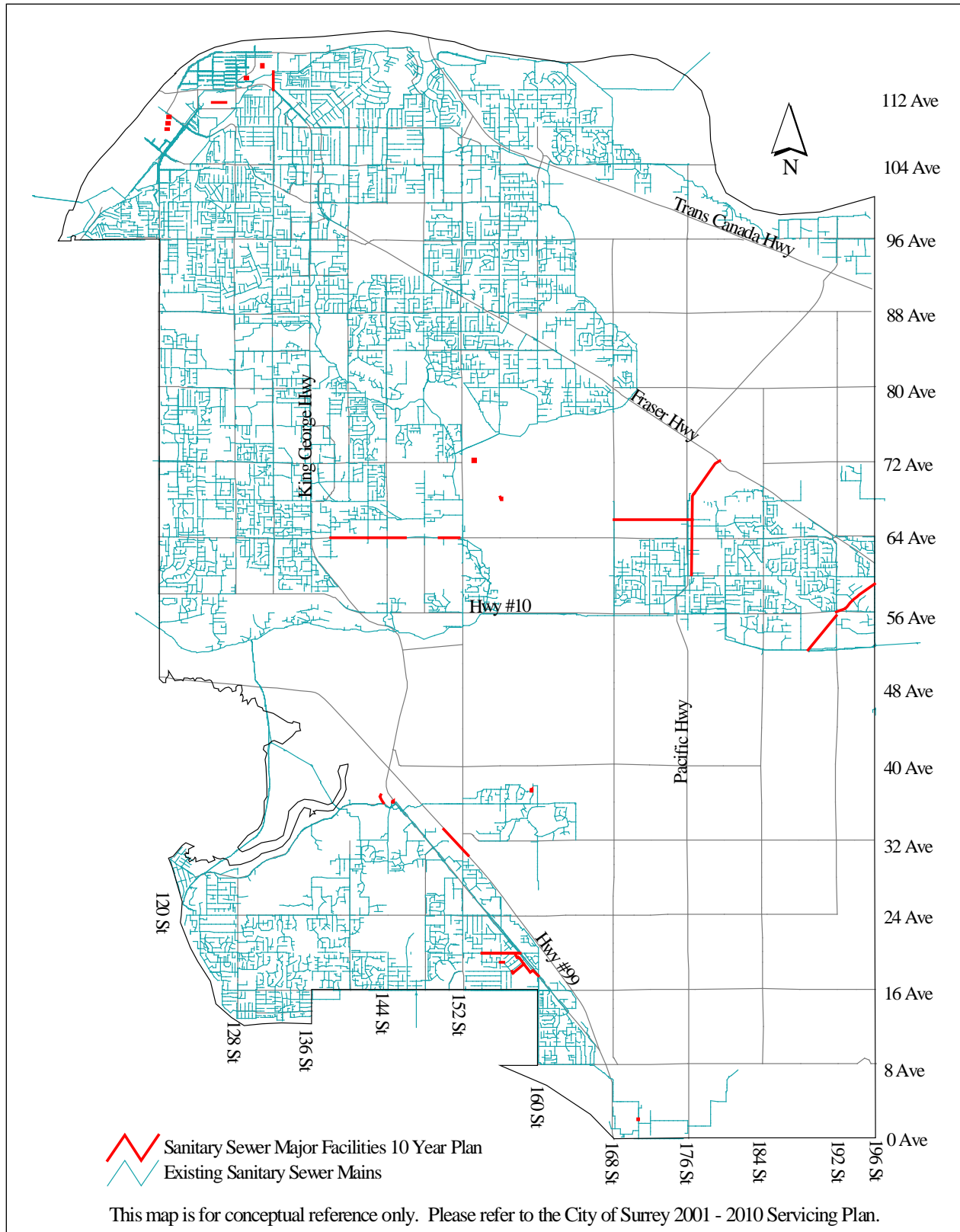


Figure 15 Location and Phasing of Sewer Systems Map

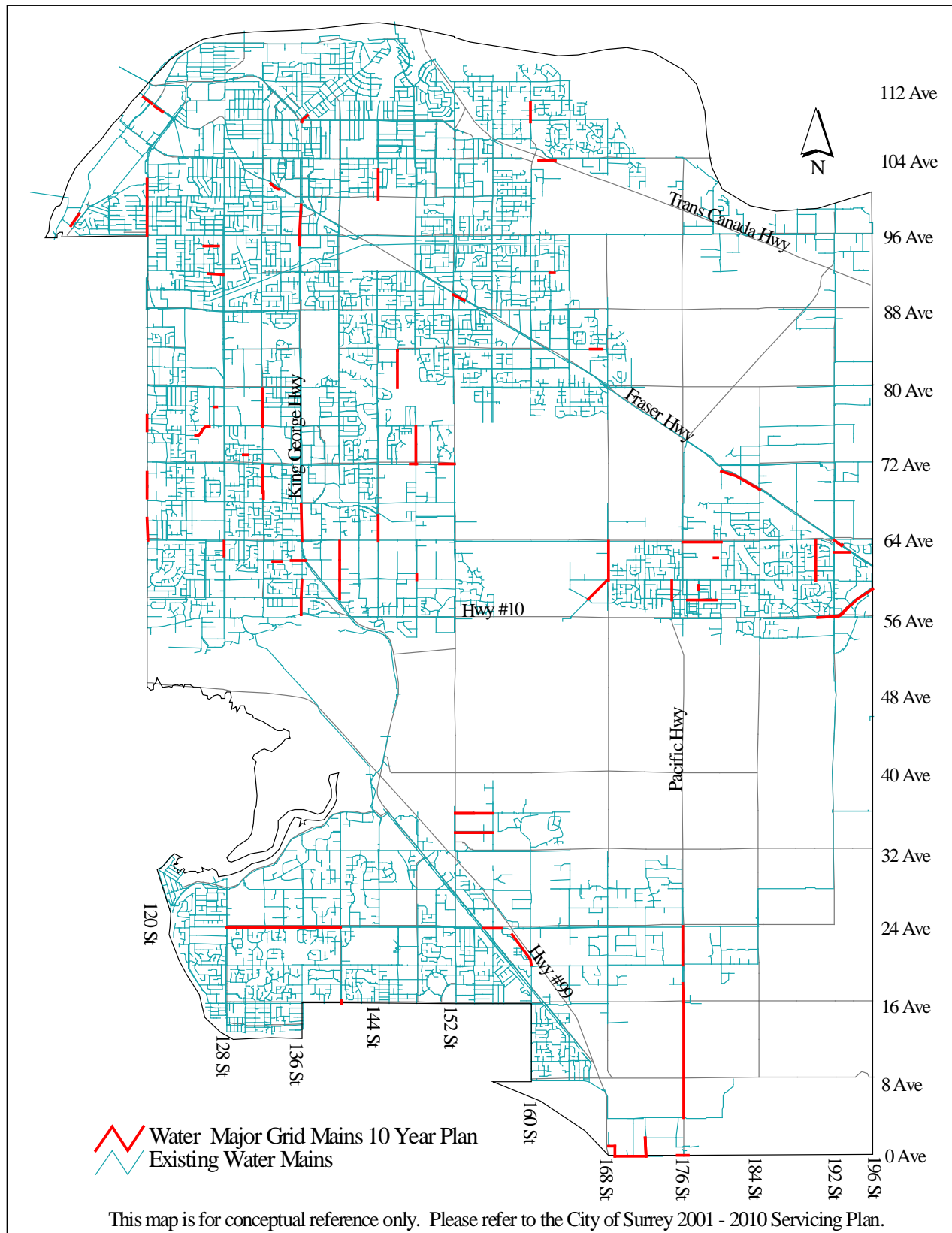


Figure 16 Location and Phasing of Water Systems Map

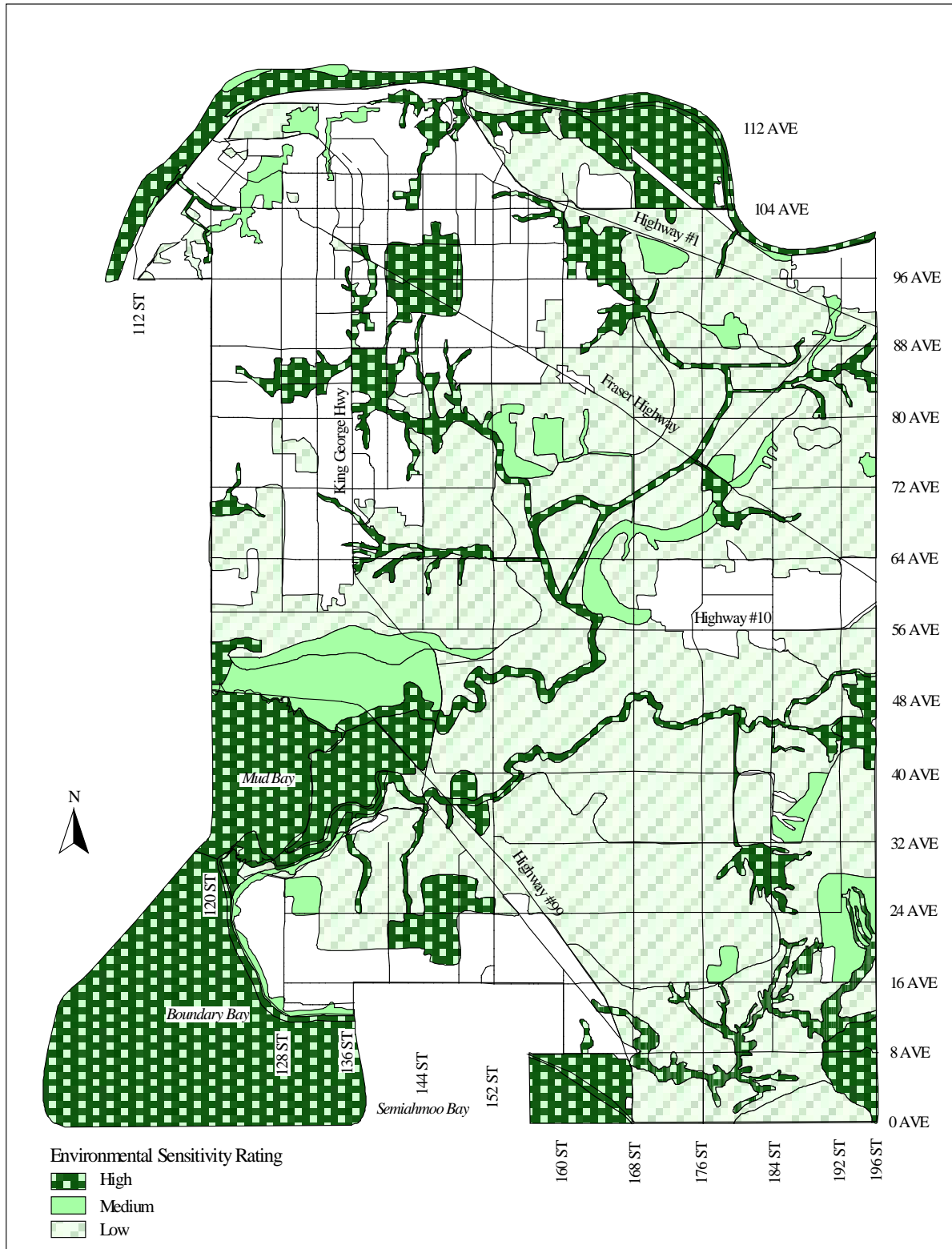


Figure 17 Environmentally Sensitive Areas Map

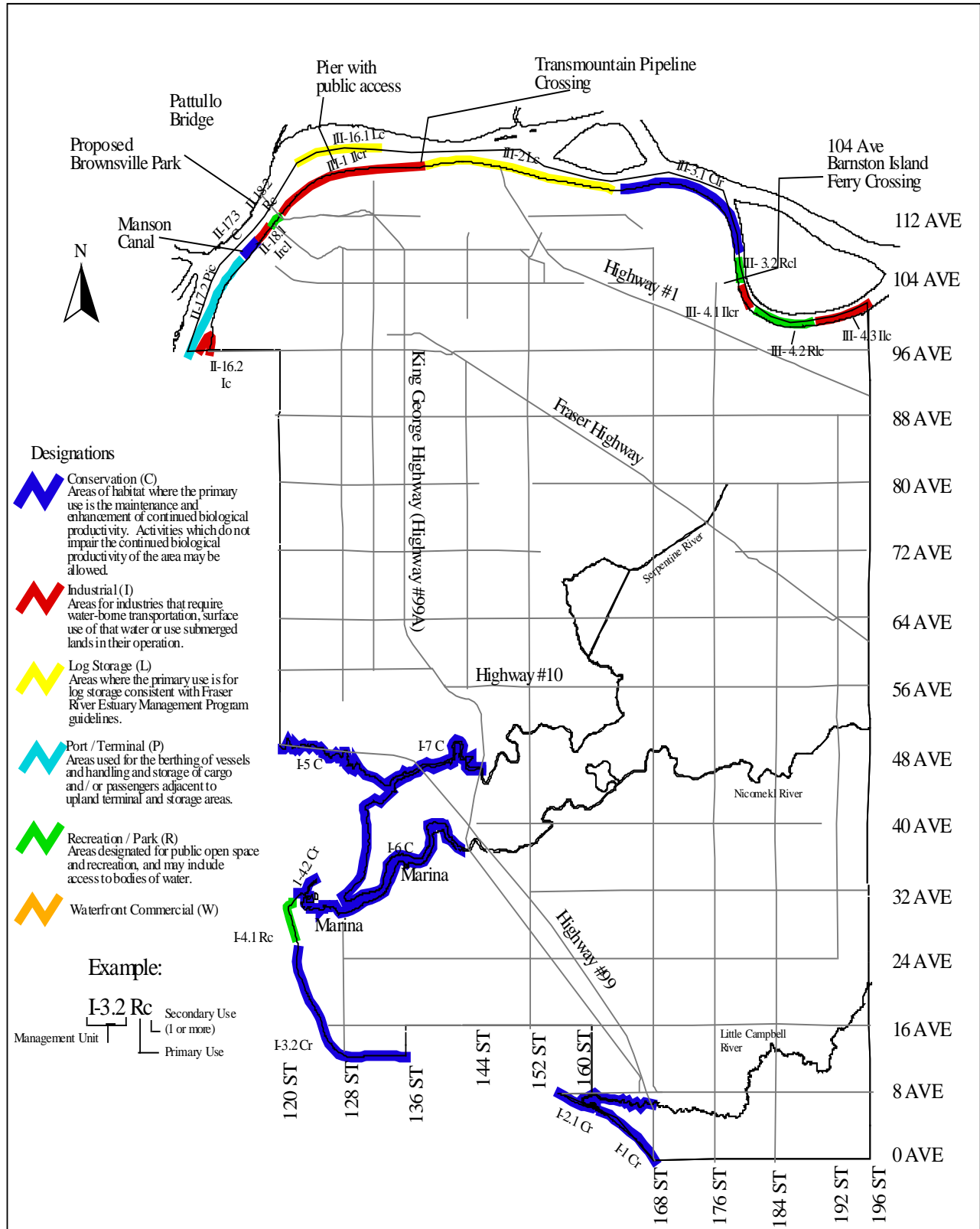


Figure 18 Foreshore Area Designation Map

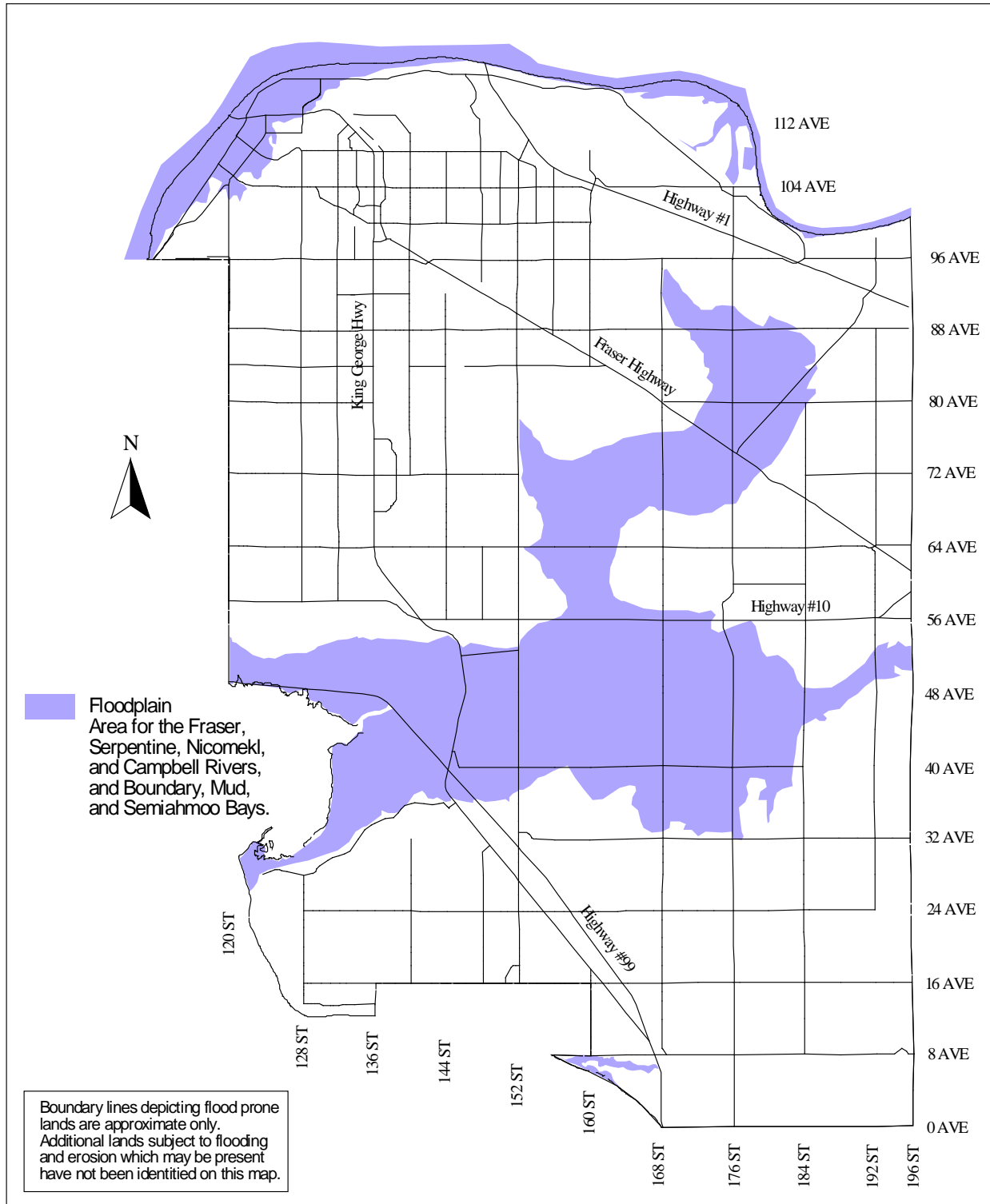


Figure 19 Floodplain Management Map

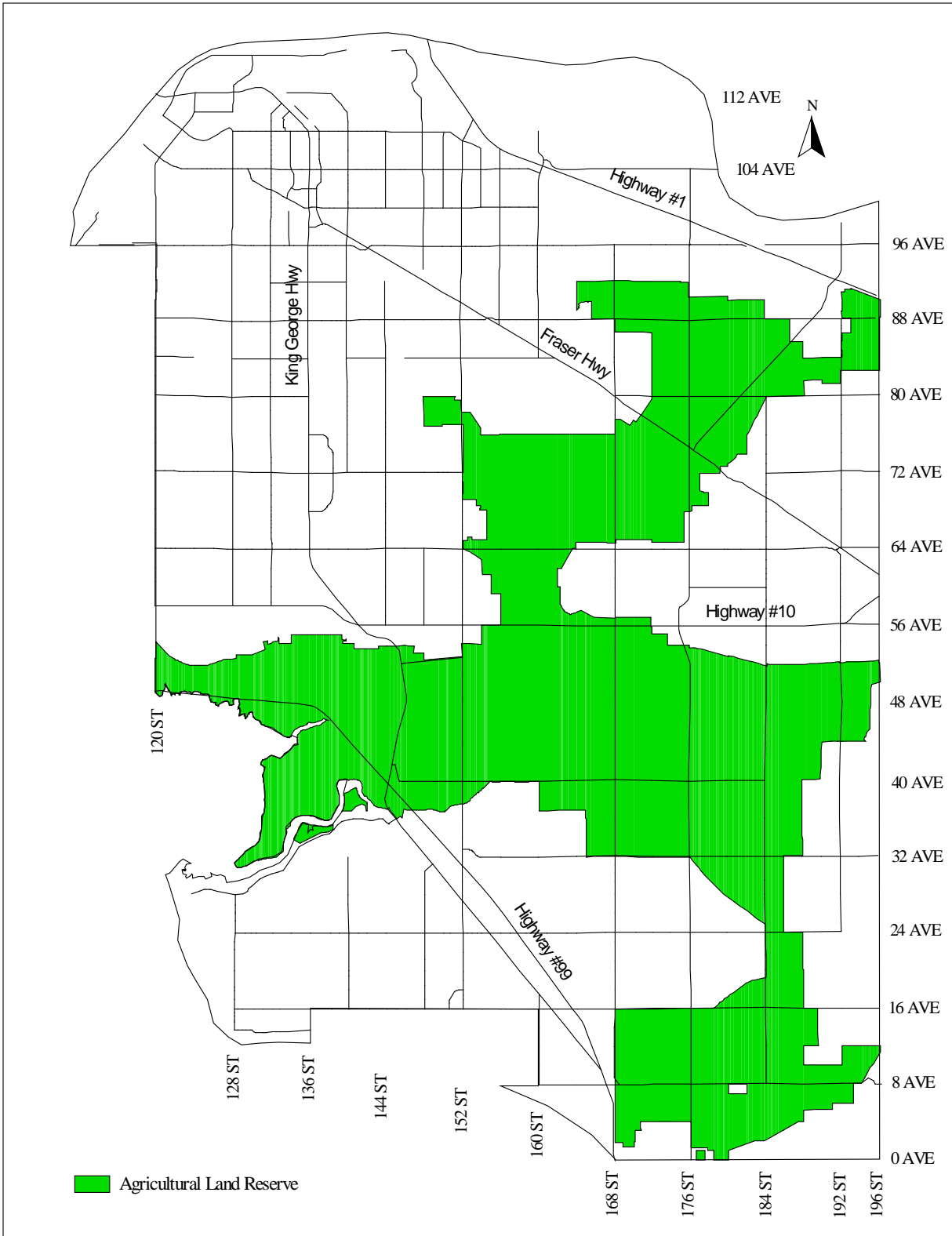


Figure 20 Agricultural Land Reserve Map

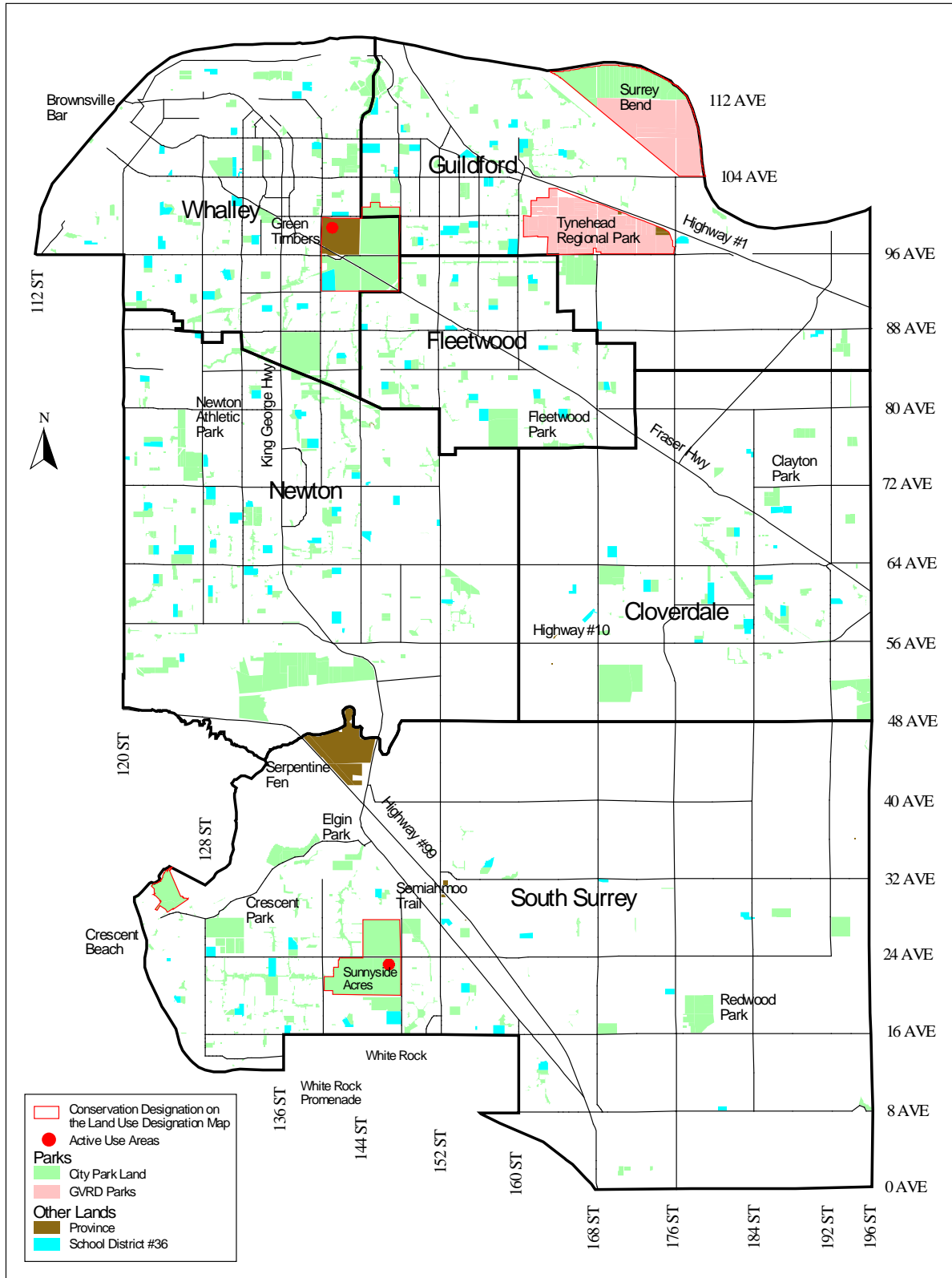


Figure 21 Existing Parks and Open Space Map

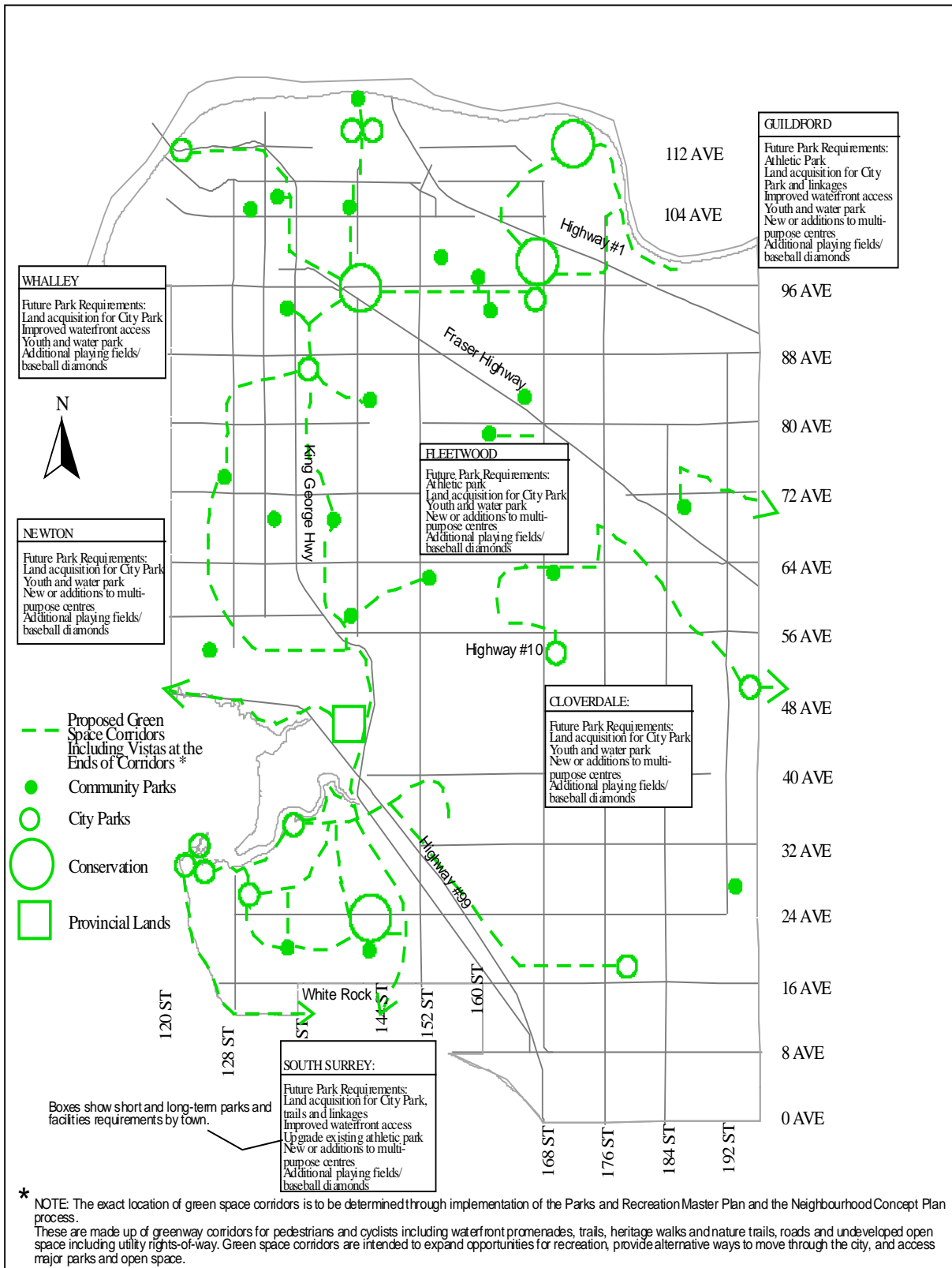


Figure 22 Major Park Sites and Linkages Map

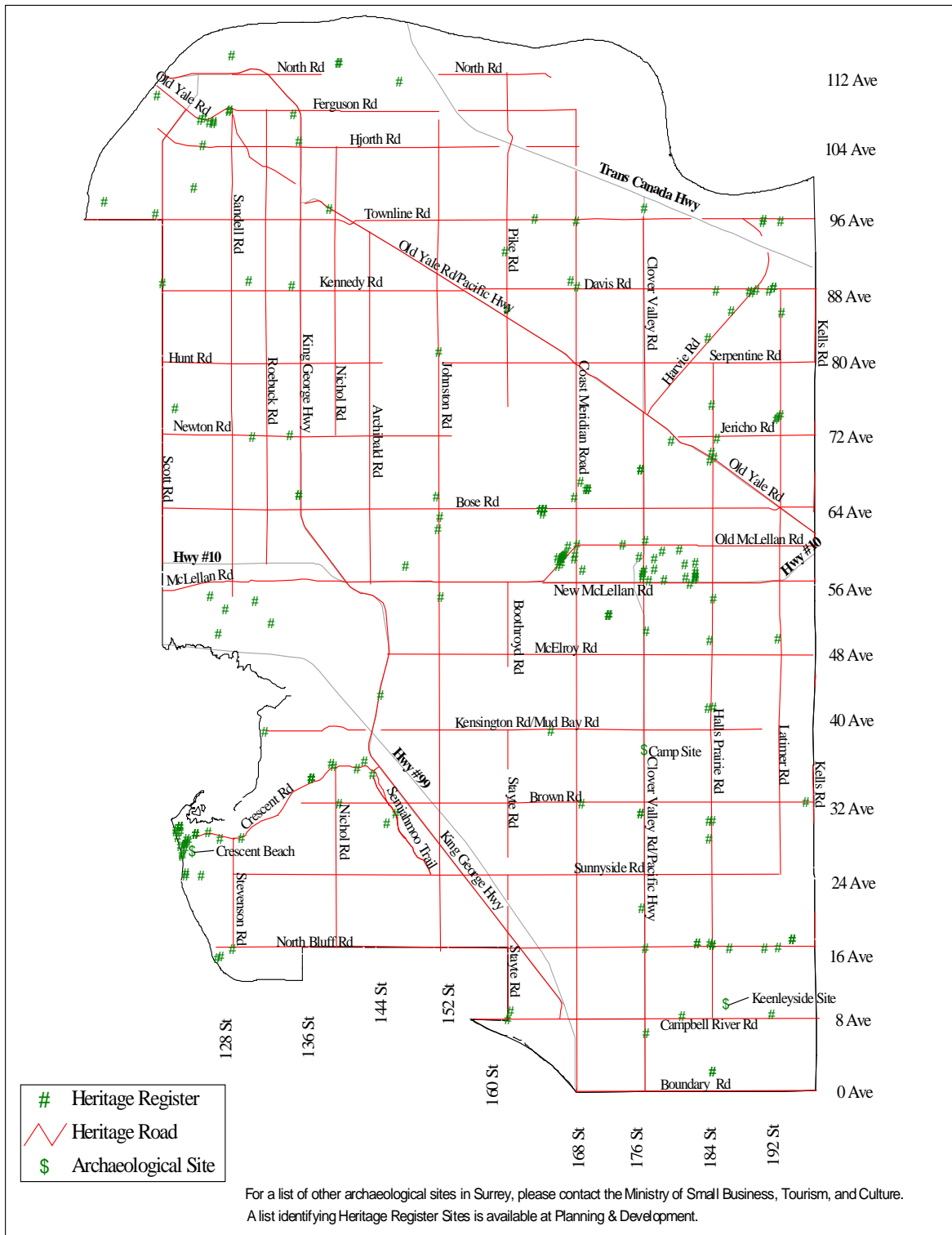


Figure 23 Heritage and Archaeological Sites Map

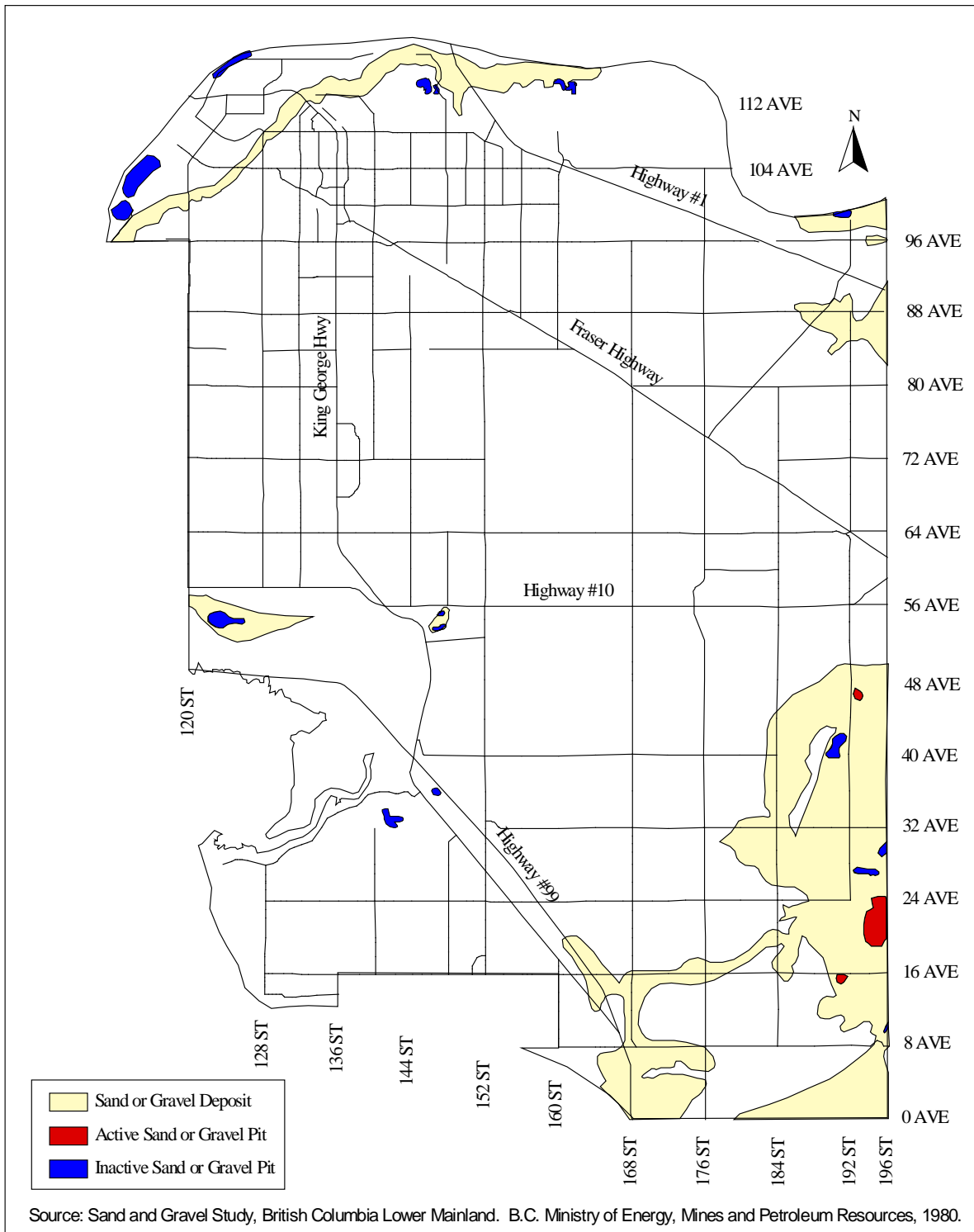


Figure 24 Sand and Gravel Deposits Map

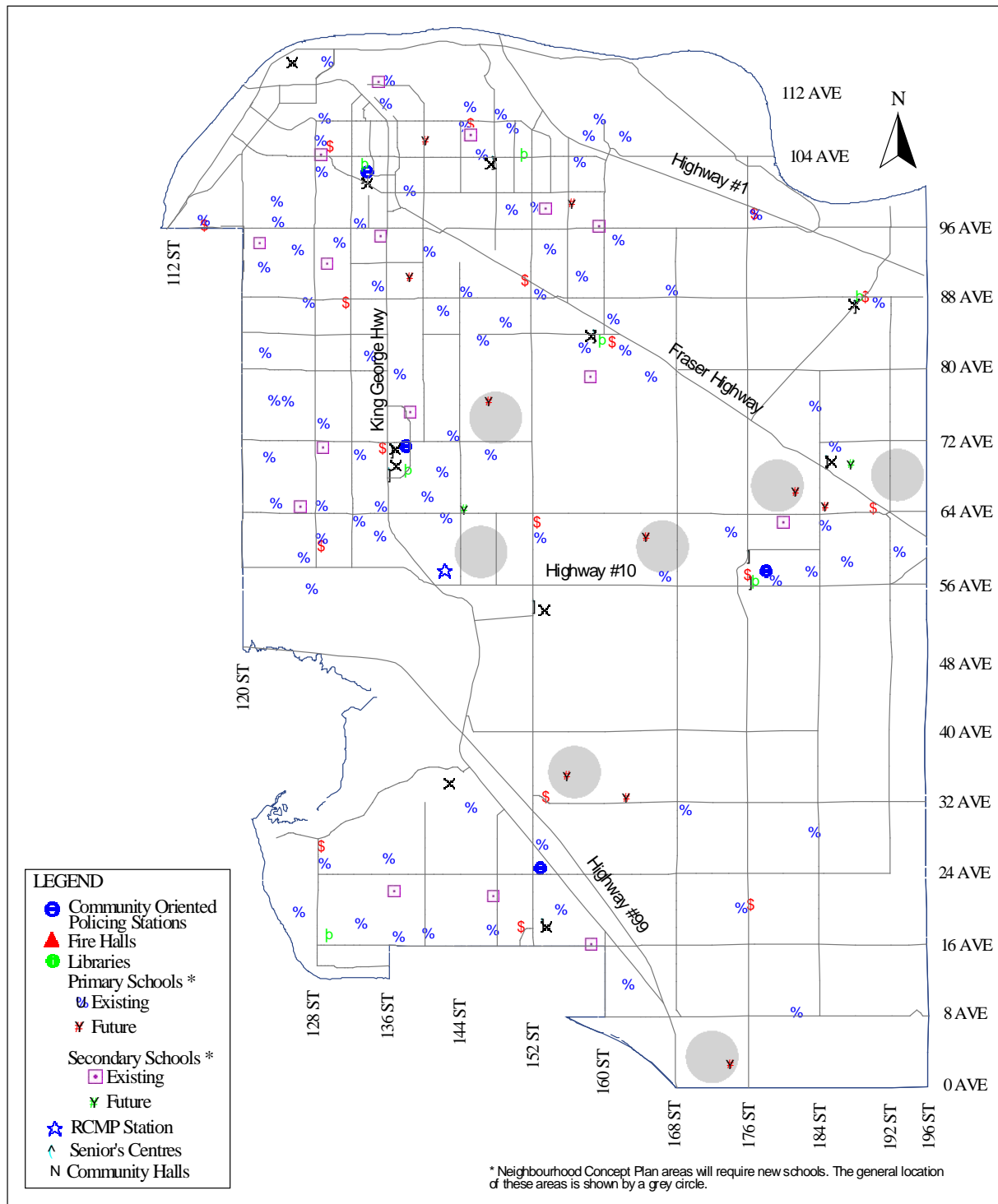


Figure 25 Public Facilities Map

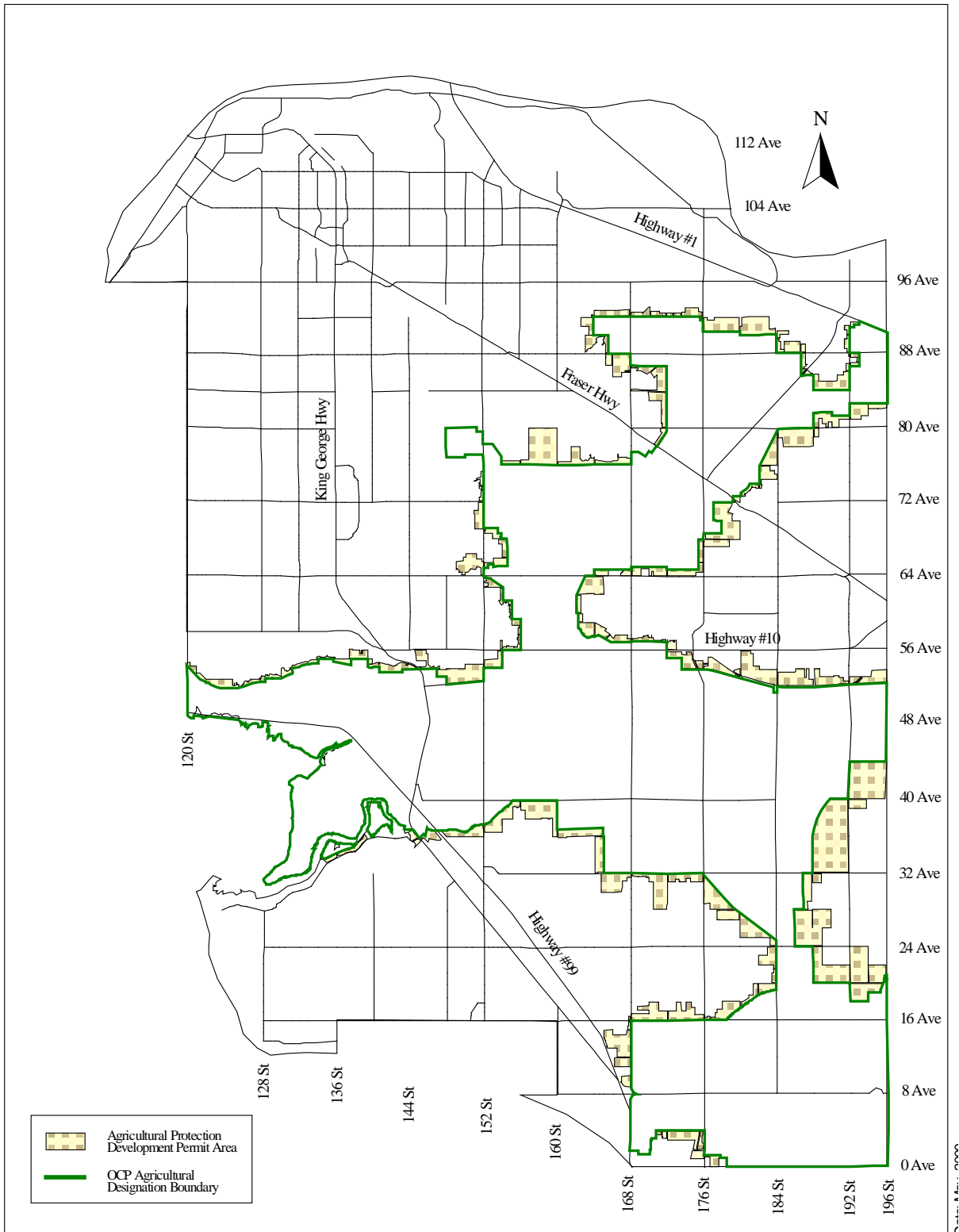


Figure 26 Agricultural Protection Development Permit Area Map

5. Secondary Plans

5.1 Introduction

Secondary Plans
Guide Planning at
the Local Level

The Official Community Plan sets out the broad objectives and policies to guide growth and development within the City. These policy directions are intended to be reflected in more detailed plans that apply to specified areas of the City. To differentiate them from the Official Community Plan they are called the following:

- *Neighbourhood Concept Plans:* These are plans for areas identified in the 1992 Suburban Lands Review, to plan new complete communities with significant residential and multiple residential areas;
- *Local Area Plans:* These are plans that are carried over from the former Official Community Plan, or newer plans for non-residential or commercial centers.

These two types of plans are referred to as *Secondary Plans*. Secondary Plans provide more detailed land use and density, as well as the requirements for servicing, amenities and financing based on the principle of “developer pays”. Public involvement, to varying degrees, plays a role in the preparation of these plans, particularly Neighbourhood Concept Plans.

Secondary Plans
Apply to Various
Parts of the City

Secondary Plans can apply to a town, a group of neighbourhoods or a single neighbourhood, and may guide the development of new communities or the redevelopment of existing ones. A Secondary Plan can be established for entire designated areas such as an Industrial or Business land use designation. Part 5 establishes the status, required content and the approval procedure for Secondary Plans. A map showing recently approved Secondary Plans is attached as Figure 27.

5.2 Status of Existing Secondary Plans

Relationship of
Neighbourhood
Concept Plans
Official Community
Plan

Under the previous Official Community Plan, Local Area Plans and Neighbourhood Concept Plans involved two separate planning processes, and were approved by Council resolution rather than by by-law. The City has merged these two planning processes into a single Neighbourhood Concept Plan process.

Status and Changes to of Local Area Plans	All Local Area Plans existing on the adoption date of the 1996 Official Community Plan are retained in their current “resolution” status. They may be amended by Council resolution.
Secondary Plans	The 2001 Major Plan Review re-establishes the distinction between these two plans, and uses the term "Secondary Plan" to refer to both. The approval or amendment of new or existing Secondary Plans is by way of Council Resolution. Section 5.5 establishes the process to amend Secondary Plans.

5.3 Secondary Plan Preparation Process

Need for Secondary Plans	A Secondary Plan is prepared and approved by Council for specified areas of the community where a detailed land use plan with a servicing and financing strategy for the provision of services and amenities is required before development or redevelopment can take place.
Process	<p>The main components of the Secondary Plan process are as follows:</p> <p>1. Initiation:</p> <p>1.1 <u>Determining the need for a Secondary Plan process:</u> Staff identifies for Council approval, areas where need exists to prepare a Secondary Plan for development or redevelopment.</p> <p>1.2 <u>Determining the Type of Plan:</u> Plans involving opening of areas for primarily a new residential community are categorized as Neighbourhood Concept Plans. Plans involving primarily non-residential areas (e.g. business, commercial and industrial centers) and including mixed use areas are categorized as Local Area Plans.</p> <p>1.3 <u>Determining the planning area:</u> A Secondary Plan may include:</p> <ul style="list-style-type: none"> • the City Centre; • a Town Centre or Neighbourhood Centre; • a Town; • one or more existing or proposed neighbourhoods, including single family, multiple residential or mixed use neighbourhoods; • a business area or Workplace Area; • an industrial area; or • other special function areas (such as a major institutional or educational centre, or an environmentally significant area). <p>1.4 <u>Determining Commitment:</u></p> <p><i>Neighbourhood Concept Plans:</i> Support from a majority of property owners within the planning area will be required to initiate this process. For the purposes of Neighbourhood Concept Plans, majority is generally</p>

defined as: 51% or more of landowners or owners of 70% or more of the land in the area.

Local Area Plans: A Local Area Plan process may be applied according to Policy B-2.1 in Part 2 of this plan.

2. Planning process:

2.1 Public involvement:

Secondary Plans, and in particular Neighbourhood Concept Plans, shall involve extensive public consultation during the plan preparation process, including advisory committees with local residents, business representatives and land owners, public facilitation meetings and open houses.

2.1.1 Residential involvement:

This process shall incorporate input from residents beyond the immediate study area.

2.1.2 Business involvement:

Plans that involve principally non-residential uses such as town centers, business or commercial areas will have advisory committees composed of appropriate representation of the business community and local area residents and property owners.

3. Council authorization:

Council may authorize a plan preparation for a specified area, establish the planning process, specify the public involvement process to be followed and the stakeholder groups to be consulted and selected for advisory committees.

5.4 Plan Content

Components of the Secondary Plan

A Secondary Plan has two components: a physical plan for detailed land uses, and a servicing and financing strategy for provision of services and amenities. All Secondary Plans will achieve the City goal of a balance between workplace and residential uses in support of the City's objective of 1 job for each member of the workforce.

Physical Plan

The physical plan component of a Secondary Plan shall contain the following:

- Maps and statistics describing the planning area and sub-areas.
- Statement outlining the overall development concept.
- Policies for the development and provision of services, amenities and facilities.
- Policies and strategies reflecting the Official Community Plan policy directions in Part 2: Issues and Policies.
- For Neighbourhood Concept Plan Areas, a land use plan showing lands designated for:
 - residential areas, multiple residential, affordable and special needs housing purposes;
 - school, park, open space, recreational and institutional purposes;
 - commercial and work place purposes;
 - retention in their natural state; and
 - special purposes, including live-work areas, environmental protection, heritage preservation, and the provision of innovative housing, community service facilities and amenities.
- For Local Area Plan* areas, a land use plan showing lands designated for:
 - Business, commercial or industrial purposes;
 - Park, open space and recreational uses, including greenways interconnection with adjacent areas;
 - Buffers, landscaped areas and edge conditions; and
 - Other special purposes supporting business activity, including day care, employee amenities, utility and communication facilities, etc., but excluding residential uses.

* If a particular Local Area Plan is authorized to include residential or other non-business uses, matters normally included in a Neighbourhood Concept Plan as described above may be included in a Local Area Plan.

- Circulation concept plan providing for balanced transportation modes, including walking, bicycling, transit and automobiles.
- List of guidelines relating to character and urban design, nuisance control, edge conditions, screening and buffering between business and residential areas, environmental protection, efficient use and conservation of energy, heritage conservation, tree preservation and the protection of agriculture.
- If applicable:
 - a market analysis for business use proposals, neighbourhood centres or other commercial uses;
 - an analysis for compliance with the location policies in Part 2 Policy B-2.1 and performance criteria in Section 3.8.
 - phasing plans and commitment to build-out a proposed plan area;
 - an environmental impact analysis with recommendations for protection of treed areas, watercourses, fisheries and wildlife habitat;
 - buffering and landscaping standards to achieve adequate separation, particularly with adjacent residential areas;
 - plans and strategies to provide for direct access to arterial roads and regional highways for business areas; and
 - a traffic impact, parking needs and transportation demand management analysis to assess traffic patterns and trip reduction strategies.

Servicing and
Financing Strategy

The servicing and financing strategy of a Secondary Plan, including a Local Area Plan or Neighbourhood Concept Plan, shall contain the following:

- A comprehensive servicing plan that includes the location, staging and standards of services, other utilities, roads (including detailed layouts for subdivisions) and methods of implementation by rezoning, subdivision or other mechanisms; and
- a financial analysis that will demonstrate adequate funding for the provision of the infrastructure.

5.5 Amendment Process for Secondary Plans

Amending an
Secondary Plan

Since the adoption of the 1996 Official Community Plan, Council established a policy (R1263, July 14, 1997) for modifications to approved Neighbourhood Concept Plans. This amendment process applies to all Secondary Plans.

This process involved identifying major and minor amendments as follows:

Major Amendment
to Neighbourhood
Concept Plans

1. Major Amendments

A proposed amendment may come as a request by a developer to change the approved land use, density or major road pattern. This type of request is usually the result of ownership changes within the Secondary Plan area (e.g. land assemblies) and the timing of development.

The proponent of a major amendment to a Secondary Plan should undertake a qualitative and quantitative analysis of the proposed change to the Secondary Plan as well as undertake an appropriate public consultation program, and submit a report outlining the results of the analysis and public process to the City.

The report should consider:

- the impact of the proposed amendment on all aspects of the Secondary Plan including land use, population, densities, schools, parks, impacts on amenities, facilities and utilities, roads and transportation, funding of services and public amenities and local market.
- the impacts on the basic economic, social and servicing structure of the plan area, and all implications with respect to the Surrey Official Community Plan and in the context of the approved Secondary Plan;
- a planning and/or engineering rationale to support the proposed amendment;
- precedent and potential for additional requests for changes to the Secondary Plan area;
- potential public concerns of the property owners in and adjacent to the Secondary Plan area, including consultation with former Steering or Advisory Committees. Public surveys and meetings should be undertaken and documented.

Depending on the nature of the amendment and the result of the process, the amendment may require Council endorsement.

Minor Amendments
to Neighbourhood
Concept Plans

2a. Minor Amendments – Local Road Networks

This type of amendment would involve the proposed relocation of a limited collector, local road or lane, and would not affect the land use or overall density. It may, however, affect the lot yield or floor area yield of one or more of the affected properties.

The proponent should conduct a complete technical analysis of the proposed change, considering:

- the impacts upon the road network in the Secondary Plan area and other areas in the vicinity of the proposed amendment;
- the planning and/or engineering rationale to support the proposed amendment;
- potential public concerns by contact and achieve a degree of consensus among property owners regarding the proposal;

Depending on the nature of the amendment and the result of the process, the amendment may require Council endorsement.

2b. Minor Amendments – Underground Services

This type of amendment could involve minor changes to the underground services resulting from detailed technical information provided by consultants working for a developer. These changes do not have a significant impact upon the land use, yield of developed properties or floor area build out, and will not affect the serviceability of any properties in the Secondary Plan area but may affect the timing and/or cost of servicing specific properties.

These proposals are mainly evaluated by the Engineering discussion. If significant discussion has taken place with the Steering or Advisory Committee regarding the specific utility requirements proposed to be amended, owners of the affected properties are to be advised directly by the City of the proposal for their comment.

Such amendments normally do not require Council endorsement.

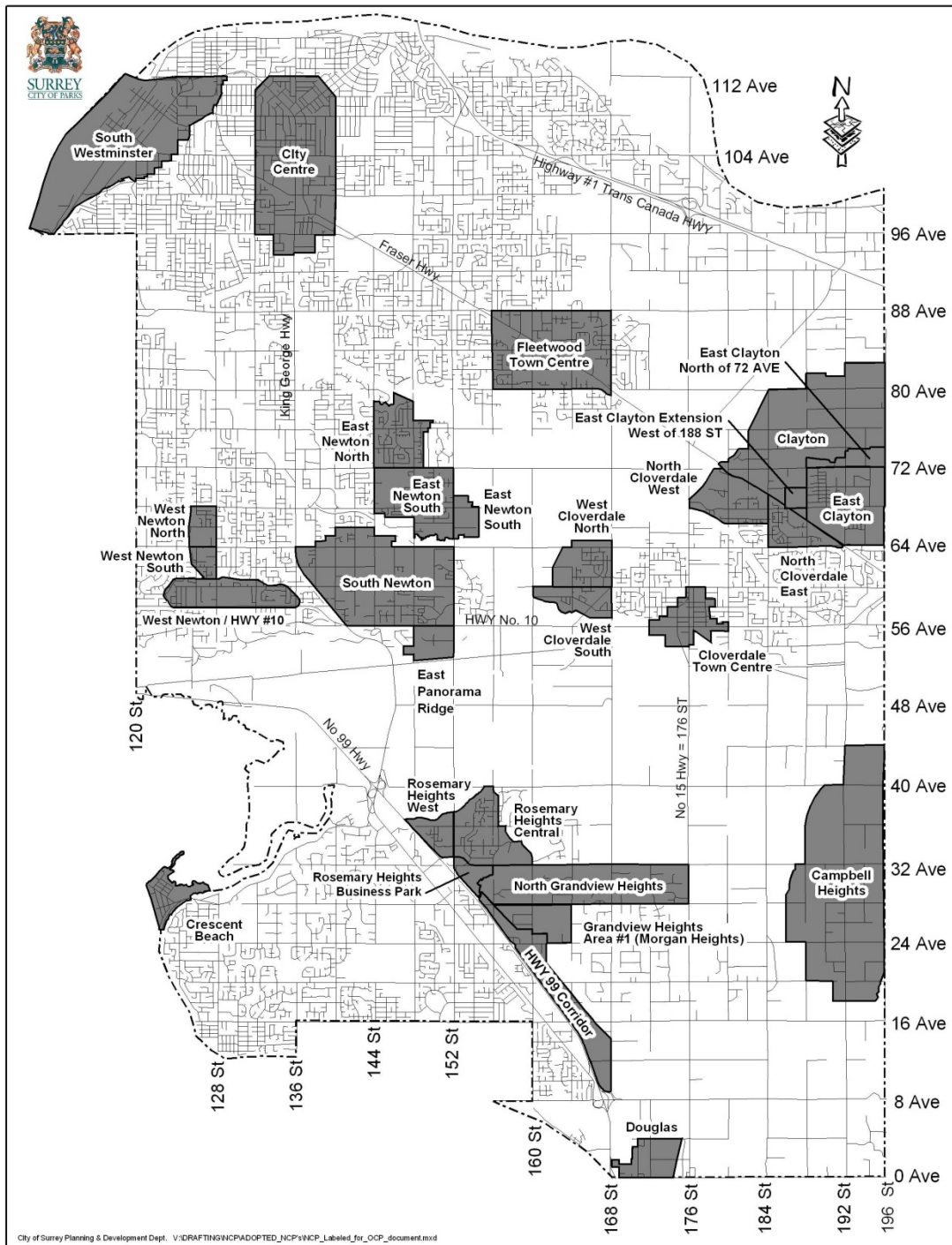


Figure 27 Map Showing Recently Approved Secondary Plans

6. Permits and Procedures

6.1 Background

Permit Area
Designations

This Part designates areas of the City where Temporary Use Permits are allowed and where Development Permits and Heritage Alteration Permits are required. These permits are required to control and enhance the quality of our community by achieving quality building design, improving the pedestrian environment, protecting agricultural lands and preserving our local heritage.

6.2 Temporary Commercial or Industrial Use Permit Areas and Guidelines

Temporary Use
Permit Areas

Lands in the City may be designated to permit temporary commercial or industrial uses if a condition prevails that warrants such a use for a short period of time, but does not warrant a change of land use designation or zoning of the land. When designated, guidelines would specify general conditions regarding the issuance of permits, use of the land and when the use is to terminate.

Schedule B
Contains the
Detailed Guidelines

Schedule B designates areas of the City for Commercial and/or Industrial Temporary Uses, and describes the purpose and specifies the general conditions for issuing a Temporary Use Permit for the declared areas. Temporary Use Permits are issued by Council resolution.

6.3 Development Permit Areas and Guidelines

Development
Permit Areas

In order to ensure that new developments enhance the image of the City, all commercial, multiple residential and industrial buildings in selected areas, commercial, business and industrial development subject to performance criteria, together with sites that are adjacent to the Agricultural designation are required to obtain a Development Permit before subdivision or development of a site.

Definition of "Adjacent"	Adjacent is defined to mean real property with a common lot line with Agricultural designated real property and where lot lines between real property not designated Agricultural and real property designated Agricultural are separated by a highway, railway, or other public utility.
Schedule C Contains the Development Permit Area Guidelines	Schedule C designates Development Permit Areas in the City, and provides guidelines on siting, design, construction, landscaping and buffering for planning and development review within these areas. Development Permits are issued by Council resolution.
Exemptions from a Development Permit	<p>Unless stated otherwise in the Guidelines, lands within development permit areas established in Schedule C do not require a development permit if any of the following situations or conditions apply:</p> <p>General Exemptions:</p> <ul style="list-style-type: none"> • internal renovations not resulting in any change to the external appearance of the building; • additions or external renovations which do not significantly impact the external appearance of the building because they are compatible in terms of material, colours, and form and character with the existing development. Generally, this applies to works with a total value of less than \$100,000; • site improvements, including landscaping and paving of parking areas, provided the value of the work is less than \$25,000; • construction of not more than one accessory building or structure (excluding signs) with a floor area of less than 10 square meters on a lot or site; • replacement of existing signs provided they are in full compliance with the Sign By-law or any sign regulation in the Zoning By-law; • subdivision for the purpose of lot consolidation, lot line adjustment or road widening to meet City standards; • development of land where a Development Agreement associated with a Land Use Contract is in effect, provided the agreement is consistent with the objectives of the guidelines in Schedule C; • buildings for agricultural purposes; • subdivision within a Development Permit Area for multiple residential, commercial or industrial development, for the purpose of creating additional lots for future land development and building construction. <p>Industrial Exemptions:</p> <ul style="list-style-type: none"> • development within a property which does not abut a major road; • development of new buildings, exterior building renovations or additions, and/or site works which are not visible from a major road;

- development of new buildings, exterior building renovations or additions, and/or site works which are visible from a major road but are not within 100 meters (328 ft.) of a major road;
- development of new buildings less than 470 sq. m. (5,000 sq. ft.) in area, or exterior building renovations or additions, and/or site works which are within 100 meters (328 ft.) of a major road, provided that the proposed development is compatible in terms of material, colours, and form and character with the existing development that is controlled by an approved Development Permit.

Commercial Exemptions:

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

The term ‘major road’ used in this section means a ‘Provincial Highway or a City Arterial Road’.

6.4 Heritage Conservation Areas and Guidelines

Heritage Conservation Areas

Areas with buildings, sites and features with significant heritage value worthy of preservation may be designated as a Heritage Conservation Area. In such areas, a Heritage Alteration Permit would need to be issued by Council (or an authorized designate) before any of the following can take place:

- subdivision of land in the designated area;
- construction of a building or structure or addition to an existing building in the designated area;
- alteration of a building or structure in the designated area; and
- alteration of features in the case of protected heritage property.

Schedule D has Detailed Guidelines

Schedule D designates all Heritage Conservation Areas and provides guidelines for the conservation of heritage sites and buildings.

Exemptions from a Heritage Alteration Permit

Unless stated otherwise in the Guidelines, circumstances may be specified under which a Heritage Alteration Permit is not required. This section will be amended at a later date to establish these circumstances.

7. Administration and Procedures

7.1 Background

Consistency with the Official Community Plan

The *Local Government Act* states that all by-laws enacted and works undertaken by Council shall be consistent with the provisions of an Official Community Plan. This applies to by-laws such as: the Zoning By-law, Subdivision and Development By-law, Development Cost Charge By-law, etc.. This principle also extends to other plans, strategies and programs such as: Secondary Plans, the Transportation Plan, the Arterial, Major Collector and Grid Roads Plan (Drawing R-91), the Parks, Recreation and Culture Master Plan, the Economic Development Strategic Plan and the Ten Year Servicing Plan. The concepts, policies and operational measures in these plans must be consistent with the community planning, land use and urban design policies in the Official Community Plan.

Consistency Between Zoning and Land Use Designation

The zoning of a lot must also be consistent with the Plan designation as stated in the table of permitted zones shown in Section 3.7 of Part 3. If the existing zoning is no longer consistent with the land use designation upon the adoption of this Plan, the land use based on the existing zoning may continue. However, any redevelopment or rezoning after adoption of the Plan must be consistent with the allowable zones in the applicable land use designation.

No Obligation to Carry Out Projects

The *Local Government Act* also states that the City is not obligated or compelled to carry out any of the projects, including facilities or services, specified in a Plan. For example, the City may postpone utilities to be extended to a particular part of the City because growth may be viewed as premature, not in accordance with the desired pattern or sequence of urbanization, or not be economically feasible.

Making Changes to the Official Community Plan

The Official Community Plan provides firm policy direction for the future and also gives flexibility to deal with changes the plan was unable to anticipate. However, it is Council's intention to follow the Plan as a guide for land use and development over the next five years. No Plan amendment will be considered unless the proposal will, in Council's opinion, bring significant benefit to the community. In order to maintain the currency and validity of the Plan, reviews will be conducted every five years.

Monitoring
Implementation of
the Official
Community Plan

The progress in achieving overall community goals through Official Community Plan policies will be reviewed annually. This will be done through ongoing monitoring of residential and business development using quantitative indicators such as population demographics and environmental quality statistics, and other quality of community indicators such as perceived personal safety, availability of alternative travel modes and community wellness.

7.2 Related Plans and By-laws

The tables below describe the various City By-laws and Plans and how they relate to the Official Community Plan.

Related By-law	Description	Relationship to the Official Community Plan
Zoning By-law	Divides Surrey into zones, establishes the boundaries and regulations for each zone including allowable uses, density, siting, size of buildings and size of lots that may be created by subdivision; provides parking standards by use or zone.	Allows the overall land use patterns established in the Official Community Plan to be expressed on a local or lot-by-lot basis, with provisions that achieve the growth strategy, density levels, quality of community and environmental quality policies contained in the Official Community Plan.
Subdivision and Development By-law	Sets standards and requires provision of works and services for the subdivision of land.	Establishes a pattern of density and appropriate lot sizes to implement Official Community Plan policies on future growth and complete communities.
Development Cost Charges By-law	Establishes categories and fees applied to development for capital costs for services, roads and park land.	Reflects the policies for orderly growth and economical development in the City.
Secondary Plans	Guides the development of portions of the City, including centres, Workplace Areas and neighbourhoods.	Establishes specific policies, detailed land use and required servicing and financing strategy to permit rezoning and development to take place.

Related By-law	Description	Relationship to the Official Community Plan
Farm Community Plan	Guides the development of the farm community within the context of overall City growth, and helps to make the farm community self-sustainable while increasing public awareness of its importance within the City.	Establishes specific policies and actions to protect agricultural areas and enhance the viability of farming.
Transportation Plan	Provides the direction to establish and maintain a transportation network that moves people and goods safely and efficiently.	Ensures that land use and transportation decisions are coordinated and provides the details for achieving a balanced transportation network.
Parks, Recreation and Culture Master Plan	Guides the allocation of resources for parks, recreation, cultural and heritage services.	Ensures that parks, open spaces and recreational facilities meet the needs of future residents.
Economic Development Strategic Plan	Guides City efforts in key areas for economic growth, such as new industries, business retention, tourism, trade, improvements to infrastructure and education.	Relates the tax base and employment targets to land requirements for business and industry, services and movement of goods and people.
Surrey Public Library Facilities Master Plan	Guides City efforts in the development of new library facilities and program delivery.	Ensures that cultural facilities meet the needs of residents.

7.3 Adoption and Amendment Procedures

The Official Community Plan is Adopted by By-law and can be Amended by By-law

The Official Community Plan is adopted by By-law. To ensure that the Official Community Plan remains relevant and addresses emerging issues and public concerns, changes to the plan will be done according to a standard or a performance criteria-based procedure as follows:

Procedures to Change the Official Community Plan

1. Council may consider changes to any Division, Appendix or Schedule comprising the Official Community Plan at any time or they may be considered periodically such as during an annual review or major review.

Procedures to change Land Use Designation Map

2. The following procedures concern changes to Schedule A: The Land Use Designation Map:

Procedure Where An OCP Amendment is Required

2.1. Non-City initiated applications:

2.1.1 If an applicant needs to redesignate a site in conjunction with a rezoning to allow a zone permitted outright (represented by the ● symbol), or a zone permitted conditionally (represented by the ○ or ⊙ symbols) as shown in the table of Section 3.7 Land Use Designations and Permitted Zones, one of the following types of Official Community Plan Amendments is required:

Type	Amendment	Applicability, Requirements & Review Process
1	Minor OCP Amendment	<ul style="list-style-type: none"> Means an application that can be evaluated based on available information, has minimal community impact (including but not limited to servicing and amenity requirements), supports existing plans, and is not precedent setting. To be reviewed concurrently with a rezoning application.¹
2	Major OCP Amendment with <i>Significant Community Benefit</i> ²	<ul style="list-style-type: none"> Means an application that fails to meet one of the attributes of a <i>Minor OCP Amendment Application</i>, but presents an opportunity to achieve <i>significant community benefits</i>. To be reviewed concurrently with a rezoning application.
3	Major OCP Amendment	<ul style="list-style-type: none"> Means an application that fails to meet one of the attributes of a <i>Minor OCP Amendment Application</i>. To be reviewed with the Annual Review.
4	OCP Amendment for Commercial or Industrial Development.	<ul style="list-style-type: none"> Means any development application to change properties <i>from any current OCP Land Use Designation</i> to Business, City Centre, Town Centre, Commercial or Industrial designations³. This category will include only those projects having a significant commercial or industrial component and economic impact. OCP application and implications to be reviewed with priority, but concurrently, with a companion rezoning application and may require creation or amendment of a Secondary Plan.

NOTES

1. If a Public Hearing has not occurred within one year of Council’s consideration of the application, Planning and Development may recommend to Council that the application be closed.
2. Significant Community Benefit: means immediate, tangible community benefits such as affordable housing, community amenities, significant additional park land, significant land dedication, or any other proposed development that Council deems to be a significant community benefit. These items exclude from consideration increased assessment or property taxes, and private economic benefits typically associated with new development.
3. Applications for re-designation to the Business land-use designation must also satisfy the location guidelines for the designation outlined in Section B-2.1.

Procedure Where an OCP Amendment is Not Required	<p>2.1.2 If an applicant is rezoning a site to a zone permitted subject to performance criteria (represented by the ◆ symbol) in the table of Section 3.7 Land Use Designations and Permitted Zones, Council may consider such a rezoning application without a prior or concurrent Official Community Plan Amendment application provided Council is satisfied that:</p> <ul style="list-style-type: none"> a. The project associated with the rezoning will comply with the criteria listed in Section 3.8 Figure 6 Performance Criteria. If the application for the project is unable to meet the Performance Criteria, an applicant may proceed with an application pursuant to Section 2.1.1; b. In general, new business development sites should not be supported in locations where the proposed land use significantly compromises the intent, land uses or viability of similar uses in an established Secondary Plan, where such a plan is less than five years from its approval date or is less than 70% built out with respect to the type of business use proposed by the proponent; and c. To protect the intent of recently designated areas, where there is a re-zoning application to a conditionally permitted zone requiring a performance based consideration for a business use that could be otherwise accommodated in the designated area, such an application will not be supported within a period of 3 years from Council's adoption of the designation or until 50% of the designated land has been developed.
Procedure Where Council Initiates An OCP Amendment	<p>2.2. City initiated applications or studies:</p> <p>Council may initiate a redesignation, including redesignation to the Business designation, at any time, independent of a rezoning application.</p> <p>Any proposed Business designation shall comply with Policy B-2.1 (Locational Guidelines) in Part 2 of the Official Community Plan.</p>
Public Hearing required	<p>3. All Plan amendments are subject to a Public Hearing before adoption by Council.</p>
Official Community Plan Amendment Summaries	<p>4. Summaries of all applications to change the Official Community Plan will be provided to Council on an annual basis with information on the status and review process for each application.</p>

7.4 Annual Plan Review

Annual Review of the Official Community Plan	The City will conduct an Annual Plan Review to update relevant information, and to evaluate and report to Council on the status of Plan implementation.
Public Consultation	The Annual Review shall include public consultation.

7.5 Major Plan Review

Five Year Major Review	<p>Every five years, there will be a major review of the Official Community Plan involving a public participation process. This major review will be timed to coincide with the availability of Census Canada information. The next review after adoption of this Plan is recommended to take place in the year 2006 or 2007.</p> <p>The extent and focus of this next major review shall be determined prior to its commencement.</p>
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Schedules

Schedule

A. Land Use Designation Map

Land Use Designation Map is Attached to This By-law

Schedule A is the Land Use Designation Map. It is available in two versions: in colour and in black and white. Schedule A is also available in a reduced version, appearing as Figures 1 and 9 in the text of the Official Community Plan.

All Maps in the Plan Showing Land Use Designations Are Changed if This Schedule is Amended by By-law

An amendment to a designation or designation boundary in this schedule means that the colour, black and white, reduced versions (Figures 1 and 9) and the base for the Future Development Concept Map (Figures 3 and A-20) are each amended.

(Schedule A is attached to the original adopted By-law and is available from the Clerk's Department.)

Schedule

B. Temporary Use Permit Areas

Introduction

Temporary Use Permits

In those areas designated for Temporary Use Permits, Council has the authority by resolution to issue Temporary Use Permits to allow temporary uses on specific properties. As a condition of issuing the permit, Council may require applicants or owners to remove buildings, to restore the property to a specific condition when the use ends, and to post a security bond. A permit may be issued for a period of up to two years, and may be renewed only once.

Council may issue Temporary Use Permits to allow:

1. temporary commercial uses, for example temporary parking areas;
2. temporary industrial uses, for example soil screening; and
3. temporary ancillary accommodations for workers associated with an approved temporary use.

Council may specify conditions for the temporary commercial or industrial use.

Temporary Commercial Use Permit Areas

The following areas are designated Temporary Commercial Use Permit Areas:

Temporary Commercial Use Permit Area No. 1

Temporary Parking Area

Purpose: To permit temporary public parking for special events or for uses that require additional parking.

Location: *Location 1: Temporary parking for Peace Arch Hospital*
Lot 1 and Lot 2, Plan 21133; Lot 3 and Lot 4, Plan 23733; and Lot 2, Plan 2015, All of Section 14, Township 1, New Westminster District.
(15563 & 15585 - 16 Avenue)

Location 2: Temporary parking for Surrey Memorial Hospital
Lots 8, 9 and 10, Section 33, Township 2, New Westminster District Plan 11488.
(13718, 13732, 13748 - 94A Avenue)

Location 3: Temporary parking for golf tournament at Northview Golf Course:
Lot 13 Section 18 Township 8 New Westminster District Plan 28334;
Lot 8 Except: Parcel "A" (Explanatory Plan 12317), Section 18 Township 8 New Westminster District Plan 2611;
Lot 1 Except: South 275 Feet Section 13 Township 2 New Westminster District Plan 28959;
Parcel "A" (Explanatory Plan 13050) Lot 1 Section 18 Township 8 New Westminster District Plan 2611;
Parcel "L" (Reference Plan 8560) South West Quarter Section 18 Township 8 New Westminster District;
(16913 - 66 Avenue, 6518 - 168 Street, 6775 - 168 Street, 6630 - 168 Street and 6716 - 168 Street)

- Conditions:
- (a) Provision of detailed parking layout and landscaping plans;
 - (b) All landscaping works and planting materials shall be maintained in accordance with the landscaping plan, with planting materials able to survive within one year of site approval by the City. A security deposit will be held by the City to ensure maintenance of landscaping; and
 - (c) Land is to be used in accordance with the provisions of the Temporary Use Permit.

- Expiration: The Temporary Use Permit remains in effect until:
- (a) The date that the Permit expires; or,
 - (b) Two years after the Permit was issued, whichever occurs first.

Temporary Commercial Use Permit Area No. 2

Temporary Golf Area

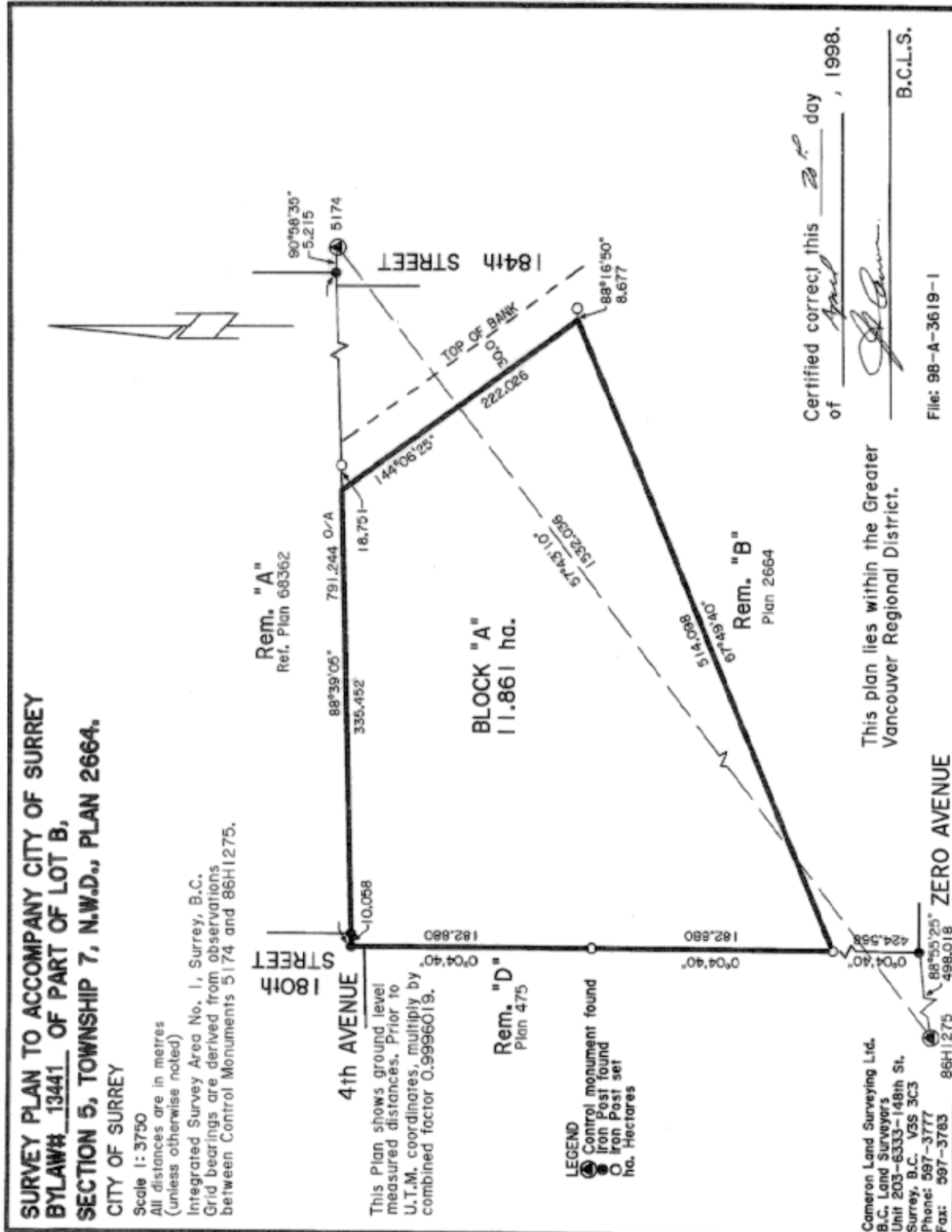
Purpose: To allow for construction of temporary golf holes.

Location: *Location 1: Temporary golf holes for Hazelmere Golf and Tennis Club*
Part of Parcel "B" (Reference Plan 2664) South East Quarter, Section 5, Township 7 Except Firstly: the South 33 Feet, Secondly: Part Subdivided by Plan 35804, Thirdly: Part Subdivided by Plan 43858, New Westminster District as shown on the following map.

(Portion of 18115 Zero Avenue)

- Conditions:
- (a) A security deposit will be held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit;
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

- Expiration: The Temporary Use Permit remains in effect until:
- (a) The date that the permit expires; or
 - (b) Two years after the permit was issued, whichever occurs first.



Temporary Commercial Use Permit Area No. 2, Location 1

Temporary Commercial Use Permit Area No. 4**Temporary Golf Driving Range**

Purpose: To allow a 35-tee golf driving range on a temporary basis.

Location: Parcel Identifier: 023-202-980
Lot 1, Section 4, Township 8, New Westminster District, Plan LMP25004
(4947 - 192 Street)

Conditions: The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: This Temporary Use Permit remains in effect until:

- (a) the date that the Permit expires; or
- (b) two years after the Permit was issued, whichever occurs first.

Temporary Commercial Use Permit Area No. 5

Temporary Storage and Sales of Vehicles

Purpose: To allow the storage and sales of new and used vehicles and a staff parking facility for a period not exceeding two years.

Location: Lot 2, Section 28, Block 5 North, Range 1 West, NWD, Plan 13225 and Lot 1 Except: Parcel "A" (By-law Plan 67006), Section 28, Block 5 North, Range 1 West, NWD, Plan 13225

Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: The Temporary Use Permit remains in effect until:

- (a) The date that the permit expires; or
- (b) Two years after the permit was issued, whichever comes first.

Temporary Commercial Use Permit Area No. 6

Purpose: To allow the temporary sale of previously owned automobiles.

Location: West Portion of Lot 78 Except Part Road on Plan LMP45427 Section 30 Township 2 New Westminster District Plan 47666 shown on Survey Plan attached hereto and forming part of this by-law, containing 0.136 hectares, as shown on the following map.

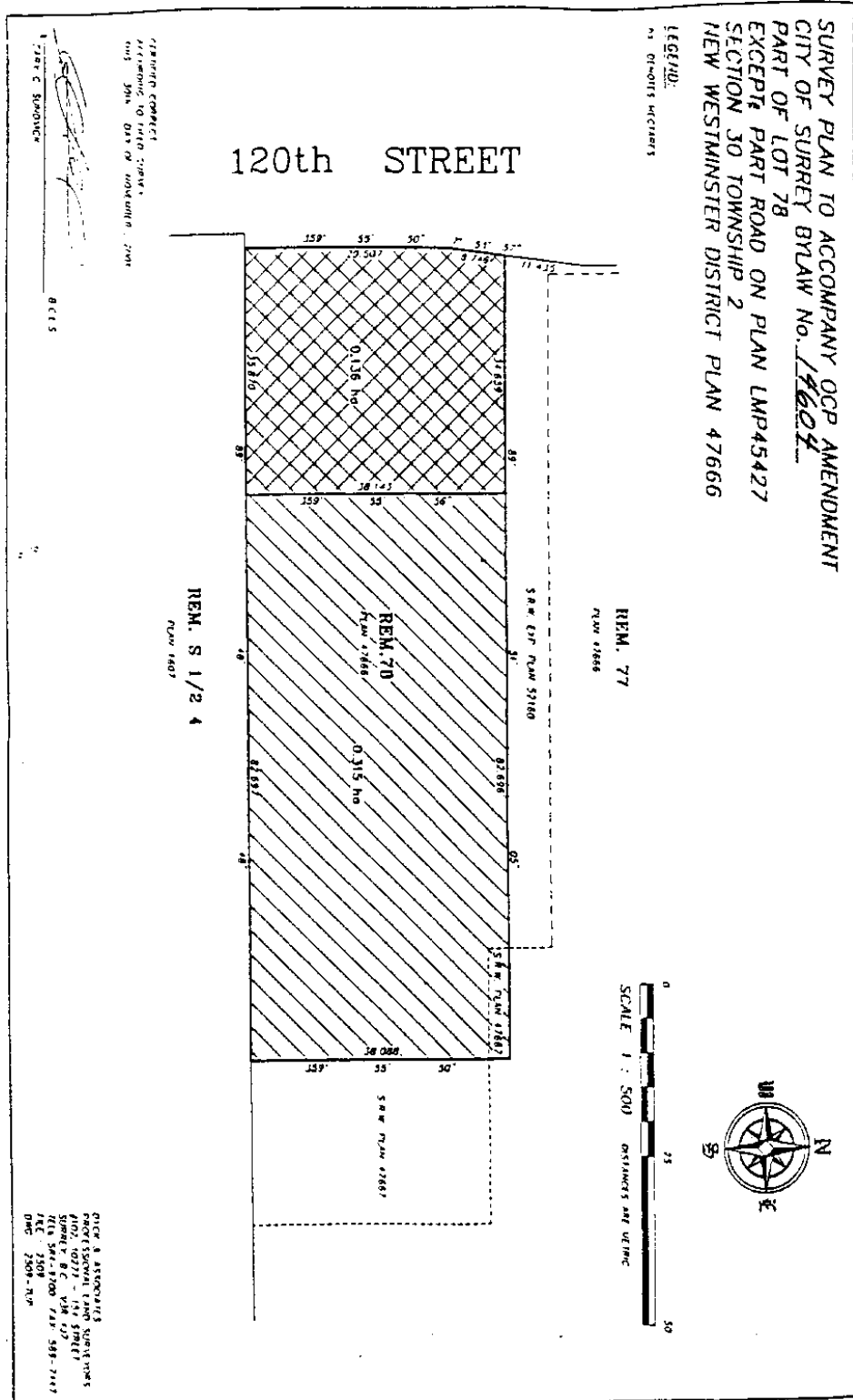
(Portion of 8670 - 120 Street)

Conditions:

- (a) Provision of three planters on the "Lands" in general compliance with Schedule B (site plan).
- (b) Maximum provision of 4 automobiles displayed during the day at the front of the building, as indicated in Schedule B.
- (c) Provision of 3 customer and 3 visitor parking to be displayed as indicated in Schedule B.

Expiration: The Temporary Use Permit remains in effect until:

- (a) The date that the permit expires; or
- (b) Two years after the permit was issued, whichever comes first.



Temporary Commercial Use Permit Area No. 6

Temporary Commercial Use Permit Area No. 7**Temporary Parking of Vehicles**

Purpose: To allow a surface parking lot.

Location: Parcel Identifier: 002-598-523
Lot 28 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

9656 - 137 Street

Parcel Identifier: 002-254-298
Lot 30 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

9646 - 137 Street

Parcel Identifier: 002-325-420
Lot 31 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

9647 - 137A Street

Parcel Identifier: 002-633-850
Lot 32 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

9638 - 137 Street

Parcel Identifier: 010-013-482
Lot 33 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

9637 - 137A Street

Parcel Identifier: 010-013-512
Lot 34 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

9630 - 137 Street

Parcel Identifier: 010-013-539
Lot 35 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

9631 - 137A Street

Parcel Identifier: 010-013-547
Lot 36 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

13695 - 96 Avenue

Parcel Identifier: 010-013-555
Lot 37 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

13705 - 96 Avenue

Parcel Identifier: 010-013-563
Lot 38 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

13715 - 96 Avenue

Parcel Identifier: 010-013-571
Lot 39 Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

13725 - 96 Avenue

Temporary Commercial Use Permit Area No. 8**Temporary Daycare, Preschool and Elementary School**

Purpose: To allow the operation of a daycare, preschool and elementary school in addition to the dwelling unit permitted under the existing A-1 Zone for a period not exceeding one year.

Location: Block "B" of Parcel "B" (Reference Plan 3904) District Lot 167 Group 2 Except: Firstly: Parcel "C" (Reference Plan 4579), Secondly: Part in Plan LMP 15992 NWD, containing 0.503 hectares, as shown on the following map:

Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: The Temporary Use Permit remains in effect until:

- (a) The date that the permit expires; or
- (b) Two years after the permit is issued, whichever comes first.

Temporary Commercial Use Permit Area No. 9**Temporary Parking of Vehicles**

Purpose: To allow a surface parking lot.

Location: Lot 5 Section 33 Township 2 New Westminster District Plan 11488

Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original state, within a specified period of time, as stated in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: The Temporary Use Permit remains in effect until:

- (a) The date that the Permit expires; and
- (b) Two years after the Permit was issued, whichever occurs first.

Temporary Commercial Use Permit Area No. 13**Temporary Parking Lot**

Purpose: To allow the short-term parking of vehicles under 5,000 kilograms *GVW*.

Parcel Identifier: 001-754-441

Location: The South Half Lot 27 Section 14 Township 1 New Westminster District Plan 8492

2360 – 153 Street

Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Commercial Use Permit.

Expiration: The Temporary Commercial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Commercial Use Permit; or
- (b) Two years after the Temporary Commercial use Permit was issued.

Temporary Commercial Use Permit Area No. 14

Temporary Parking Lot

Purpose: To allow the short-term parking of vehicles under 5,000 kg. (11,023 lbs.)

Parcel Identifier: 009-909-052

Location: East Portion of Lot "A" Section 33 Township 2 New Westminster District Plan 14147 as shown on Survey Plan attached hereto and forming part of this By-law, containing 3,153 square metres, as shown on the following map.

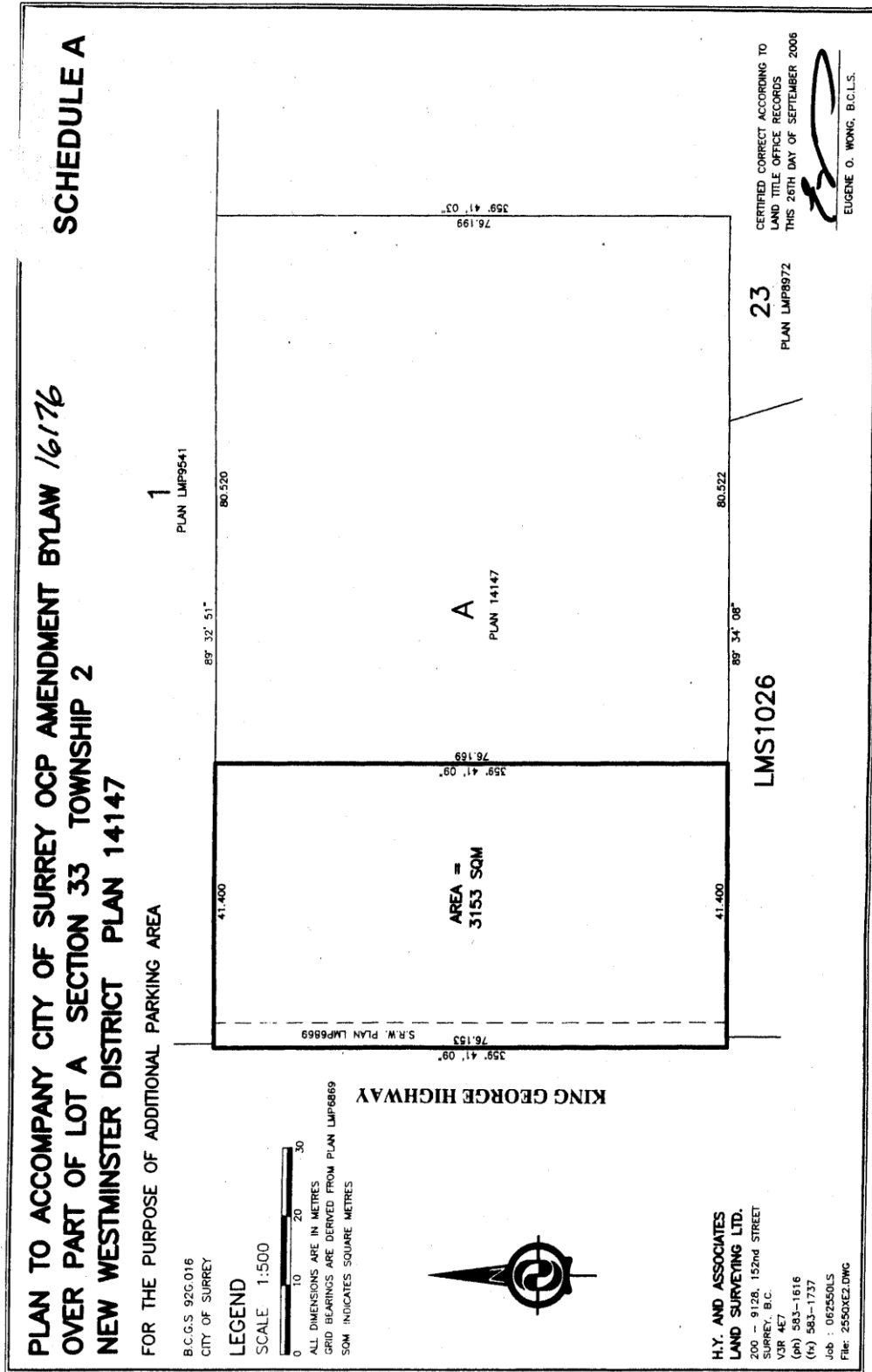
9348 King George Highway

Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: This Temporary Use Permit remains in effect until:

- (a) The date that the Permit expires; or
- (b) Two years after the Permit was issued, whichever occurs first.



Temporary Commercial Use Permit Area No. 14

Temporary Commercial Use Permit Area No. 15

Temporary Parking Lot

Purpose: To allow the short-term parking of vehicles under 5,000 kg. (11,023 lbs.)

Parcel Identifier: 024-906-051

Location: Lot 2 Section 20 Township 2 New Westminster District Plan LMP48071, containing 28,922 square metres, as shown on the following map.

13120 - 76 Avenue

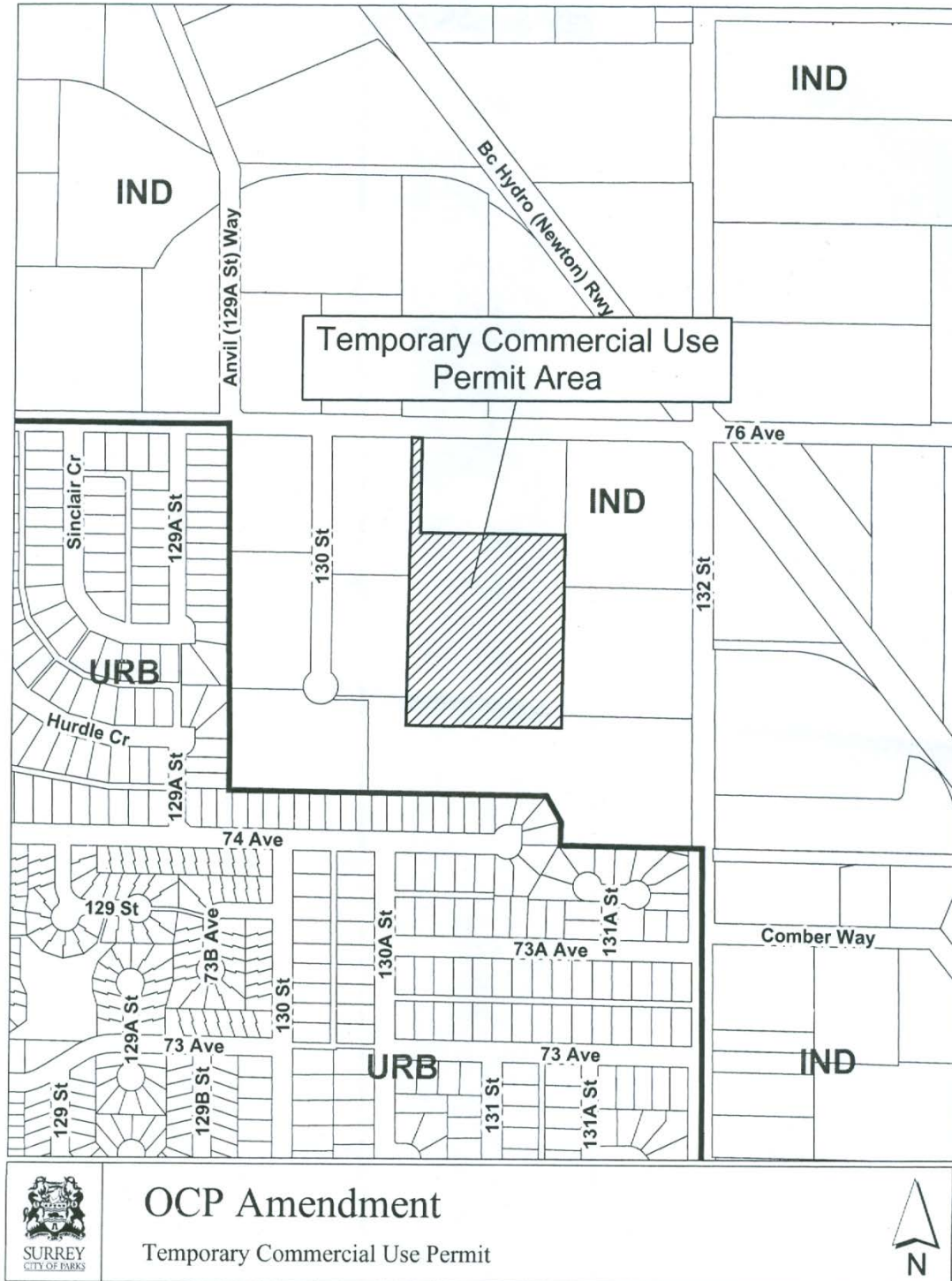
Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to a developable state, within a specified period of time, as stated in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: This Temporary Use Permit remains in effect until:

- (a) The date that the Permit expires; or
- (b) Two years after the Permit was issued, whichever occurs first.

APPENDIX III



OCP Amendment
Temporary Commercial Use Permit



Temporary Commercial Use Permit Area No. 15

Temporary Commercial Use Permit Area No. 16

Temporary Private School Use

Purpose: To allow a private school use in portable classrooms, for the temporary expansion of the adjacent White Rock Christian Academy.

Parcel Identifier: 005-272-335

Location: Lot 16 Section 15 Township 1 New Westminster District Plan 72921
2301 – 152 Street

Parcel Identifier: 005-272-335

Location: Lot 17 Section 15 Township 1 New Westminster District Plan 72921
2313 – 152 Street

Parcel Identifier: 008-822-191

Location: Lot “A” Section 15 Township 1 New Westminster District Plan 20446
2315 – 152 Street

Parcel Identifier: 005-272-378

Location: Lot 18 Section 15 Township 1 New Westminster District Plan 72921
2337 – 152 Street

- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to a developable state, within a specified period of time, as stated in the Temporary Use Permit; and
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: This Temporary Use Permit remains in effect until:

- (a) The date that the Permit expires; or
- (b) Two years after the Permit was issued, whichever occurs first.

Temporary Commercial Use Permit Area No. 17

Temporary Real Estate Sales Centre

Purpose: To permit a temporary real estate sales centre.

Location: On any lands designated City Centre (CC), Town Centre (TC) and Multiple Residential (RM) in the Official Community Plan."

Temporary Commercial Use Permit Area No. 18

Temporary Parking and Office Trailer

Purpose: To permit temporary trailers for office use and a temporary surface parking lot.

Location: Parcel Identifier: 010-013-881
Lot 60 Section 35 Block 5 North Range 2 West New Westminster District
Plan 14725

9620 – 137A Street

Parcel Identifier: 027-265-943
Parcel B (Being a Consolidation of Lots 61 and 62, See BB130949)
Section 35 Block 5 North Range 2 West New Westminster District Plan
14725

13775 – 96 Avenue

Temporary Commercial Use Permit Area No. 19

Temporary Highway Commercial Uses

Purpose: To permit temporary highway commercial uses.

Parcel Identifier: 002-205-823

Location: Lot 1 Section 17 Township 2 New Westminster District Plan 8939
7127 King George Highway

Temporary Commercial Use Permit Area No. 20

Temporary Landscaping and Plant/Materials Retail Business

Purpose: To permit temporary operation of a landscaping business and a plant and related materials retail business.

Parcel Identifier: 018-201-091

Location: Lot 22 Section 18 Township 2 New Westminster District Plan LMP9853
12490 – 66 Avenue

Temporary Commercial Use Permit Area No. 21

Outdoor Patios for an adjoining Neighbourhood Pub

Purpose: To permit temporary outdoor patios for a neighbourhood pub located on the adjoining property to the west (17637 – 1 Avenue)

Parcel Identifier: 005-415-241

Location: Lot 2 Section 33 Block 1 North Range 1 East New Westminster District Plan 73076
17735 – 1 Avenue

Temporary Commercial Use Permit Area No. 23

Temporary Parking Lot

Purpose: To allow the short-term parking of a maximum of 30 vehicles under 5,000 kg (11,023 lbs) GVW along the southern portion of the subject property. A maximum of two (2) of the thirty (30) parking stalls may be used by vehicles up to a maximum of 8,000 kg. (17,635 lbs.) G.V.W.

Parcel Identifier: 001-892-550

Location: Lot 29 Except: Parcel "A" (J10825E); Section 24 Block 5 North Range 2 West New Westminster District Plan 9014
10459 - 144 Street

Conditions: (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state; and
(b) The subject lands are to be used in accordance with the provisions of the Temporary Commercial Use Permit.

Expiration: The Temporary Commercial Use Permit will remain in effect until the earlier of the following:
(a) The date specified in the Temporary Commercial Use Permit; or
(b) Two years after the Temporary Commercial Use Permit was issued.

Temporary Commercial Use Permit Area No. 24

Temporary Parking Lot

Purpose: To allow the short-term parking of vehicles not exceeding 5,000 kg. [11,023 lbs.] gross vehicle weight.

Parcel Identifier: 006-599-761

Location: Lot 54 Section 20 Block 5 North Range 1 West New Westminster District Plan 31513
10520-150 Street

Conditions:**1. Zoning By-law Requirements**

- (a) The Zoning By-law requirement for paving the parking area in asphalt, concrete or other similar pavement is modified to allow the use of gravel, as approved by the General Manager of Engineering.

2. Landscape Requirements

- (a) The west (150 Street) and north boundaries of the temporary parking lot shall be landscaped and/or buffered to City specifications to mitigate visual and noise impacts on adjacent residential developments;
- (b) No tree cutting or land clearing shall be permitted on the lands unless approved by the City Landscape Architect;
- (c) All required landscaping works and planting materials must be maintained for the life of the Temporary Use Permit; and
- (d) The City's Landscape Architect will inspect the site or require inspection of the site by a registered landscape architect, to ensure the work is completed.

3. Engineering Services Requirements

- (a) A stormwater servicing concept and lot grading plan must be submitted to the City's Engineering Department for review and approval;
- (b) Statutory rights-of-way for the securing of future road along 150 Street and 105 Avenue to be submitted to the satisfaction of the General Manager of Engineering;
- (c) A traffic statement evaluating the impact of the Temporary Use Permit to be submitted to the satisfaction of the General Manager of Engineering; and
- (d) Existing parking lot consisting of 60 stalls and existing drive aisle to remain paved on the southern portion of the subject lot.

4. Planning Requirements

- (a) Sealed engineering or architectural drawings and related information are to be provided to the satisfaction of the General Manager of Planning and Development related to the layout of the site, site access, drive aisles, parking stall layout, signage and

landscaping, demonstrating that the layout as proposed will allow for adequate space for manoeuvring and parking of all vehicles on site in an orderly manner up to the full capacity of the parking lot;

- (a) The parking spaces in the parking lot are to be visually delineated at all times to the satisfaction of the General Manager of Planning and Development, so as to assist in ensuring the orderly parking of vehicles on the site at all times; and
- (b) A reciprocal access agreement is to be provided between the subject lot and the neighbouring lots to the south and southeast to allow for unrestricted vehicle and pedestrian flow.

5. General Requirements

- (a) The following activities are prohibited on the lot: construction staging, vehicle maintenance and washing, storage of construction equipment or materials storage. This will be secured under a Restrictive Covenant;
- (b) Overnight parking is prohibited;
- (c) A security deposit is held by the City of Surrey to ensure that the subject lands are restored to their original natural state, minus any trees to be removed, with the approval of the City Landscape Architect; and
- (d) The subject lands are to be used in accordance with the provisions of the Temporary Commercial use Permit.

Expiration:

The Temporary Commercial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Commercial Use Permit; or
- (b) Two years after the Temporary Commercial Use Permit was issued.

Temporary Commercial Use Permit Area No. 25

Temporary Office Use

Purpose: To allow 532 square metres (5,726 sq.ft.) of office space for a separate business.

Parcel Identifier: 001-810-570

Location: Strata Lot 2 Section 8 Township 8 New Westminster District Strata Plan NW1449 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1

5939 – 180 Street

- Conditions:
- (a) Nine (9) staff parking spaces to be designated in the underground parking area;
 - (b) Two (2) visitor parking spaces to be designated in the above-ground parking area; and
 - (c) The subject lands are to be used in accordance with the provisions of the Temporary Commercial Use Permit.

Expiration: The Temporary Commercial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Commercial Use Permit; or
- (b) Two years after the Temporary Commercial Use Permit was issued.

Temporary Commercial Use Permit Area No. 26.

Temporary General Service Use

Purpose: To allow 130 square metres (1,400 sq.ft.) of adult education space for operation of an Early Childhood Education Program.

Parcel Identifier: 017-136-733

Location: Lot 7 Section 32 Township 2 New Westminster District Plan NWP88116

8868 – 128 Street

- Conditions:
- (a) Four (4) staff parking spaces to be designated in the existing surface parking area; and
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Commercial Use Permit.

Expiration: The Temporary Commercial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Commercial Use Permit; or
- (b) Two years after the Temporary Commercial Use Permit was issued.

Temporary Commercial Use Permit Area No. 27

Temporary Lumber Supply Business and Office Use

Purpose: To allow the retention of three existing buildings until October 31, 2012 to accommodate an existing lumber supply business and offices for a non-profit organization.

Location: Parcel Identifier: 003-657-922
Parcel 52 Section 25 Township 2 New Westminster District
Reference Plan 65654

16241 - 84 Avenue

- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the removal of all existing buildings and structures; and
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: The Temporary Commercial Use Permit will remain in effect until the date specified in the Temporary Commercial Use Permit.

Temporary Commercial Use Permit Area No. 28

Temporary Parking of Vehicles

- Purpose: To allow a surface parking lot for vehicles weighing less than 5,000 kilograms (11,023 lbs.) G.V.W.
- Location: Parcel Identifier: 023-346-205
Lot 1 Section 33 Township 2 New Westminster District Plan
LMP27375

9488 – 138 Street
- Conditions: (a) A security deposit is held by the City of Surrey to ensure the removal of any buildings and structures; and
(b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.
- Expiration: The Temporary Commercial Use Permit will remain in effect until the date specified in the Temporary Commercial Use Permit.

Temporary Commercial Use Permit Area No. 29

Assembly Use

- Purpose: To permit an assembly use for a period not to exceed three years.
- Location: Parcel Identifier: 018-689-949
Lot C (BH110375) Section 18 Block 5 North Range 2 West New Westminster District Plan 69522 Except Plan EPP507

11125 - 124 St.
- Conditions: (a) The assembly use must satisfy BC Building Code requirements; and
(b) The subject property is to be used in accordance with the provisions of the Temporary Use Permit.

Temporary Use Permit Area No. 30

Temporary Private Elementary School

- Purpose: To permit a private elementary school with a gymnasium and outdoor play area for a maximum of 450 children.
- Parcel Identifier: 027-176-088
027-176-096
- Location: Lot 1 Section 20 Township 2 New Westminster District Plan BCP31511

13479 - 77 Avenue

Lot 2 Section 20 Township 2 New Westminster District Plan BCP 31511

13535 - 77 Avenue
- Conditions: The subject property is to be used in accordance with the provisions of the Temporary Use Permit.
- Expiration: The Temporary Use Permit will remain in effect until:
- (a) The date specified in the Temporary Use Permit; or
 - (b) Three years after the Temporary Use Permit was issued.

Temporary Commercial Use Permit Area No. 34

Rod and Gun Show

- Purpose: To allow the sale of new and used firearms and ammunition in conjunction with an outdoor exhibition.
- Legal Description: 007-557-035
Lot 15, Section 8 Township 8 New Westminster District Plan 4506

007-559-909
Lot 16 Section 8 Township 8 New Westminster District Plan 4506
- Location: 17835 and 17763 – 62 Avenue

Conditions: The sale and transport of all firearms and ammunition are to be in accordance with the Firearms Act.

Expiration: The Temporary Commercial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Commercial Use Permit.

Temporary Industrial Use Permit Areas

The following areas are designated Temporary Industrial Use Permit Areas:

Temporary Industrial Use Permit Area No. 1.

Temporary Soil Screening Area

Purpose: To designate Temporary Industrial Use areas for the operation of soil screening, and the storage and sale of such soil.

Location: On all sites two hectares (5 acres) or more which are designated Commercial, Industrial and Multiple Residential in the Official Community Plan, and on sites being developed for golf courses and public parks, schools or public buildings.

Conditions:

- (a) The importation of material to a soil screening site for mixing and sale is:
 - i) prohibited on Commercial, Industrial and Multiple Residential sites; and
 - ii) allowed on golf courses and large sites for public parks, schools or public buildings, provided the imported material, as determined by soil analysis by a qualified soil scientist, meets the standard of the B.C. Nursery Trades Association for a growing medium.
- (b) Temporary Use Permits for soil screening or processing require:
 - i) application to the Planning and Development Department for a Temporary Industrial Use Permit which shall include a site plan and a phasing plan for the intended soil screening operation, storage and sale of soil;
 - ii) application to the Building Division of the Planning and Development Department for a building permit for any building proposed for the site;
 - iii) screening machinery not be operated within 100 metres (328 feet) of an occupied residence;
 - iv) screening operations be restricted to periods, days and hours in accordance with Surrey Noise Control By-law, 1982, No. 7044; and
 - v) assurances and a security deposit be provided to the satisfaction of the City to ensure operation within the terms of the permit.

Expiration: The Temporary Use Permit remains in effect until:

- a) the date that the Permit expires; or,
- b) two years after the Permit was issued, whichever occurs first.

Temporary Industrial Use Permit Area No. 2

Temporary Automotive Repair Shop

Purpose: To allow the operation of an existing automotive repair shop on a temporary basis.

Location: Area B of Lot 26, Section 23, Township 1, New Westminster District, Plan 46154 as shown in Figure SB-2.

Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: The Temporary Use Permit remains in effect until:

- (a) The date that the permit expires; or
- (b) Two years after the permit was issued, whichever comes first.

Schedule A

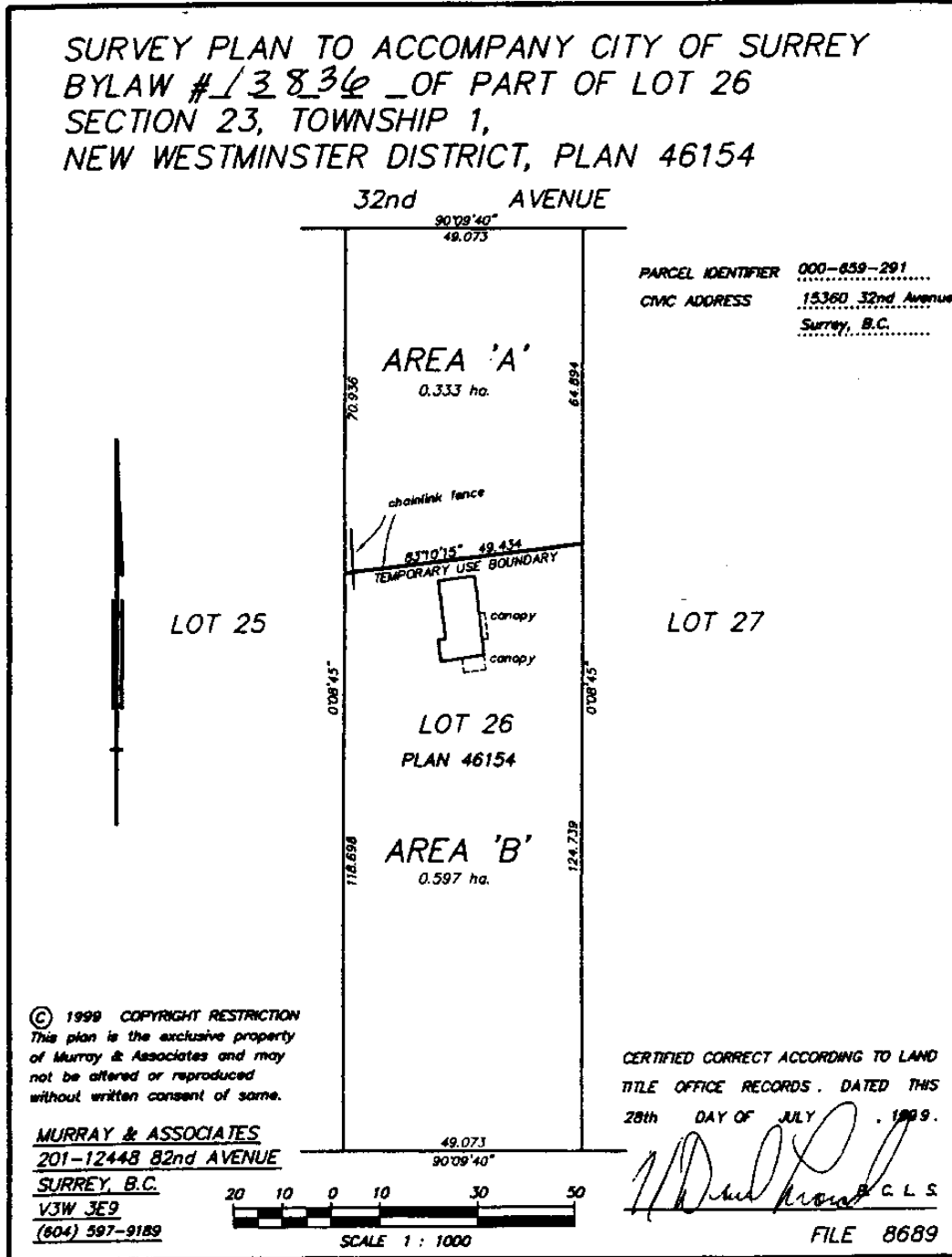


FIGURE SB-2 : Temporary Industrial Use Permit Area No. 2, Location 1

Temporary Industrial Use Permit Area No. 3

Temporary Truck Driver Training Facility and Parking of Overweight Vehicles

- Purpose: To allow the operation of a truck driver training facility and parking of overweight vehicles for a period not exceeding two years.
- Location: Parcel A, Section 19, Block 5 North, Range 2 West, NWD, Plan LMP 32720
- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit; and
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.
- Expiration: The Temporary Use Permit remains in effect until:
- (a) The date that the permit expires; or
 - (b) Two years after the permit was issued, whichever comes first.

Temporary Industrial Use Permit Area No. 4

Temporary Outdoor Storage and Sales of Building Materials

- Purpose: To allow the outdoor storage and sale of new and used building materials on a temporary basis.
- Location: Lot 13 Except: the East 214 feet; Section 17, Township 8, New Westminster District Plan 1838.
(17861 - 64 Avenue)
- Conditions: The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.
- Expiration: This Temporary Use Permit remains in effect until:
- (a) the date that the Permit expires; or
 - (b) two years after the Permit was issued, whichever occurs first.

Temporary Industrial Use Permit Area No. 5

Temporary Soil Screening

- Purpose: To allow soil screening operation on a temporary basis.
- Location: Lots 2 and 3, Both Section 26, Township 1, New Westminster District Plan LMP 42537.
(3695 and 3833 - 160 Street)
- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure that the adjoining roads are routinely kept clean of soil tracked onto them by the soil screening operation; and
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

- Expiration: The Temporary Use Permit remains in effect until:
- (a) The date that the permit expires; or
 - (b) Two years after the permit was issued, whichever comes first.

Temporary Industrial Use Permit Area No. 7

Temporary Truck Parking

- Purpose: To allow vehicles exceeding 5,000 kg. [11,023 lbs.] G.V.W. parking on a temporary basis.
- Location: Parcel Identifier: 003-748-812
Lot 99, Section 20, Township 2, New Westminster District, Plan 66202.
(13376 Comber Way)
- Conditions: The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.
- Expiration: This Temporary Use Permit remains in effect until:
- a) the date that the Permit expires; or
 - b) two years after the Permit was issued, whichever occurs first.

Temporary Industrial Use Permit Area No. 9

Temporary Storage and Parking of Vehicles

- Purpose: To allow the storage and parking of new vehicles, weighing less than 5,000 kilograms [11,023 lbs] GVW.
- Location: Lot 6, Section 4, Township 8, NWD, Plan 19148.
- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit; and
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.
- Expiration: This Temporary Use Permit remains in effect until:
- (a) The date that the Permit expires; or
 - (b) Two years after the Permit was issued, whichever occurs first.

Temporary Industrial Use Permit Area No. 10

Temporary Truck Parking Facilities

Temporary Truck Parking Facilities

Purpose: To allow the development and operation of temporary truck parking facilities.

Location: In Light Impact Industrial (IL), Light Impact Industrial 1 (IL-1) and High Impact Industrial (IH) zones.

Conditions: **1. Zoning By-law Requirements**

- (a) The Zoning By-law requirement for the construction of a permanent building, including washroom facilities, with a minimum area of 100 square meters (1,076 sq. ft.) is waived; and
- (b) The Zoning By-law requirement for paving the parking area with asphalt, concrete or other similar pavement is modified to allow the use of other surfacing materials suitable for truck traffic as approved by the General Manager of Engineering.

2. Landscaping Requirements

- (a) The boundaries of a truck parking facility located adjacent to uses other than a residential use shall be landscaped and/or buffered to the City specifications to mitigate visual and noise impacts on adjacent developments;
- (b) The boundaries of a truck parking facility located adjacent to residential designated area shall provide increased landscaping and other buffering and/or additional noise attenuation measures to be determined, on a case by case basis, by the City to mitigate visual and noise impacts on adjacent developments;
- (c) All required landscaping works and planting materials must be maintained for the life of the Temporary Use Permit; and

- (d) The City's Landscape Architect will inspect the site, or require inspection of the site by a registered landscape architect, to ensure the work is completed and to approve the landscaping prior to issuance of a Temporary Use Permit.

3. Environmental Considerations

If the site contains a creek, or is in proximity to a creek on an adjoining property, creek protection areas as defined in the Land Development Guidelines are required. Should the applicant wish to relax these requirements, an application is required to the Environmental Review Committee for its consideration.

4. Engineering Services Requirements

- (a) A storm water servicing concept and lot grading plan must be submitted to the City's Engineering Department for review and approval;
- (b) The street fronting the property must be constructed to a structural and width standard to accommodate trucks to the satisfaction of the General Manager, Engineering;
- (c) All other engineering requirements such as rights-of-way, where necessary, must be addressed to the satisfaction of the General Manager, Engineering;
- (d) The parking area shall be designed to support the anticipated vehicle load in order to prevent dirt from being tracked onto the City roadway;
- (e) An area of asphalt or concrete paving shall be provided on the site in the area where its driveway meets the fronting road to prevent tracking of dirt or mud onto the public street, to the satisfaction of the General Manager, Engineering; and
- (f) City Staff to perform a site inspection to ensure that all site requirements have been met prior to issuance of a Temporary Use Permit.

5. Planning Requirements

- (a) Sealed engineering or architectural drawings and related information are to be provided to the satisfaction of the General Manager of Planning and Development related to the layout of the site including any buildings or structures on the site, site access, drive aisles, parking stall layout, signage and landscaping, demonstrating that the layout as proposed will allow for adequate space for manoeuvring and parking of all vehicles on site in an orderly manner up to the full capacity of the parking lot;
- (b) The parking spaces in the truck parking lot are to be visually delineated at all times to the satisfaction of the General Manager of Planning and Development so as to assist in ensuring the orderly parking of vehicles on the site at all times; and
- (c) Adequate washroom facilities are to be provided on site to the satisfaction of the General Manager of Planning and Development but in any case there shall be a minimum of one such facility on site.

6. Outside Agency Requirements

The Ministry of Transportation and Infrastructure is required to comment on all applications which front a Provincial Highway.

7. General Requirements

- (a) The following activities are prohibited on the lot: truck washing, vehicle maintenance truck fuel storage or refuelling, storage of waste petroleum fluids, parking or storage of vehicles containing Dangerous Goods as defined by the *Transport of Dangerous Goods Act*. This requirement shall be placed as a condition in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

- Expiration: The Temporary Use Permit shall stay in effect until:
- (a) The date that the permit expires; or
 - (b) Two years after the permit was issued; whichever occurs first.

Temporary Industrial Use Permit Area No. 11:

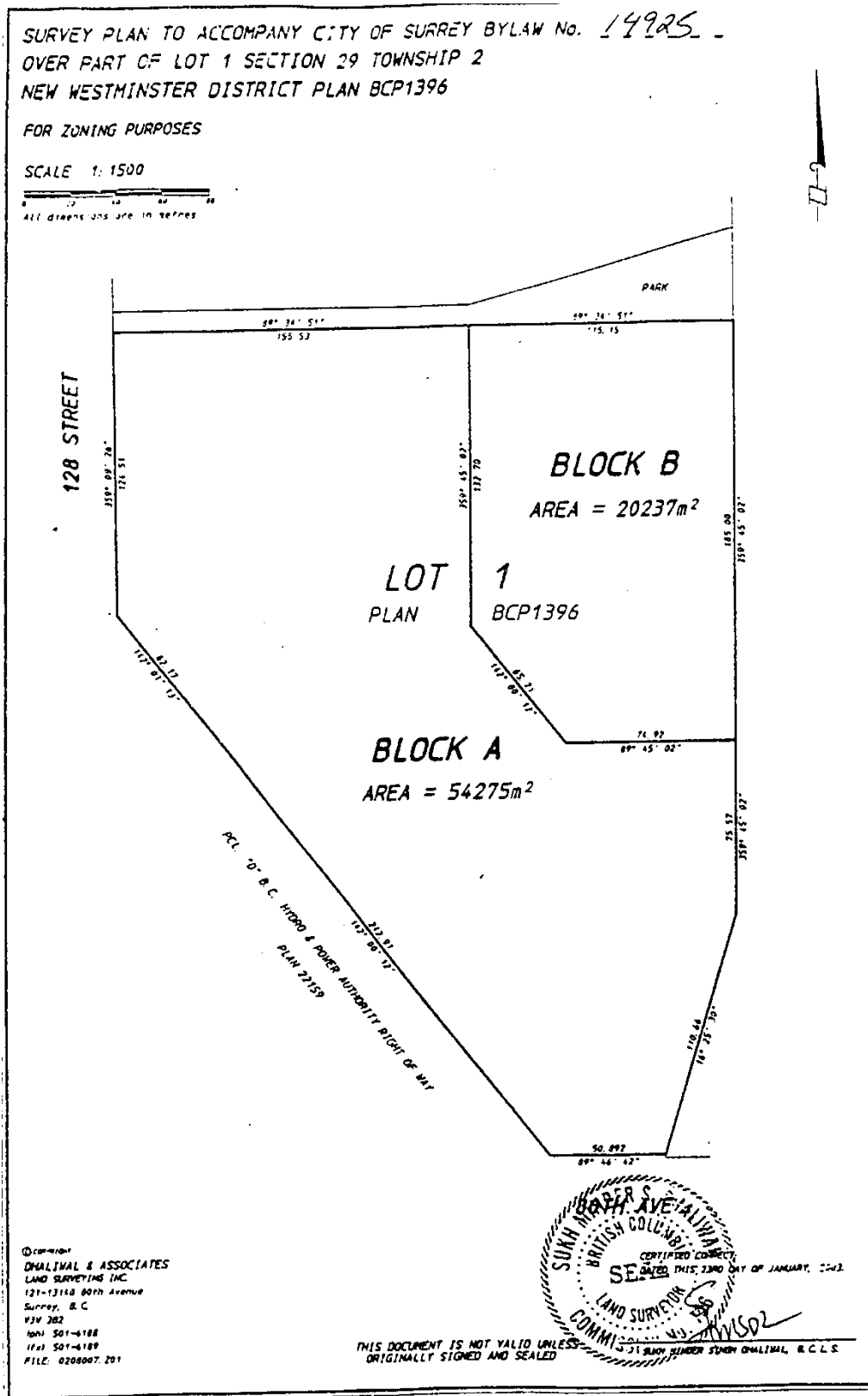
Temporary Soil Processing Operation

Purpose: To allow a soil processing operation for a period not exceeding two years.

Location: Block B of Lot 1 Section 29 Township 2 New Westminster District Plan BCP 1396 as shown on the following map, containing 20,237 square metres.

- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit; and
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

- Expiration: The Temporary Use Permit remains in effect until:
- (a) The date that the permit expires; or
 - (b) Two years after the permit is issued, whichever comes first.



Temporary Industrial Use Permit Area No. 11

Temporary Industrial Use Permit Area No. 12

Temporary Truck Parking Facility

Purpose: To allow the development and operation of a temporary truck and automotive parking facility.

Location: Parcel Identifier: 007-332-327
North 346.37 Feet Lot "B" Except Part Subdivided by Plan 28323 Section 20
Block 5 North Range 2 West New Westminster District Plan 3231

12486 - 108 Avenue

Parcel Identifier: 009-779-671
Parcel 1 Section 20 Block 5 North Range 2 West New Westminster District
Reference Plan 76897

12403 Old Yale Road

- Conditions:
- 1. Zoning By-law Requirements**
 - (a) The Zoning By-law requirement for the construction of a permanent building, including washroom facilities, with a minimum area of 100 square metres [1,076 sq.ft.] is waived; and
 - (b) The Zoning By-law requirement for paving the parking area with asphalt, concrete or other similar pavement is waived and the use of other surfacing materials, acceptable to the General Manager of Engineering, is allowed.
 - 2. Landscaping Requirements**
 - (a) The boundaries of a truck parking facility shall be landscaped and/or buffered to the City specifications to mitigate visual and noise impacts on adjacent developments; and
 - (b) All required landscaping works and planting materials must be maintained for the life of the Temporary Use Permit. A security deposit may be held by the City to ensure the maintenance of the landscaping.
 - 3. Engineering Servicing Requirements**
 - (a) A storm water servicing concept and lot grading plan must be submitted to the City's Engineering Department for review and approval;
 - (b) The street fronting the property must be constructed to a structural and width standard to accommodate trucks to the satisfaction of the General Manager, Engineering;

- (c) All other engineering requirements such as rights-of-way where necessary must be addressed to the satisfaction of the General Manager, Engineering;
- (d) The parking shall be designed to support the anticipated vehicle load in order to prevent dirt from being tracked onto the City roadway; and
- (e) Some area of asphalt or concrete paving shall be provided on the site near its driveway to the fronting road to prevent tracking of dirt or mud onto the public street.

4. General Requirements

- (a) A Restrictive Covenant shall be registered on the title of the lot and shall include a notification that truck washing, truck fuel storage or refuelling, storage of waste petroleum fluids and vehicle maintenance onsite are prohibited;
- (b) A security deposit, as specified in the Temporary Use Permit, is to be held by the City to ensure the subject lands are restored to their predevelopment state, within a specified period of time after expiry of the Temporary Use Permit, as specified in the Temporary Use Permit; and
- (c) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: This Temporary Use Permit remains in effect until:

- (a) The date that the Permit expires; or
- (b) Two years after the Permit was issued, whichever occurs first.

Temporary Industrial Use Permit Area No. 13

Temporary Contractor's Storage Yard

Purpose: To allow a temporary office and storage yard for contractor's equipment for a period not to exceed two years.

Location: Lot 22 Except: Parcel "A" (Explanatory Plan 9929) Section 4 Block 5 North Range 2 West New Westminster District Plan 6630

13011 - 116 Avenue

Lot 23 Section 4 Block 5 North Range 2 West New Westminster District Plan 6630

11618 - 130 Street

Parcel "A" (Explanatory Plan 9929) Lot 22 Section 4 Block 5 North Range 2 West New Westminster District Plan 6630

13059 - 116 Avenue

Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: This Temporary Use Permit remains in effect until:

- (a) The date that the Permit expires; or
- (b) Two years after the Permit was issued, whichever occurs first.

Temporary Industrial Use Permit Area No. 14

Temporary Recreational Vehicle Parking

Purpose: To allow the storage of recreational vehicles (straight hitch, fifth-wheel and RVs) for a period not to exceed two years.

Location: Parcel Identifier: 009-599-215
Parcel "B" (559233E) Lot 24 Except:
Firstly: Parcel "A" (Explanatory Plan 17400)
Secondly: Part Subdivided by Plan 27569;
Section 23 Township 1 New Westminster District Plan 20916

2743 – 156 Street

Parcel Identifier: 008-905-576
Lot 56 Section 23 Township 1 New Westminster District Plan 27569

2715 – 156 Street

Conditions:

- (a) A security is held by the City of Surrey to ensure that the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: This Temporary Use Permit remains in effect until:

- (a) The date that the Permit expires; or
- (b) Two years after the Permit was issued, whichever occurs first.

Temporary Industrial Use Permit Area No. 15

Temporary Truck Parking Facility

Purpose: To allow the development and operation of a temporary truck parking facility.

Location: Lot 4 Section 19 Township 2 New Westminster District Plan LMP14761
(7767 - 128 Street)

Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit;
- (b) Submission of a landscaping plan and submission of appropriate securities to ensure compliance with the landscaping plan; and
- (c) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: This Temporary Use Permit remains in effect until:

- (a) The date that the Permit expires; or
- (b) Two years after the Permit was issued, whichever occurs first.

Temporary Industrial Use Permit Area No. 16

Temporary Contractor's Storage Yard

Purpose: To allow the storage and parking of large industrial equipment and trucks.

Location: Parcel Identifier: 026-038-234, Lot 1 District Lot 99 Group 2 New
Westminster District Plan BCP13185

18386 - 96 Avenue

- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state, within a specified period of time, as stated in the Temporary Use Permit;
 - (b) Submission of a landscaping plan and submission of appropriate securities to ensure compliance with the landscaping plan; and
 - (c) The subject lands are to be used in accordance with the provisions of the Temporary Industrial Use Permit.

Expiration: This Temporary Industrial Use Permit remains in effect until:

- (a) The date that the Permit expires; or
- (b) Two years after the Permit was issued, whichever occurs first.

Temporary Industrial Use Permit Area No. 21

Demonstration Modular Plant

Purpose:

Parcel Identifier: 008-978-425

Location: Lot 4 Section 18 Township 8 New Westminster District Plan
27370

6925 - 176 Street

- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state; and
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Industrial Use Permit.

Expiration: The Temporary Industrial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Industrial Use Permit;
or
- (b) Two years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 22

Soil Processing Operation

Purpose: To allow a soil processing operation for a period not exceeding two years.

Parcel Identifier: 000-540-706
000-675-873

Location: That portion of Lot 3 Except: Part on SRW Plan 25810 Section 23 Township 1 New Westminster District Plan 10600 shown as Block 'A' on the following map.

2678 – 156 Street

That portion of Lot 2 Except: Part on SRW Plan 25810 Section 23 Township 1 New Westminster District Plan 10600 shown as Block 'A' on the following map.

2660 – Croydon Drive

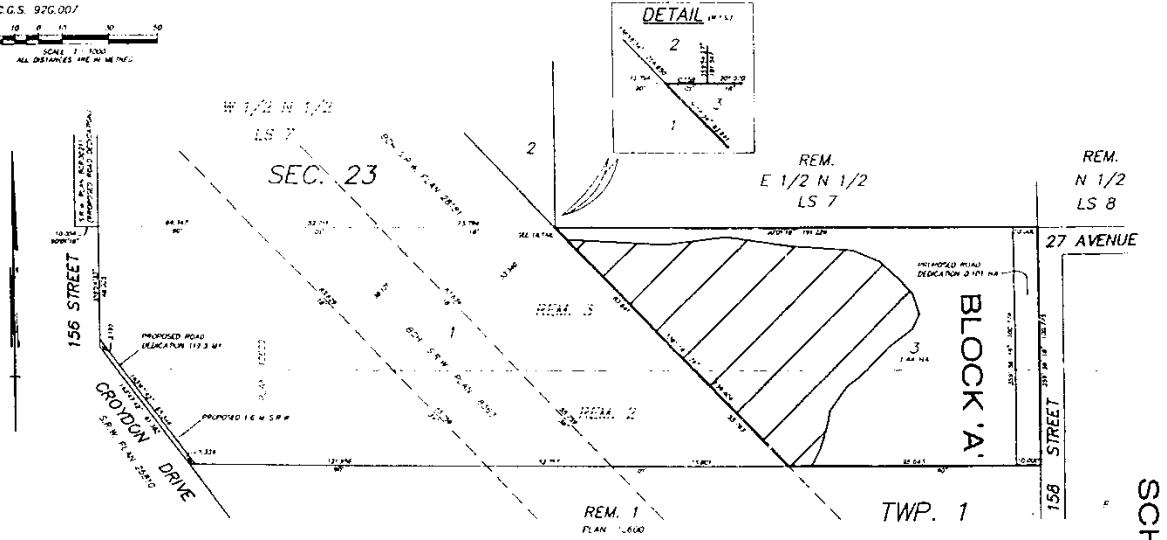
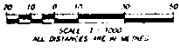
Conditions: (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state; and
(b) The subject lands are to be used in accordance with the provisions of the Temporary Industrial Use Permit.

Expiration: The Temporary Industrial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Industrial Use Permit;
or
- (b) Two years after the Temporary Industrial Use Permit was issued.

PROPOSED SUBDIVISION OF
 WEST HALF THE NORTH HALF LEGAL SUBDIVISION 7,
 LOT 2 EXCEPT PART ON S.R.W. PLAN 25810, PLAN 10600,
 AND
 LOT 3 EXCEPT PART ON S.R.W. PLAN 25810, PLAN 10600,
 ALL WITHIN SECTION 23, TOWNSHIP 1, NEW WESTMINSTER DISTRICT

B.C.G.S. 970.007



APPROXIMATE EXTENT OF SOIL PROCESSING ACTIVITY
 ON PROPOSED LOT 3 (0.742 HAZ)

GURRAY & ASSOCIATES
 501-1244 82nd AVENUE
 SURREY, B.C.
 L.W. 519
 (604) 592-5183

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT
 (CITY OF SURREY)

FILE 9309-1
 JUNE 19TH, 21

Temporary Industrial Use Permit Area No. 22

Temporary Industrial Use Permit Area No. 23

Temporary Parking of Vehicles

- Purpose: To allow 73 surface parking stalls.
- Parcel Identifier: 010-526-951
- Location: Lot "B", Except in Plan BCP 23653 Section 3 Township 2 New Westminster District Plan 19514
Portion of 14844 - No. 10 (56 Avenue) Highway
- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state; and
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Industrial Use Permit.
- Expiration: The Temporary Industrial Use Permit will remain in effect until the earlier of the following:
- (a) The date specified in the Temporary Industrial Use Permit; or
 - (b) Two years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 27

Temporary Truck Parking Facility

- Purpose: To allow the development of a temporary truck parking facility for vehicles exceeding 5,000 kg [11,023 lbs.] gross vehicle weight.
- Parcel Identifier: 027-451-232
- Location: Lot A Section 19 Block 5 North Range 2 West New Westminster District Plan BCP35595
12175 - 104 Avenue

- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state; and
 - (c) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Temporary Industrial Use Permit Area No. 29

As amended by Bylaw No. 18200, 10/20/14

Construction Material and Equipment Storage

Purpose: To allow a temporary construction storage yard for a period not to exceed three years

Location: Parcel Identifier: 012-203-661
East Half of the South Half Lot 10 Section 4 Township 8 New
Westminster District Plan 1461

19061 - 54 Avenue

- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state;
 - (b) The subject lands are to be used in accordance with the provisions of this Temporary Industrial Use Permit;

Expiration: The Temporary Industrial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Industrial Use Permit;
or
- (b) Three years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 30**Outdoor Steel Storage**

Purpose: To allow a temporary steel storage yard and office for a period not to exceed two years.

Location: Parcel Identifier: 002-492-831
Lot B District Lot 6 Group 2 New Westminster District Plan 70521
Except: Part Dedicated Road on Plan BCP40462
10669 Fir Road
Parcel Identifier: 002-492-849
Lot C District Lot 5 Group 2 New Westminster District Plan 70521
Except: Part Dedicated Road on Plan BCP40462
10695 Fir Road
Parcel Identifier: 002-397-676
Lot 5 District Lot 5 Group 2 New Westminster District Plan 5502
Except: Firstly: Part Subdivided by Plan 70521, Secondly: Part
Dedicated Road on Plan BCP40463
10749 Fir Road
Parcel Identifier: 002-397-668
Lot 2 District Lot 5 Group 2 New Westminster District Plan 5502
Except: Firstly: Part Subdivided by Plan 70521, Secondly: Part
Dedicated Road on Plan BCP40463
10775 Fir Road
Parcel Identifier: 002-216-710
Lot "A" (X35544) Block 18 District Lot 7 Group 2 New Westminster
District Plan 546

11927 Tannery Road
Parcel Identifier: 018-844-243
Lot 1 Block 18 District Lot 7 Group 2 New Westminster District Plan
LMP17747

10660 Speen Road

Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state;
- (b) The subject lands are to be used in accordance with the provisions of this Temporary Industrial Use Permit;
- (c) The issuance of a Temporary Trailer Permit; and
- (d) From the property line to 7.5 metres (25 ft.), steel storage shall be limited to 2.2 metres (7.2 ft.) in height. On all other portions of the property, steel storage shall be limited to a maximum of 4.25 metres (14 ft.) in height Expiration:
The Temporary Industrial Use Permit will remain in effect until the earlier of the following:
 - (a) The date specified in the Temporary Industrial Use Permit; or
 - (b) Two years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 31

Truck Parking

- Purpose: To allow vehicles exceeding 5,000 Kg. [11,023 lbs.] gross vehicle weight parking on a temporary basis.
- Parcel Identifier: 023-645-709
- Location: Lot 1 Section 25 Block 5 North Range 3 West New Westminster
District Plan LMP31340

10198 Grace Road
- Conditions: (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state; and

(b) The subject lands are to be used in accordance with the provisions of the Temporary Industrial Use Permit.
- Expiration: The Temporary Industrial Use Permit will remain in effect until the earlier of the following:
- (a) The date specified in the Temporary Industrial Use Permit;
or
- (b) Two years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 32

Temporary Truck Parking Facility

- Purpose: To allow the development of a temporary truck parking facility for vehicles exceeding 5,000 kg [11,023 lbs.] gross vehicle weight.
- Parcel Identifier: 023-380-811
- Location: Lot 7 Section 25 Block 5 North Range 3 West New Westminster
District Plan LMP27717

10128 Grace Road

- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state; and
 - (c) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.
- Expiration:
- The Temporary Industrial Use Permit will remain in effect until the earlier of the following:
- (a) The date specified in the Temporary Industrial Use Permit; or
 - (b) Two years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 34

Temporary Outdoor Storage Facility

Purpose: To allow the outdoor storage of construction waste bins and related goods on a temporary basis.

Location: Parcel Identifier: 027-100-715
Lot 5 Section 3 Township 8 New Westminster District Plan
BCP30413

5478 Production Boulevard

Parcel Identifier: 027-100-723
Lot 6 Section 3 Township 8 New Westminster District Plan
BCP30413

5454 Production Boulevard

- Conditions:
- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state which includes the removal of the temporary office trailer; and
 - (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

- Expiration: The Temporary Industrial Use Permit will remain in effect until the earlier of the following:
- (a) The date specified in the Temporary Industrial Use Permit;
or
 - (b) Two years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 35

Cardlock Fuelling Facility

Purpose: To allow a card lock fuelling facility for vehicles exceeding 5,000 Kg. [11,023 lbs.] gross vehicle weight on a temporary basis.

Parcel Identifier: 011-856-301

Location: Lot 4 Block 7 District Lot 7 Group 2 New Westminster District Plan 546

10752 Timberland Road

Parcel Identifier: 001-633-031

Location: Lot 5 Block 7 District Lots 7 and 8 Group 2 New Westminster District Plan 546

10734 Timberland Road

Parcel Identifier: 011-856-319

Location: Lot 6 Block 7 District Lots 7 and 8 Group 2 New Westminster District Plan 546

11807 Tannery Road

Parcel Identifier: 023-041-439

Location: Parcel 1 (Statutory Right of Way Plan LMP21201) of Lot A District Lot 7 Group 2 New Westminster District Plan LMP14067 Except Plan BCP33957

10768 Timberland Road

- Conditions: Submission of security to ensure the use is discontinued two years from date of issuance of the Temporary Use Permit.
- Expiration: The Temporary Industrial Use Permit will remain in effect until two years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 36

Truck Parking

- Purpose: To allow the development and operation of a temporary truck and trailer parking facility for vehicles exceeding 5,000 Kg. [11,023 lbs.] gross vehicle weight and the operation of a trucking business.

- Parcel Identifier: 002-395-614

- Location: Lot 2, Except: Part on Statutory Right of Way Plan LMP20327,
Section 19 Block 5 North Range 2 West New Westminster District
Plan 3987

10716 Scott Road

- Conditions:
- 1. Zoning By-law Requirements**
 - (a) The Zoning By-law requirement for the construction of a permanent building, including washroom facilities, with a minimum area of 100 square meters (1,076 sq. ft.) is waived; and
 - (b) The Zoning By-law requirement for paving the parking area with asphalt, concrete or other similar pavement is modified to allow the use of other surfacing materials suitable for truck traffic as approved by the General Manager of Engineering.
 - 2. Landscaping Requirements**
 - (a) The boundaries of a truck parking facility located adjacent to uses other than a residential use shall be landscaped and/or buffered to the City specifications to mitigate visual and noise impacts on adjacent developments;

- (b) The boundaries of a truck parking facility located adjacent to residential designated area shall provide increased landscaping and other buffering and/or additional noise attenuation measures to be determined, on a case by case basis, by the City to mitigate visual and noise impacts on adjacent developments;
- (c) All required landscaping works and planting materials must be maintained for the life of the Temporary Use Permit; and
- (d) The City's Landscape Architect will inspect the site, or require inspection of the site by a registered landscape architect, to ensure the work is completed and to approve the landscaping prior to issuance of a Temporary Use Permit.

3. Environmental Considerations

If the site contains a creek, or is in proximity to a creek on an adjoining property, creek protection areas as defined in the Land Development Guidelines are required. Should the applicant wish to relax these requirements, an application is required to the Environmental Review Committee for its consideration.

4. Engineering Services Requirements

- (a) A storm water servicing concept and lot grading plan must be submitted to the City's Engineering Department for review and approval;
- (b) The street fronting the property must be constructed to a structural and width standard to accommodate trucks to the satisfaction of the General Manager, Engineering;
- (c) All other engineering requirements such as rights-of-way, where necessary, must be addressed to the satisfaction of the General Manager, Engineering;
- (d) The parking area shall be designed to support the anticipated vehicle load in order to prevent dirt from being tracked onto the City roadway;
- (e) An area of asphalt or concrete paving shall be provided on the site in the area where its driveway meets the fronting road to prevent tracking of dirt or mud onto the public street, to the satisfaction of the General Manager, Engineering; and
- (f) City Staff to perform a site inspection to ensure that all site requirements have been met prior to issuance of a Temporary Use Permit.

5. Planning Requirements

- (a) Sealed engineering or architectural drawings and related information are to be provided to the satisfaction of the General Manager of Planning and Development related to the layout of the site including any buildings or structures on the site, site access, drive aisles, parking stall layout, signage and landscaping, demonstrating that the layout as proposed will allow for adequate space for manoeuvring and parking of all vehicles on site in an orderly manner up to the full capacity of the parking lot;
- (b) The parking spaces in the truck parking lot are to be visually delineated at all times to the satisfaction of the General Manager of Planning and Development so as to assist in ensuring the orderly parking of vehicles on the site at all times; and
- (c) Adequate washroom facilities are to be provided on site to the satisfaction of the General Manager of Planning and Development but in any case there shall be a minimum of one such facility on site.

6. General Requirements

- (a) The following activities are prohibited on the lot: truck washing, vehicle maintenance truck fuel storage or refuelling, storage of waste petroleum fluids, parking or storage of vehicles containing Dangerous Goods as defined by the *Transport of Dangerous Goods Act*. This requirement shall be placed as a condition in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration:

The Temporary Industrial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Industrial Use Permit; or
- (b) Two years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 39

Truck Parking

Purpose: To allow the development and operation of a temporary truck and trailer parking facility for vehicles exceeding 5,000 Kg. [11,023 lbs.] gross vehicle weight and the operation of a trucking business.

Parcel Identifier: 008-968-471

Location: Lot 3, Except: Part on SRW Plan LMP20327 Section 19 Block 5 North Range 2 West New Westminster District Plan 3987

10692 Scott Road

Conditions:

1. Zoning By-law Requirements

- (a) The Zoning By-law requirement for the construction of a permanent building, including washroom facilities, with a minimum area of 100 square meters (1,076 sq. ft.) is waived; and
- (b) The Zoning By-law requirement for paving the parking area with asphalt, concrete or other similar pavement is modified to allow the use of other surfacing materials suitable for truck traffic as approved by the General Manager of Engineering.

2. Landscaping Requirements

- (a) The boundaries of a truck parking facility located adjacent to uses other than a residential use shall be landscaped and/or buffered to the City specifications to mitigate visual and noise impacts on adjacent developments;
- (b) The boundaries of a truck parking facility located adjacent to residential designated area shall provide increased landscaping and other buffering and/or additional noise attenuation measures to be determined, on a case by case basis, by the City to mitigate visual and noise impacts on adjacent developments;

- (c) All required landscaping works and planting materials must be maintained for the life of the Temporary Use Permit; and
- (d) The City's Landscape Architect will inspect the site, or require inspection of the site by a registered landscape architect, to ensure the work is completed and to approve the landscaping prior to issuance of a Temporary Use Permit.

3. Environmental Considerations

If the site contains a creek, or is in proximity to a creek on an adjoining property, creek protection areas as defined in the Land Development Guidelines are required. Should the applicant wish to relax these requirements, an application is required to the Environmental Review Committee for its consideration.

4. Engineering Services Requirements

- (a) A storm water servicing concept and lot grading plan must be submitted to the City's Engineering Department for review and approval;
- (b) The street fronting the property must be constructed to a structural and width standard to accommodate trucks to the satisfaction of the General Manager, Engineering;
- (c) All other engineering requirements such as rights-of-way, where necessary, must be addressed to the satisfaction of the General Manager, Engineering;
- (d) The parking area shall be designed to support the anticipated vehicle load in order to prevent dirt from being tracked onto the City roadway;
- (e) An area of asphalt or concrete paving shall be provided on the site in the area where its driveway meets the fronting road to prevent tracking of dirt or mud onto the public street, to the satisfaction of the General Manager, Engineering; and
- (f) City Staff to perform a site inspection to ensure that all site requirements have been met prior to issuance of a Temporary Use Permit.

5. Planning Requirements

- (a) Sealed engineering or architectural drawings and related information are to be provided to the satisfaction of the General Manager of Planning and Development related to the layout of the site including any buildings or structures on the site, site access, drive aisles, parking stall layout, signage and landscaping, demonstrating that the layout as proposed will allow for adequate space for manoeuvring and parking of all vehicles on site in an orderly manner up to the full capacity of the parking lot;
- (b) The parking spaces in the truck parking lot are to be visually delineated at all times to the satisfaction of the General Manager of Planning and Development so as to assist in ensuring the orderly parking of vehicles on the site at all times; and
- (c) Adequate washroom facilities are to be provided on site to the satisfaction of the General Manager of Planning and Development but in any case there shall be a minimum of one such facility on site.

6. General Requirements

- (a) The following activities are prohibited on the lot: truck washing, vehicle maintenance truck fuel storage or refuelling, storage of waste petroleum fluids, parking or storage of vehicles containing Dangerous Goods as defined by the *Transport of Dangerous Goods Act*. This requirement shall be placed as a condition in the Temporary Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration:

The Temporary Industrial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Industrial Use Permit; or
- (b) Two years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 41:**Temporary B.C. Hydro High-Voltage Training Facility**

Purpose: To permit a high-voltage training facility on the B.C. Hydro Surrey Campus.

Location: Parcel Identifier: 019-150-768
Lot B Section 30 Township 2 New Westminster District Plan LMP21515
12582 – 84 Avenue

Conditions: (a) A security deposit is held by the City of Surrey to ensure the removal of any buildings and structures; and

(b) The subject property is to be used in accordance with the provisions of the Temporary Use Permit.

Temporary Industrial Use Permit Area No. 42:**Outside Storage of Materials**

Purpose: To permit the outside storage of precast concrete and associated construction materials not to exceed three years.

Location: Parcel Identifier: 012-203-254
Parcel "A" (Explanatory Plan 42962) Lot 4 Section 4 Township 8 New Westminster District Plan 1461
18998 - 54 Avenue

Conditions: (a) The throat of the driveway is to be paved;

(b) The riparian area along the west property line is to be fenced and protected;

(c) The property is to be graded to the satisfaction of the Engineering Department must satisfy BC Building Code requirements; and

(d) The subject property is to be used in accordance with the provisions of the Temporary Industrial Use Permit.

Expiration: The Temporary Industrial Use Permit will remain in effect until the date specified in the Temporary Industrial Use Permit.

Temporary Industrial Use Permit Area No. 43

Temporary Parking of Vehicles

- Purpose: To allow short-term parking of up to 34 vehicles weighing less than 5,000 kilograms [11,023 lbs] G.V.W.
- Location: Parcel Identifier: 028-737-890
Lot 4 Section 14 Township 2 New Westminster District Plan BCP49715
6611 – 152A Street
- Conditions: The subject property is to be used in accordance with the provisions of the Temporary Use Permit.
- Expiration: The Temporary Industrial Use Permit will remain in effect for three years after the date of issuance.

Temporary Industrial Use Permit Area No. 44

Security Guard Training School

- Purpose: To allow the development and operation of a security guard training school.
- Parcel Identifier: 001-731-688
- Location: Parcel "A" (Explanatory Plan 10527) Lot 1 Section 17 Block 5 North Range 2 New Westminster District Plan 8343
10926 and 10928 Scott Road
- Conditions:
- 1. Zoning By-law Requirements**
 - (a) The Zoning By-law requirement for the construction of a permanent building, including washroom facilities, with a minimum area of 100 square meters (1,076 sq. ft.) is waived;
 - (b) The Zoning By-law requirement for paving the parking area with asphalt, concrete or other similar pavement is modified to allow the use of other surfacing materials suitable for traffic as approved by the General Manager of Engineering; and
 - (c) The Zoning By-law requirement for minimum 7.5-metre (25 ft.) setbacks are reduced to 4.6 metres (15 ft.) for the rear and north side yard setbacks and 3.5 metres (11 ft.) for the south side yard setback.

2. Landscaping Requirements

- (a) All required landscaping works and planting materials must be maintained for the life of the Temporary Industrial Use Permit; and
- (b) The City's Landscape Architect will inspect the site, or require inspection of the site by a registered landscape architect, to ensure the work is completed and to approve the landscaping prior to issuance of a Temporary Industrial Use Permit.

3. Engineering Services Requirements

- (a) All sanitary sewer and water services must be to the satisfaction of the General Manager, Engineering; and
- (b) All parking surfaces are to remain as gravel and are to drain to the satisfaction of the General Manager, Engineering.

4. Planning Requirements

- (a) Adequate washroom facilities are to be provided within the trailer to the satisfaction of the General Manager, Planning and Development; and
- (b) A security deposit is held by the City of Surrey to ensure the removal of any buildings and structures.

Expiration:

The Temporary Industrial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Industrial Use Permit; or
- (b) Three years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 47

Crane, Truck and Support Vehicle Storage Facility

Purpose: To allow the development and operation of a temporary storage facility for cranes, boom trucks and support *vehicles* exceeding 5,000 Kg. [11,023 lbs.] *gross vehicle weight*.

Legal Description: 005-755-522
Lot 39 Except: Parcel A (Statutory Right of Way Plan BCP27064),
Section 32 Township 8 New Westminster District Plan 59465

Location: 17944 - 96 Avenue

Conditions:

1. Zoning By-law Requirements

- (a) The Zoning By-law requirement for the construction of a permanent *building*, including washroom facilities, with a minimum area of 100 square meters (1,076 sq. ft.) is waived; and
- (b) The Zoning By-law requirement for paving the parking area with asphalt, concrete or other similar pavement is modified to allow the use of other surfacing materials suitable for truck traffic as approved by the General Manager of Engineering.

2. Engineering Services Requirements

- (a) Construct a maximum 11-metre (36 ft.) wide *driveway* access to 180 Street;
- (b) Ensure no increase in storm runoff through onsite storm water management controls; and
- (c) Provide on-site stormwater water quality management feature.

3. Planning Requirements

- (a) Sealed engineering or architectural drawings and related information are to be provided to the satisfaction of the General Manager of Planning and Development related to the layout of the site including any *buildings* or *structures* on the site, site access, drive aisles, parking stall layout, signage and landscaping, demonstrating that the layout as proposed will allow for adequate space for manoeuvring and parking of all *vehicles* on site in an orderly manner up to the full capacity of the parking lot;

4. General Requirements

- (a) The following activities are prohibited on the *lot*: truck washing, vehicle maintenance, truck fuel storage or refuelling, storage of waste petroleum fluids, parking or storage of vehicles containing Dangerous Goods as defined by the *Transport of Dangerous Goods Act*. This requirement shall be placed as a condition in the Temporary Industrial Use Permit; and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Industrial Use Permit.

Expiration:

The Temporary Industrial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Industrial Use Permit; or
- (b) Three years after the Temporary Industrial Use Permit was issued.

Temporary Industrial Use Permit Area No. 50

Temporary Outdoor Storage Facility

Purpose: To allow the outdoor storage of construction waste bins and related goods on a temporary basis.

Location: Parcel Identifier: 023-987-855
Parcel 1 Section 34 Township 8 New Westminster District Plan
LMP36077

19388 92 Avenue

Conditions:

- (a) A security deposit is held by the City of Surrey to ensure the subject lands are restored to their original natural state and
- (b) The subject lands are to be used in accordance with the provisions of the Temporary Use Permit.

Expiration: The Temporary Industrial Use Permit will remain in effect until the earlier of the following:

- (a) The date specified in the Temporary Industrial Use Permit;
or
- (b) Three years after the Temporary Industrial Use Permit was issued.

Schedule

C. Development Permit Area Guidelines

Introduction

The City establishes Development Permit Areas and guidelines to control the quality of the built environment within Surrey. Particular areas of the City are designated as Development Permit Areas, with development guidelines specifying the City's objectives and regulations for particular areas and types of development. All developments within a designated Development Permit Area require a Development Permit to be issued by City Council. Development Permit Guidelines are divided into two categories:

- **Common Guidelines** apply generally to all Development Permit Areas, and most often refer to parking, landscaping, site security and streetscapes.
- **Specific Guidelines** may apply in addition to Common Guidelines, addressing certain types of issues such as the form and character of commercial or multiple residential development, or to protect agricultural lands.

Common or Specific guidelines may also be supplemented by additional guidelines derived from Neighbourhood Concept Plans or other urban design guidelines. These supplemental guidelines can be area specific, such as urban design guidelines for Surrey City Centre; guidelines may be issue specific, such as design considerations for crime prevention through environmental design; or guidelines may address specific types of development such as gas stations. Applicable supplemental guidelines are as follows:

1. Form and Character Guidelines for the area in the vicinity of the Douglas Crossing (January 1988) [see Division B].
2. Deleted.
3. Design Guidelines for Gas Stations (April 1996) [see Division D].
5. Form and Character Guidelines for the Crescent Beach Commercial Areas (March 2001) [see Division E].
6. Guidelines for Crime Prevention Through Environmental Design (CPTED) (November 2001) [Division F].

Designated Development Permit Areas

The following areas of the City are designated as Development Permit Areas:

1. All properties outside of the Agricultural designation that are abutting Agricultural designated land are a Development Permit Area for the purpose of protecting farming. All lands located within 300 metres (984 feet) of, but not directly abutting Agricultural designated lands, will be defined as farm-sensitive lands for planning and engineering purposes, but will not necessarily require a Development Permit.
2. All parcels of land within the City are designated as a Development Permit Area for the purpose of controlling the form and character of multiple residential, commercial and industrial development except for:
 - (a) the lands illustrated in Figure C-1 – "Areas not Designated as Development Permit Areas in Schedule C"; or
 - (b) in the case of industrial development, parcels of land located more than 100 metres (328 feet) from all Provincial Highways or Arterial Roads and not located in a business/industrial park or not abutting land in a Suburban, Urban, Multiple Residential, City Centre, Town Centre, Commercial, Rural, Agricultural, Conservation, Indian Reserve or other non-Industrial OCP designation.
3. Notwithstanding 2(b), the entire South Westminster Secondary Plan area is a Development Permit Area.
4. For the purposes of clarity, a Development Permit is not required under clause 2 or 3 where the development project does not contain multiple residential, commercial or industrial development.

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

"Multiple Residential" development means a development consisting of those uses as permitted in Multiple Residential Zones, Mixed-use Zones and Comprehensive Development Zones in the Surrey Zoning By-law, 1993, No. 12000, as amended, and Surrey Zoning By-law, 1979, No. 5942, as amended for residential purposes.

"Commercial" development means a development consisting of those uses as permitted in Commercial Zones, Mixed-use Zones and Comprehensive Development Zones in the Surrey Zoning By-law, 1993, No. 12000, as amended, and Surrey Zoning By-law, 1979, No. 5942, as amended for commercial purposes.

"Industrial" development means a development consisting of those uses as permitted in Industrial Zones and Comprehensive Development Zones in the Surrey Zoning By-law, 1993, No. 12000, as amended, and Surrey Zoning By-law, 1979, No. 5942, as amended for industrial purposes.

"Business/Industrial park" means comprehensively designed industrial development consisting of those uses as permitted in the Business Park Zones (IB and IB-2) in the Surrey Zoning By-law, 1993, No. 12000, as amended, and Surrey Zoning By-law, 1979, No. 5942, as amended.

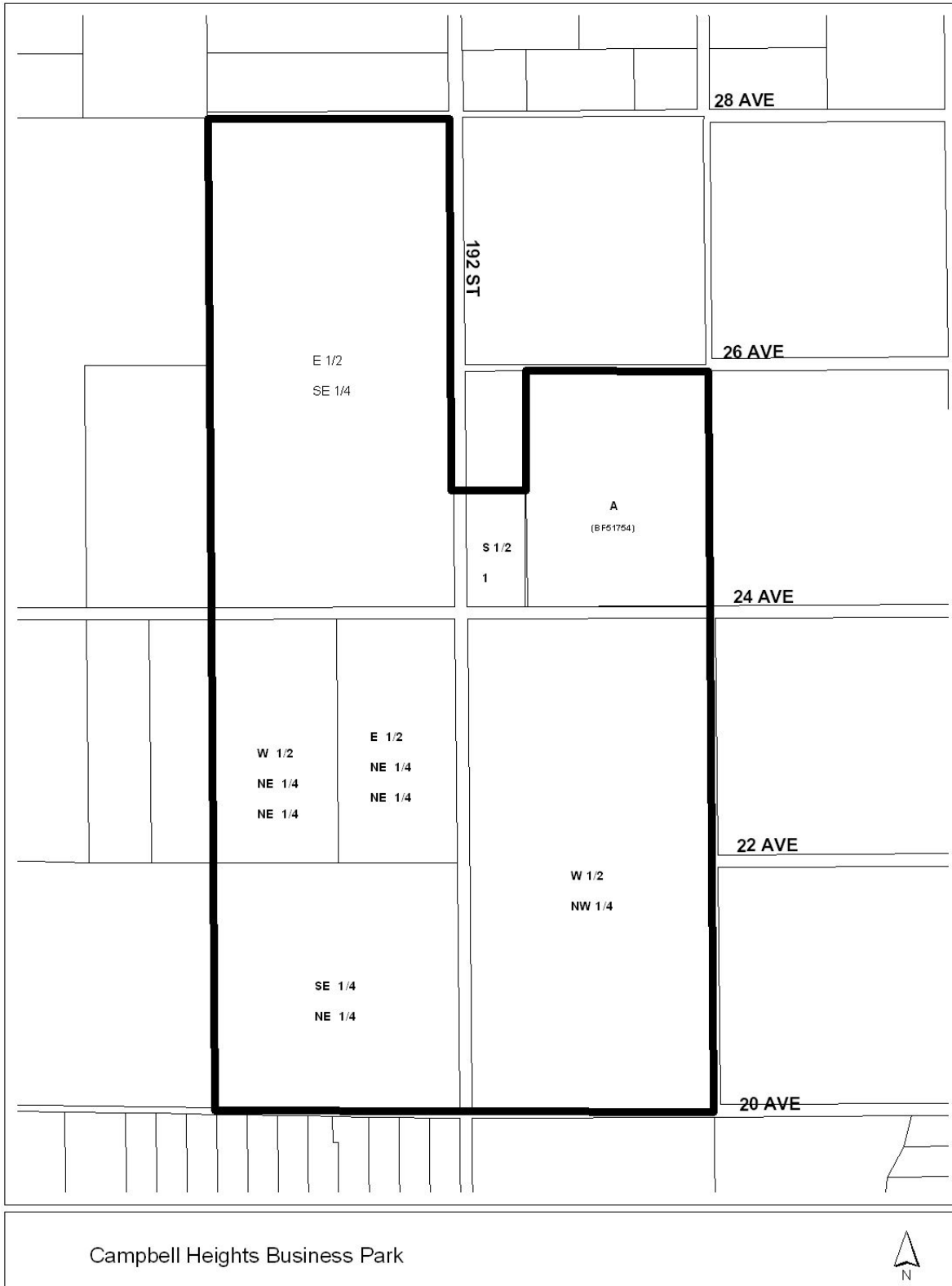


Figure C-1: Areas not Designated as Development Permit Area in Schedule C

Justification

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

- Agriculture is a prominent land use in Surrey and a vital component of the local economy. Continuing growth of the City creates the potential for land use conflicts along the boundaries of Agricultural areas. By creating a Development Permit area and guidelines along boundary of the Agricultural designation, the Plan intends to minimize urban encroachment on agricultural land and farming activities.
- A key strategy of the Plan is to create complete communities and mixed use urban centres, providing a built environment that is safe, attractive, people-friendly, and energy efficient. With the increasing rate of economic commercial and multiple residential development, often characterized by high density and intensity of use, guidelines will ensure high standards in the aesthetics and quality of the built environment while protecting the qualities of the natural environment.
- Industrial areas are important for a strong local economy and as a source of jobs for City residents. But industrial areas and buildings should not detract from the visual and aesthetic qualities of the City. Many industrial areas are located in highly visible areas such as along major roads, at key entrances to the City, or near residential neighbourhoods. Development guidelines for industrial areas and buildings will ensure these areas do not diminish the quality of our communities.

Development Permit Area Guidelines

Common Guidelines:

The following Common Guidelines apply to all commercial and multiple residential developments, to all Comprehensive Development Zones allowing commercial or multiple residential uses, to business parks and to all developments as defined within industrial designated areas. These guidelines are supplemented by Specific Guidelines B through F.

A. All Commercial, Multiple Residential and Applicable Industrial and Comprehensive Developments

A.1 Access, Circulation and Parking

- A.1.1** Consider joint or shared access between adjacent developments. Continuation of driving aisles and pedestrian sidewalks or walkways between adjacent sites is encouraged. Consider shared access between adjacent underground parking structures, especially in commercial developments. In the case of a duplex dwelling unit, a shared driveway access is required.
- A.1.2** Divide large¹ surface parking areas into smaller sections defined by a building or curbed landscaping strips at least 1.5 metres (5 feet) in width and containing trees, shrubs and ground covering plants. In order to facilitate pedestrian connection between the smaller parking sections and protect landscaping, consider providing paved pathways (about 1 metre [3 feet] wide) at strategic intervals across the width of the landscaping strip.
- A.1.3** Locate and design curb-cuts or curb let-downs to accommodate wheelchair/ scooter movement and to provide convenient access to building(s) from the parking space(s) for the disabled. Ensure areas for pedestrian movement are designed to avoid any obstruction by parked vehicles.
- A.1.4** Where applicable, consider providing parking spaces or compounds for recreational vehicles. Locate such areas away from any public street and provide landscaping to screen them, unless they are located within a parking structure.

- A.1.5** In commercial and industrial developments having large surface parking areas, provide a direct and functional pedestrian pathway system through the parking area in order to provide convenient pedestrian access between building entrances and parked cars and sidewalks of the abutting streets. Features such as distinct paving, special landscaping with trees and benches, and overhead weather protection for the pathway should be incorporated. It should be wide enough to accommodate wheelchairs/scooters used by disabled persons and designed with consideration for use by visually impaired persons.
- A.1.6** Design all or a portion of surface parking lots along prominent streets and which are particularly large in area (e.g. in shopping centres), to double as car storage and as outdoor activity spaces, such as outdoor markets, plazas, play areas and seating areas. These spaces should be defined by such features as distinct paving, landscaping, and sheltered areas. Other features such as visual art, water features, display space and lighting to add visual interest and activity to such spaces are encouraged.
- A.1.7** Design the pedestrian access points of underground parking to visually integrate with the interior lighting, finishes and activity areas of a building. For example, providing transparent glazing around elevator and stair lobbies, extending use of some of the interior finishes and design details of the main floor to underground lobbies and locating some of the pedestrian-oriented uses and activities (e.g. dry cleaner and newspaper shop of a commercial development) at the underground parking level.

A.2 Parking Lot Landscaping

- A.2.1** Provide landscaping, including deciduous and coniferous trees, between and at the end of rows of parking, and within and at the periphery of surface parking lots in order to visually break up and partially screen parking from public streets or neighbouring properties. Landscaping should also be used to define parking clusters, highlight pedestrian routes, increase human comfort, provide visual relief, and interrupt paved surfaces to increase natural drainage.
- A.2.2** Trees within parking areas should be of a type and height so that the crown of the tree extends above the height of standard, prevalent types of vehicles that do not require clearance lights.
- A.2.3** In addition to the landscaping and trees required at the periphery of surface parking areas, provide landscaping and shade trees (6 centimeters [2.5 inches] caliper trees are preferred) within parking areas. Consider the following:
- a) Provide shade trees and landscaping at the ends of each parking rank (i.e. a group of parking spaces separated by driving aisles) within a landscaping strip located along the side of parking spaces. At least one shade tree is required at the ends of a single row of parking spaces and two shade trees are required at the ends of two adjoining rows (front to front) of parking spaces.

- b) Provide one landscaping strip containing at least one shade tree along the side of a parking space at the end of every 6 spaces in a single row, or two shade trees along the end of each group of 6 paired spaces (i.e. 12 spaces in two adjoining rows of 6 spaces each front to front); or

Provide a landscaping strip at least 3.6 metres (12 feet) in length and containing at least one shade tree between adjoining rows for each group of 6 paired spaces. Small car spaces may be paired and the difference in length between small car and regular car spaces may be used to provide the landscaping strip.

- c) In any event, a distance of about 20 metres (66 feet) should be maintained between trees within a parking lot.
- d) Each landscaping strip should be curbed and at least 1.5 metres (5 feet) in width. It should contain a combination of shrubs and ground covering plants in addition to shade trees.

The above noted guidelines are provided for general guidance, and could be altered for CHI and IB-2 Zones as required to address interface issues. Alternative schemes for landscaping and tree planting within parking lots may only be considered either in order to accommodate a pedestrian pathway system through a parking area, or if warranted by site specific constraints which must be clearly identified and justified.

A.2.4 Consider reducing the amount of asphalt paving in large parking areas by introducing variation in paving materials (e.g. concrete, decorative pavers and a continuous, shallow concrete gutter or swale with rolled edges to separate parking spaces from driving aisles).

A.2.5 Design and landscape any surface parking area (including roof top parking) likely to be visible from surrounding tall buildings, structures, SkyTrain, bridges or upland areas so as to reduce its visual impact. Consider introducing distinct paving surfaces, geometric patterns, trees, landscaped planters and trellises to improve the visual image of the parking area.

A.2.6 In the case of a surface parking lot for a non-farm use located on Agricultural designated land, provide a minimum 7.5 metres (24.6 feet) wide landscaped buffer consisting of landscaping and fencing along the perimeter of the parking lot which abuts the agricultural land.

A.3 Parking Lot Safety and Security

A.3.1 Ensure convenient, safe and identifiable access routes for all people (including the disabled) to building entrances, lobbies or other principal areas of buildings, and to grade level from any underground or above ground parking structures.

- A.3.2** Avoid locating employee parking in remote areas of parking lots, behind blank walls or within service or loading areas.
- A.3.3** Design the interior spaces and exits from any underground or above ground parking structures for maximum visibility within the parking area. Avoid hidden spaces or alcoves.
- A.3.4** Provide lighting for surface parking lots and in underground and above ground parking structures. Lighting along pedestrian pathways should be at a scale appropriate for pedestrians. Lighting should be located and designed to ensure that all areas are well lit. Maximize and use all opportunities for natural lighting in underground or multi-level above ground parking structures. Walls and ceilings of parking structures, especially underground structures, should be painted white to enhance or reflect light.
- A.3.5** In underground and multi-level above ground parking structures, provide transparent glazing and windows to the elevator and stair lobbies. In order to provide some activity and human presence at the parking level, consider locating such spaces as workshops with windows to the parking area in residential buildings, or retail shops in the case of commercial buildings.
- A.3.6** Design the underground and above ground parking structures to provide easily identifiable access points such as lobbies, stairs and elevators. Use colour schemes, graphics and signs to assist in identification of different areas and levels of the parking structure.
- A.3.7** Consider using electronic security devices and monitoring systems to supplement design considerations in order to increase the level of surveillance and safety in parking areas.

A.4 Bicycle Parking and Storage

- A.4.1** Provide bicycle parking facilities at grade close to building entrances and secure bicycle storage areas within buildings. If the bicycle storage area is provided as part of a parking structure, it should be located close to elevators.

A.5 Site Safety and Security

- A.5.1** Locate and design developments to provide maximum opportunity for surveillance of the interior and exterior spaces from buildings, adjacent streets, walkways or any outdoor areas (including surface parking). Consider the following:
- a) Design main entrances to be prominent, visible and clearly recognizable.

- b) Design the entrance levels of buildings to allow maximum viewing into or from lobbies through the placement, size and type of glazing used in windows and doors to assist in casual surveillance.
- c) Organize and design buildings and landscaping areas to allow maximum overlook of adjacent streets, open spaces, parking areas and entrances by building users and residents.
- d) Illuminate buildings and outdoor spaces to improve visibility. Lighting should be durable, avoid causing glare, and located so as not to impact on privacy within the development and on the adjoining properties.

A.5.2 Use the design and siting of buildings, outdoor spaces and landscaping to define areas for private use and public use, especially for areas abutting streets. Define such areas by landscaping and architectural features (such as low walls, bollards and raised planters) rather than by continuous and solid fences or walls. Maintain opportunities for casual surveillance from the street.

A.5.3 Design access to entrances to be free of barriers and obstructions.

A.6 Landscaping and Fences

A.6.1 Maximize the amount of landscaped areas on site and minimize the amount of impervious paved surfaces to increase the natural absorption of storm water.

A.6.2 Subdivide land, when applicable, and design and locate buildings and outdoor spaces (such as golf courses) to avoid excessive disruption of the natural topography of the site. Retain creeks and ravines in their natural state and use natural landscaping to retain slopes on the site. Integrate buildings and structures with the natural slopes and other significant features.

A.6.3 Identify, preserve and incorporate stands of mature trees into the overall site landscaping design. Retain unique tree species, significant vegetation and nesting areas on the site.

A.6.4 At least 30% of the plant material should be indigenous species in order to increase the survival rate of the proposed vegetation after planting and assist in the rejuvenation of any existing plant material that may be preserved.

A.6.5 Limit the use of grassed surfaces to highly visible areas or those used by many people for recreation so as to maximize areas for native, diverse and low maintenance plant material.

A.6.6 Select vegetation and trees that will be readily established and provide significant visual impact upon planting, and that will not adversely affect daylight or sunlight penetration to buildings and open spaces when fully grown. Extensive use of single species should be avoided. A variety of sizes and types of the plant material should be planted as noted below:

- | | |
|---------------------|--|
| a) Coniferous trees | 40% 3 metres (10 feet) high
40% 3.5 metres (11.5 feet) high
20% 4 metres (13 feet) high |
| b) Deciduous trees | 40% 5 cm. (2 inches) caliper
40% 6 cm. (2.5 inches) caliper
20% 8 cm. (3 inches) caliper |
| c) Shrubs | should consist of a relatively even mix of No. 1, 2 and 5 pots. |

A.6.7 Maintain continuous landscaping along abutting streets and minimize the number of interruptions such as driveways and parking entrances. Continue the sidewalk pavement across driveways and parking entrances.

A.6.8 Provide trees along the perimeter of a site, and on walkways and streets abutting the site.

A.6.9 Take into consideration energy efficiency and conservation in the design of landscaped areas and in the selection of plant material (e.g. use species that conserve water, and design landscaping to moderate the effect of wind, to provide shade in summer to reduce energy required for cooling, to allow sunlight and daylight to buildings and to reduce the extent of paved surfaces to allow natural drainage).

A.6.10 Avoid using fences along property lines that abut streets to screen the development. When a fence is unavoidable, a transparent fence (e.g. full lattice, wrought iron fence etc.) should be used. Transparent fences combined with landscaping (such as hedge or shrubs) at the back and abutting the fence can be provided at the property line.

A.6.11 A fence with a combination of transparent and solid sections or a solid fence may be used, provided that the fence is set back by at least 1 metre (3 feet) from the property line with landscaping on the street side. Alternatively, for added visual interest, consider setting back intermittent portions of the fence by 1 metre (3 feet) and provide landscaping within the inset portions, provided that portions of the fence located at the property line are transparent.

NOTE: The above noted guidelines are provided for general guidance, and could be altered for CHI and IB-2 Zones as required to address interface issues.

A.7 Sites In or Next to An Environmentally Sensitive Area

- A.7.1** Where any portion of the site is within or adjoining an Environmentally Sensitive Area (ESA) with High or Medium environmental rating (see Part 4 for ESAs in the City):
- a) Conduct an environmental impact study (EIS) for approval by the City. The study should delineate boundaries of the Environmentally Sensitive Area.
 - b) Unless otherwise specified in the EIS, design and locate buildings, structures and exterior recreation spaces to minimize their impact by maintaining a minimum setback of 15 metres (49 feet) and clustering the development away from the edge of the environmentally sensitive portion as identified by the EIS.
 - c) Provide additional setback from any identified fish bearing watercourses to requirements of the Provincial and Federal Ministries responsible for environment and fisheries and incorporate appropriate measures to protect these watercourses as required. Unless otherwise specified or approved by these Ministries, the following areas from top of the bank should remain free of any development:
 - Minimum 30 metres (98.5 feet) abutting the Fraser, Serpentine, Nicomekl and Campbell Rivers: and
 - Minimum 15 metres (49 feet) along other watercourses.
- A.7.2** Unless otherwise specified in an EIS, at least 70% of the 15 metre (49 feet) wide setback should be landscaped with trees and plant material of species that would complement and enhance the existing vegetation of the Environmentally Sensitive Area. The landscape material should be disease resistant and not require chemical fertilizers or high maintenance. A restrictive covenant will be required to ensure maintenance of the landscaped area.
- A.7.3** Site development and design should not result in the net loss of aquatic or animal habitats, deterioration in the quality of surface run-off or ground water, increased levels of run-off and change in the existing natural level of any watercourse.
- A.7.4** The City may require a pest management plan, including an on-going monitoring program emphasizing biological alternatives for control measures over chemical measures, wherever possible.
- A.7.5** In the case of a development such as a golf course, which may require a large amount of water for irrigation, the City may require a hydrological study. This study should identify the source and estimated volume of the irrigation water, methods to be used for irrigation, impacts on the environment, groundwater, water supply and drainage pattern of the site and other properties upstream and downstream, and mitigation measures to reduce impacts.
- A.7.6** Site development in or adjoining an Environmentally Sensitive Area, including preliminary site work, should only commence following the completion and approval of an environmental impact study and other studies required by the City.

A.7.7 Within a pre-determined area, based on the recommendations of the environmental impact study and other required studies, consider providing observation towers and decks, interpretive centres or trails to improve visual or physical linkages with the Environmentally Sensitive Area and promote education and enjoyment opportunities. Ensure that the human activities are confined to the pre-determined area identified by the required studies.

A.8 Refuse, Recycling and Service Areas

A.8.1 Consider providing space for a recycling, and/or a composting facility to generate materials that can be used to maintain the landscaping or allow for garden plots on the site.

A.8.2 Locate common areas for the storage and collection of refuse and recycling material for those developments with multiple buildings or dwelling units. Ensure that the common areas are well situated and readily accessible from most buildings or units on the site. Avoid direct exposure to public streets and permit adequate maneuvering space for refuse removal vehicles.

A.8.3 Locate and screen refuse/ recycling areas, shipping, loading or utility areas, satellite dishes and other similar structures, outdoor vents and mechanical equipment or transformers out of view from streets to improve the visual quality of the development. The design of the enclosure of refuse/recycling areas and screening of other areas should be coordinated with the overall design of the development. It should be built and finished to the same quality as the principal building and should have gates and a roof. Consider providing evergreen hedging or other similar landscape material to screen the enclosed areas.

A.8.4 Consider enclosing or screening of refuse/recycling, shipping, loading or utility areas subject to overlook from nearby tall buildings with visually interesting roof surface treatment or architectural elements and roof forms (e.g. sloped roofs and skylights).

A.9 Form and Character of Buildings

A.9.1 Consider compatibility of the building design with the surrounding physical environment or land use and the character, scale and form of other buildings on the same site and on neighbouring sites. The compatibility of such features as roof lines, height, building mass, form, architectural character and outdoor spaces should be considered.

A.9.2 On corner sites, locate the principal building at the corner. Design and shape the buildings with consideration for their visual prominence and potential for use as reference points or landmarks.

A.9.3 Consider orienting features such as active interior spaces, main lobbies, principal entrances, entrance plazas and windows or glazing towards the corner.

- A.9.4** In commercial buildings, avoid extensive use of solid walls, reflective glass or other similar material on the ground floor facade facing a street that may impede visual connection of the building interior from the street. Use building mass or facade variation, textured surfaces, architectural detailing or graphics and colours to reduce visual impact of any solid wall.
- A.9.5** When buildings cannot be located at the corner, provide a landscaped area containing special features at the corner appropriate to the context (e.g. flag poles, ornamental trees, seating area, "decorative" paving or other similar features).
- A.9.6** Consider providing a transition between adjoining properties containing uses of different intensity (e.g. single family next to multi-family residential) or different types (e.g. residential next to commercial) through such design measures as building mass and height variation, landscaping buffer and additional setback from the property line.
- A.9.7** Orient and design buildings to reduce shadow impact on outdoor spaces and to encourage the penetration of sunlight and natural light into interior spaces so as to reduce energy needed for lighting and heating.
- A.9.8** In the case of multiple building and mixed use developments, consider using alternative technologies for on-site energy production (photo voltaic and fuel cells, heat pump, etc.) and waste reduction (hydroponic sewage treatment plant), provided that they meet the provincial and federal codes and the City's By-law or requirements.
- A.9.9** Consider providing weather protection over building entrances as part of the overall design.
- A.9.10** Enclose all exterior mechanical units or equipment, including roof top units and equipment with enclosures as part of the overall design.
- A.9.11** For developments next to a SkyTrain station or guideway and with overlook potential from SkyTrain, nearby taller buildings, structures or any residential area:
- a) Apply Guidelines A.9.1 to A.9.10 where appropriate.
 - b) Consider providing a physical linkage to the SkyTrain station, and include considerations for the provision of pedestrian oriented uses, amenities and features such as coffee shops, visual art, drinking fountains and washrooms. Bicycle facilities and storage lockers should also be considered. When the linkage is outdoors, provide amenities such as weather protection, lighting and street furniture.
 - c) Design buildings and developments to include measures for reducing impact of noise from SkyTrain operations and road traffic based on a noise impact study, if required by the City. Also, include measures to ensure privacy from the potential overlook in developments located close to the SkyTrain guideway, especially in residential or mixed use developments.
 - d) Pay attention to rooftop design so as to reduce the amount of roof area covered by flat roofs. Consider providing a visually interesting roof surface treatment (e.g. pavers and patterned or coloured gravel) or architectural elements and roof forms (e.g. sloped roofs and skylights).

- e) Organize and design buildings to avoid or minimize outdoor storage areas. Screen, enclose and/or cover such areas and provide landscaping to avoid their view from the SkyTrain, nearby buildings or any upland residential area.

A.9.12 For gas station developments:

- a) For gas stations in residential areas at local commercial nodes or in a Neighbourhood Centre:

Gas stations should be smaller and custom-designed. They should have fewer pump islands (e.g. maximum 2 islands, each containing 2 pumps), greater setbacks for buildings from adjoining sites, canopies which are smaller and lower, elements that reflect the predominantly residential context (e.g. sloped roofs), lower lighting intensity, abundant perimeter landscaping, identifiable pedestrian access through the site and smaller signs.

- b) For gas stations in or adjacent to Town Centres and City Centre:

Gas stations should be designed in keeping with the overall design objectives for the area. Building designs should be compatible with other commercial developments and should include considerations for visual image from high density/high rise buildings and structures nearby. In some situations, e.g. at prominent corner sites, prototype building designs should be avoided. Landscaping, signage and pavement treatment should be reflective of the need to create a high quality, pedestrian friendly environment.

- c) For gas stations in highway commercial nodes or at isolated locations on arterial roads and provincial highways:

Designs should be coordinated with the adjacent highway oriented commercial developments. Prototype designs may be considered at these locations, except that the design should be modified for sites at highly visible locations, such as on a site that is within the entrance area of a town centre or a community, or is part of a comprehensively designed shopping centre or mixed use development. Gas stations in these locations may be larger and may have more pump islands, lighting and signage than those in town centres, City Centre, residential areas and neighbourhood centres.

- d) On corner sites, provide only one access into the site from each of the two abutting roads to minimize disruption of the sidewalk and landscaping continuity along the streets. Continue the sidewalk pavement across driveways to the site. Consider providing design features and pedestrian amenities at the corner such as a seating area in the City Centre and Town Centres, an open air shelter structure and seasonal landscaping.
- e) Provide landscaping amounting to at least 5% of the site area in gas station developments located in the City Centre or in Town Centres. Most of the landscaped area should abut adjoining streets and any adjoining residential site.

Design the landscaping to define the edges of the sites, minimize view of the vehicular area from the streets and adjoining sites, and provide year-round visual interest.

- f) Landscaping should consist of trees and shrubs, including a low hedge. Low raised planters, low walls or low berms (e.g. up to 0.460 metre [1.5 feet] high) may form part of the landscaping to define edges of the site along streets.

Consider providing hard surface pavement other than asphalt in areas next to streets to reduce the visual impact of the asphalt pavement.

- g) Locate and design buildings and overhead canopies with consideration for the visually prominent sites that gas stations normally occupy. Layouts and designs that relate buildings to streets and reduce the visual impact of vehicular areas when viewed from streets will be encouraged (e.g. by locating buildings close to streets and vehicular area away from streets). Avoid designing a single, large overhead canopy structure to cover several pump islands. Smaller canopy structures are preferred.
- h) Enclose all exterior mechanical units or equipment, including roof top units and equipment with enclosures as part of the overall design.
- i) Where gas station sites are likely to be viewed from the nearby taller buildings, particularly in the City Centre and in Town Centres, the overhead canopies and buildings should also be designed for viewing from above (e.g. consider design features such as sloped roofs and skylights and reduce the extent of flat roofs).

A.9.13 In the case of a shopping centre or mall development:

- a) When large scale buildings are located next to the abutting streets, consider designing tenant spaces to be accessible from both an interior corridor and directly from the exterior of the building. Design the building to provide street orientation and pedestrian interest. Consider integrating any bus stops or transit shelters into the building design. Reduce the visual impact of the surrounding parking areas by locating and designing smaller scale buildings oriented to the street.
- b) Encourage locating buildings, structures or plazas at corners of major streets to avoid visual impact of parking and vehicular circulation areas at these locations.
- c) Comprehensively design all buildings, structures and open spaces with considerations for architectural coordination, compatibility with the surrounding environment, the need to reduce visual impact of parking lots and blank walls, and the creation of open spaces that are useful and supportive of outdoor pedestrian activities rather than left-over spaces between buildings.
- d) In the City Centre and Town Centres maintain the continuity of the built environment and street orientation. Locate and design pedestrian oriented buildings along the abutting streets and any surface parking away from the streets, behind buildings or in parking structures.

A.10 Form and Character of High Rise Buildings

- A.10.1** Apply Guidelines A.9.1 to A.9.10, where appropriate.
- A.10.2** Recognize the potential of high rise buildings to become landmarks and create significant visual and physical impact on surrounding environment. Maintain human scale in the design of the building base and entrance level. Consider the use of a street fronting, low rise building form (e.g. up to four storeys) at the base of a high rise building as part of the overall design to moderate visual impact at the street level.
- A.10.3** Achieve a visual interest in the design by considering building mass variation, roof top design, defined base and entrance, variation in the design and location of balconies, colour and high quality of building materials and finishes.
- A.10.4** Locate and design high rise buildings to reduce impacts of shadows and wind on adjacent developments, streets and outdoor areas where significant pedestrian activity is expected. Design buildings to maximize the sun penetration generally between the hours of 10:00 AM to 3:00 PM at the winter and summer equinoxes.
- A.10.5** When a low rise building is designed to be part of the overall design, consider reducing visual impact of its roof when viewed from high rise buildings through the roof design (e.g. sloped roofs, trellis structures and/or provision of outdoor landscaped areas at the roof level).

A.11 Signs

- A.11.1** Integrate signs into the building design. Free-standing signs should be provided with bases preferably using the same material as is used for the principal building. These signs should be architecturally co-ordinated with the overall design and integrated into landscaped areas. "Three dimensional" signs designed to become an architectural feature or a landmark are encouraged rather than billboard type, pole mounted "flat" signs, except free-standing signs for automobile dealership businesses located in a comprehensively designed auto mall development or in an auto mall type of setting. Pole-supported type of free-standing signs to advertise these automobile dealership businesses may be supported if the sign presents a co-ordinated appearance with the building design on the lot or with the other automobile dealership signs within the same auto mall development or auto mall type of setting, or if the sign would allow unobstructed view of the vehicles on display on the lot. All pole-supported signs should be designed with regard for good design with consideration for proportions, massing, finishing and colour co-ordination to present a well-balanced appearance. Snap-on signs mounted on or attached to light poles, or other structures, are not in keeping with the intent of this guideline and, therefore, are not acceptable.
- A.11.2** In multiple-tenant commercial or industrial buildings, design signs to present a unified appearance. Make provision of signage space for tenants who may occupy area above the ground floor in multi storey buildings. Such signage, if located above the ground floor, should be restrained in size and should not obscure architectural features or detract from the overall building design.

A.11.3 In commercial and industrial developments, avoid back-lit acrylic or plastic "box" type signs unless they are integrated into the overall building design. Avoid locating an illuminated sign next to residential sites.

A.11.4 Provide signs to indicate street address and/or name of the development, with design consideration for visibility and legibility of the sign from the fronting street, and provide lighting for night time visibility of the sign.

A.11(a) Variation of Sign By-law Requirements

A.11(a).1 Council may, by issuance of a Development Permit, vary the provisions of the Sign By-law so as to ensure the form and character of signs are coordinated with the site layout, building design and landscaping on a lot, the signs are in keeping with the Development Permit Guidelines for signs, and the signs fit into the overall character of the streetscape.

A.12 Other Provisions

A.12.1 Where applicable, ensure that the subdivision of a site will maintain, provide or enhance safe and convenient pedestrian and bicycle connections to adjoining streets, bus routes and public spaces.

A.12.2 In assembling and consolidating land for a development, ensure that the remaining adjacent land can be developed independently, or make provision in the design to extend development to the adjacent sites as a future phase.

Specific Guidelines:

In addition to the Common Guidelines, the following guidelines apply, where appropriate.

B. Areas at the Outside Edge of the Agricultural Designation**B.1 Building Location**

B.1.1 Locate principal buildings a minimum of 30 metres (98.5 feet) from the edge of the agricultural land. For lots abutting the agricultural land having no further subdivision potential or having site constraints, this distance may be reduced to the greater of 4.6 metres (15 feet) or minimum setback required by the Zoning By-law, provided that the principal building is located and designed to reduce impact from the activities associated with a farm operation (e.g. avoiding or reducing the number of doors, windows and outdoor patios facing the agricultural land).

B.2 Landscaping

B.2.1 Provide and maintain a continuous minimum 15 metre (49 feet) wide landscaped buffer between any development and the agricultural land. Buildings or structures should not be built within the buffer area. For an irregular shaped parcel abutting the agricultural land, the width of the buffer may be measured as average distance along the lot width. For lots abutting the agricultural land having no further subdivision potential or other site constraints, the width of the buffer may be reduced to 3 metres (10 feet). A restrictive covenant to maintain the buffer is required.

B.2.2 Cluster buildings and structures away from the agricultural land to provide a continuous landscaped buffer. Where there is an existing natural feature such as a watercourse or ravine along the edge of the agricultural land that provides a physical separation, the width of the landscaped buffer may be reduced to 7.5 metres (24.6 feet).

B.2.3 For the purpose of providing additional separation from the farmland and reducing potential conflicts between farm and non-farm uses, consider locating an open space next to the edge of the agricultural land, with the required landscaped buffer forming part of the open space. The open space should be designed with water retention capacity or adequate storm drainage system.

- B.2.4** Provide landscaping with trees, including coniferous trees, as a major landscaping component, as well as dense vegetation, within the required landscaped buffer. Wherever possible, double rows of trees should be planted. Any existing mature trees within the buffer area are to be preserved. A majority of the plant material selected should include low maintenance, indigenous vegetation and should be able to survive with little or no fertilizers. Consider the guidelines contained in the B.C. Agricultural Land Commission's report: *Landscaped Buffer Specifications*.
- B.2.5** For added effectiveness of the buffer, consider provision of a low landscaped berm as part of the buffer. In the absence of a natural barrier such as an existing watercourse or ravine next to the agricultural area, a continuous fence along the edge of the agricultural area should be installed and maintained. A transparent fence (e.g. a split rail or picket fence) in combination with a dense and continuous evergreen hedge is preferred. A chain link fence may be provided only if it is combined with dense landscaping or a hedge on the outside. Consider the guidelines contained in the B.C. Agricultural Land Commission's report: *Landscaped Buffer Specifications*.
- B.2.6** Walkways, bikeways or passive recreational uses (such as picnic areas and lookout areas) may form part of the landscaped buffer, provided that they occupy no more than one third of the buffer width, are located away from the edge of the agricultural land and do not reduce the effectiveness and primary purpose of the landscaped buffer.
- B.2.7** Surface parking or roads abutting agricultural lands require a minimum 7.5 metre (24.6 feet) wide landscaped buffer to separate the paved surface from the agricultural area. Buildings or structures should not be built within the buffer area.
- B.2.8** Any subdivision of land next to agricultural land should be designed to include a barrier along the agricultural land, consisting of a landscaped buffer and transparent fencing combined with an evergreen hedge. Gradually reduce densities and the intensity of uses towards the boundary with the Agricultural designated areas. To reduce opportunities for encroachment of the farming area, avoid road-ends or road frontage next to agricultural land, except as may be necessary for access by farm vehicles.

C. Multiple Residential Development

C.1 Access, Circulation and Parking

- C.1.1** Design the internal road system to provide efficient circulation for vehicles such as garbage, delivery and fire trucks, discourage vehicles from speeding and allow space for pedestrian movement, landscaping and tree planting along the road.

C.1.2 When visitors parking (including parking for the disabled) is underground, provide identifiable pedestrian access (other than by a parking ramp) from the visitors parking to grade close to the building entrance or directly into the building.

C.1.3 In the case of duplex dwelling units:

- a) A shared driveway is required when the duplex dwelling is located on a lot other than a corner lot. In order to minimize the disruption of the boulevard landscaping and sidewalk continuity, the driveway should be no more than 3.65 metres (12 feet) wide within 3 metres (10 feet) from the property line.
- b) When the vehicular access can be obtained from a lane, the driveway should be provided from the lane.
- c) In the case of a duplex dwelling on a corner lot, separate driveways (each a maximum of 6 meters [20 feet] wide) to the two units within the duplex should be provided from the abutting streets.
- d) Parking space for vehicles outside the garage or carport in area other than the driveway should not be provided within the site.

C.2 Sites in or Next to An Environmentally Sensitive Area (ESA)

C.2.1 If a site is to be developed with both ground and non-ground oriented multiple residential buildings, then the ground oriented housing such as townhouses, should be sited away from portions of a site abutting a high or medium Environmentally Sensitive Area (ESA) area to avoid any adverse impacts on the ESA (e.g. from activities such as barbecuing on ground level outdoor patios or children playing). Unless specified in an environmental impact study approved by the City, preference should be given to siting non-ground oriented housing, such as apartment buildings, on those portions of a site that abut the ESA.

C.3 Site Landscaping, Fences and Open Spaces

C.3.1 Consider using pavement other than asphalt for areas such as crosswalks, sidewalks, common parking areas, driveways to individual units and entrance driveways to visually define them and reduce visual impact of asphalt pavement.

C.3.2 Provide and design areas for outdoor recreation and other common use with consideration for the passive and active recreation needs of residents likely to live in the development.

- C.3.3** Provide secured and landscaped play areas for children. The size and design of the play area should consider the needs of residents likely to live in the development (e.g. in an adult or seniors oriented development where visitors may bring children with them, the play area can be small and may contain limited play equipment). The play areas should be located where children can be easily observed from nearby buildings. Design these areas to allow for a variety of play experiences, including a paved area for surface play. Consider the provision of a sheltered area or an indoor area for play and supervision during bad weather.
- C.3.4** Where a fence is desired to provide privacy from streets, consider restricting its use to the ground level patios or outdoor spaces of individual units rather than providing a single continuous fence along the property line. Any fencing should be provided in combination with provision of landscaping on the street side. Provide pedestrian connections from the street sidewalk through the fence to units along the street. Provide sufficient landscaping along proposed residential developments adjacent to industrial areas.
- C.3.5** Design the main entrance to a site to be identifiable and to provide visibility of the site interior from the street. Architecturally coordinate the entrance design with the overall design. Provide weather protection for the entrance and for such features as entry phones, site or building directories, or space for newspapers drop-off.
- C.3.6** In the case of duplex dwelling units, areas not covered by driveway, pathway or outdoor patio/deck should be landscaped. In any yard that abuts a street, provide a minimum 1.5 metres (5 feet) wide landscaping strip along the property line next to the street. It should contain shrubs and both coniferous and deciduous trees.
- C.3.7** In the case of a manufactured home park, a continuous landscaping strip minimum 7.5 metres (24.6 feet) wide should be provided along property lines that abut streets. When the site adjoins a similar development, this can be reduced to 4.6 metres (15 feet) along the property line abutting the adjoining site. The landscaping strip should consist a combination of low berms, both coniferous and deciduous trees and shrubs. A pathway system (maximum 2 metres [6.5 feet] wide) for the use of residents may be provided within the landscaped strip.

C.4 Form and Character of Buildings

- C.4.1** Design buildings to front abutting streets, or design them so that the main entrance is accessed from and fronts the street that is used for the building address. Main entrances to individual units that abut a street (including townhouse units or ground floor units of apartment buildings) should face the street. Provide a direct and paved pedestrian pathway from the sidewalk to each of these units. Avoid orienting garages or carports of individual units to face the street.

- C.4.2** Locate and design units abutting a street to create a visually interesting streetscape (e.g. by varying the design, setbacks or roof lines of individual units).
- C.4.3** Design individual townhouse or apartment units to reflect their location on site (e.g. design treatment on corner units and features such as windows or balconies should be carried around the corner).
- C.4.4** Where ground oriented units (such as townhouses) have attached garages or carports, design the units to create attractive entrance spaces and provide visibility and direct pedestrian access to the entrance door. Garages or carports should not project by more than 50% of their depth from the face of the unit.
- C.4.5** Consider locating and designing units so that a view of interior streets is not dominated by garages or carports.
- C.4.6** Incorporate measures to shield and mitigate noise generated from road traffic in buildings and developments that abut or are near arterial roads.
- C.4.7** In the case of duplex dwelling units:
- a) Living area and kitchen for each of the two units within the duplex dwelling should be located on the ground floor.
 - b) Design the duplex dwelling to avoid "mirror" image and the appearance of a large, single house. Each unit contained in the duplex should be designed to be identifiable through design features such as distinctive design of the roof and design of the portion fronting the street. Give attention to designing and detailing of the front doors and windows to give each unit an identity. Ensure that the design features do not detract from the overall design.
 - c) Reduce visual impact of the duplex dwelling. Consider setting back all or a portion of the upper floor, especially along the sides of the dwelling. Give preference to using sloped gables rather than vertical, straight gables at the roof-ends.
 - d) Each duplex dwelling design should give consideration to compatibility of the design features such as windows, front entrances, shape of the roof and building materials or finishes with those prevalent in other dwelling units located on the same street.
 - e) When the duplex dwelling is located on a corner lot, the two units within the duplex should be located and designed so that the front entrance of each unit faces a different street.
 - f) The length of any facade without design variation should not exceed the width of one of the units.

C.5 Variation of Zoning By-law Requirements

- C.5.1** Council may, by issuance of a Development Permit, vary the indoor and/or outdoor amenity space provisions of the Zoning By-law to reduce or eliminate the indoor and/or outdoor amenity space requirements if:
- a) the provision of the amenity spaces, buildings or structures is constrained by the scale, nature or other attributes of the proposed development, including without limitation, siting conditions and unusual site configuration; or
 - b) the impact from the reduction or elimination of the indoor and/or outdoor amenity space within the proposed development has been addressed by other means to the satisfaction of City Council.

D. Developments in the City Centre or Town Centres

D.1 Access, Circulation and Parking

- D.1.1** Provide access to off-street parking areas from a lane or a minor street at the rear of a site to avoid conflict with pedestrian activities along the fronting street of the site. Where there is no alternative but to provide access from the fronting street, locate and design the vehicular entrances to minimize disruption of the pedestrian environment along streets and to maintain a continuous street orientation of the development. Where access is from a main or fronting street, a single rather than multiple access points, or a shared access with a neighbouring site are preferred.
- D.1.2** Consider providing an internal vehicular connection between adjacent parking on neighbouring sites, subject to addressing legal, management and security issues.
- D.1.3** Locate any above ground parking structure at the rear of a development or away from the main or fronting street where substantial pedestrian activity is expected.
- D.1.4** In mixed use developments, residential parking is to be separate from non- residential parking. Access may be shared.

D.2 Site Safety and Security

- D.2.1** In mixed use developments, design buildings to ensure that each different use, especially a residential use, is self-contained and has a separate entrance.
- D.2.2** For large, high density developments with a mix of uses, consider and seek expert advice on the inclusion of the principles of CPTED (Crime Prevention Through Environmental Design) in the design of the development, including the design and layout of buildings and parking.

D.3 Form and Character of Streetscape and Buildings

- D.3.1** Maintain or provide a consistent grade between the sidewalk and entrances or any public area in front of the building.
- D.3.2** Provide a continuous, overhead weather protection along streets within the setback stipulated by the Zoning By-law. Where the setback is zero, the weather protection should be integrated into the building (e.g. an arcade along the building), or it can be provided over the public sidewalk, subject to agreement with the City regarding issues of liability and maintenance.
- D.3.3** Consider providing outdoor space to permit a use or activity taking place in a building to be extended onto the sidewalk area without obstructing the pedestrian flow. These may include outdoor restaurant seating areas, areas for displays and areas for sale of retail goods.
- D.3.4** Locate buildings at the setback line and, where possible, parallel with the street. The setback may be stepped back to provide outdoor urban spaces or features such as plazas, water features, public art and restaurant seating areas. In the case of commercial or mixed use developments, coordinate setbacks with the adjoining developments and locate side walls at zero setback to form a continuous facade along the street.
- D.3.5** Maintain a visual continuity along the street by complementing the design features of the adjoining and nearby developments, or by enclosing and screening any un-built portion of the site fronting the street with architectural and/or landscaping features.
- D.3.6** Design buildings fronting the street to have a minimum height of two storeys and set back or taper any portion of the building beyond four storeys to provide pedestrian scale and allow openness to the sky.
- D.3.7** Design buildings so as to avoid blank walls, especially on the first two storeys of a building, from facing streets or areas where significant pedestrian activity is expected (e.g. a plaza), and create visual interest at the street level by providing windows, architectural detailing, visual art, texture and colour.
- D.3.8** In commercial areas, design the ground floor of a building (including any above ground parking structures) to support pedestrian activity. Design the portion of the interior space that faces a street at the ground floor to provide multiple pedestrian access points and accommodate a variety of pedestrian oriented uses which are directly accessible from the sidewalk (e.g. retail shops and restaurants). The facade and glazing next to streets should allow visual connection between the interior and the street (solid walls or a large expanse of glazing materials such as reflective glass or glass blocks are not considered appropriate).
- D.3.9** Design buildings to create outdoor urban spaces where appropriate, or co-ordinate design with the neighbouring buildings to enhance any existing urban spaces. Design these urban spaces and the buildings that face them, to support or accommodate a variety of pedestrian oriented uses and activities such as buskers, visual art, fountains, street vendors and seating spaces so that the urban spaces become people's places. The design

of such spaces should have regard for weather protection including protection from wind, and penetration of sunlight.

D.3.10 Design any side wall located at zero setback and visible from streets or pedestrian areas to provide a visual interest by using such features as texture, colours, graphics, wall art and lighting.

D.3.11 Consider, designing and landscaping all or most of the roof top levels of buildings as additional outdoor spaces.

D.3.12 Consider providing and integrating visual art and other features such as water fountains into developments located in areas where significant pedestrian activity is expected, especially at corner sites, major bus stop locations and mid-block pedestrian walkways.

D.3.13 In mixed use developments, design buildings and outdoor spaces to enhance visual privacy and reduce transmission of sound between different uses.

E. Commercial Developments Not in the City Centre or Town Centres

E.1 Parking

E.1.1 For development in a Neighbourhood Centre, consider providing access to off-street parking from the rear or side of the property to avoid conflict with pedestrian activities along the fronting street and to allow for a street oriented development. Where this is not possible, a shared access with the adjoining site or a single access into the site from the fronting street should be encouraged.

E.1.2 In the case of a redevelopment of existing buildings that have the potential to be part of a Neighbourhood Centre, redesign or relocate the existing surface parking to reduce its visual and traffic impacts, and to create pedestrian spaces, increase landscaping and allow street oriented buildings to be located on the site.

E.1.3 In the case of above ground parking structures, design the portion of the structure that face a street or public space as a commercial frontage (e.g. retail shops or offices) at least at the ground floor level. The remaining structure should be designed to minimize visual impact of parked cars from streets.

E.1.4 In the case of golf-course developments, locate parking and service areas at a minimum distance of 30 metres (98.5 feet) from the property line abutting a street and 10 metres (33 feet) from the edge of a public pathway (pathway also includes bikeways).

E.2 Landscaping, Safety and Security

E.2.1 For Golf-course developments:

- a) Consider the provision of a minimum 7.5 metre (24.6 feet) wide public pathway (including bikeway) system within the landscaped buffer required by the Zoning By-law at the perimeter of the golf course and along any watercourse or river.

- b) The issues of management, maintenance, safety, security and liability should be addressed. This pathway system should be integrated with any city-wide or overall linear parkway system. It should be accessible from a public road and the access should be ensured by a restrictive covenant or other appropriate legal agreements.
- c) The landscaping of the parking lot associated with golf courses should convey the feeling of greenery and openness. Provide landscaping as follows:
- Provide dense landscaping or a combination of a maximum 1 metre (3 feet) high berm and landscaping to screen the parking and service areas.
 - Increase and utilize all opportunities for landscaping in and around parking areas. The extent of asphalt paving should be restrained and alternative pavement materials should be considered to reduce visual impact (e.g. decorative pavers, textured concrete and grasscrete or other similar materials).
 - Design landscaping on both sides of a public pathway to provide visual screening. Low berms and fences, ditches, ponds and other natural barriers should be provided along with landscaping to improve visual screening and prevent encroachment of the golf-course.
 - Design golf courses so that the game will be directed away from adjacent roads, nearby properties, public pathways and public areas.
- d) When residential units are provided as part of the golf-course development and are located adjacent to the golf course, locate and orient these units and associated outdoor spaces so as to ensure safety of residents from golfing activities.
- e) Utilize features such as ponds, ditches, land forms, sand traps and trees to create barriers between the golf course and adjacent areas.
- f) Avoid hidden areas in the proximity of pathways, roads, adjacent properties, buildings and public areas.
- g) Provide the following minimum distances:
- 45 metres (148 feet) from the centre of green and/or centre line of a fairway to the edge of any public pathway. This may be reduced to 30 metres (98.5 feet) at the tee, flaring to 45 metres (148 feet) at a distance of 90 metres (295 feet) from the tee.
 - 18 metres (59 feet) minimum width of rough from the edge of a fairway to any public pathway or road right-of-way.
- h) Any future alteration of the golf course layout should ensure safety of users on adjacent properties, buildings, roads and public pathways from golfing activities.

E.3 Form and Character of Buildings

E.3.1 For developments in a Neighbourhood Centre:

- a) Consider providing a pedestrian space, such as a plaza and courtyard, within the development or along the building frontage. Co-ordinate the design of buildings and outdoor pedestrian spaces with those on neighbouring sites.
- b) Locate buildings at the minimum setback. Design them to provide pedestrian interest and weather protection along the building frontage and other building faces fronting on to an outdoor pedestrian space. Features such as visual art, water features, seating area and landscaping should form part of such pedestrian spaces.
- c) Maintain or provide a continuous grade between sidewalks along abutting streets and any outdoor public area along the building frontage and at building entrances. Ensure that the entrances to individual uses and spaces, such as shops, face the street and/or an outdoor public area, such as a plaza.
- d) Consider providing an outdoor space to permit a use or activity taking place in that portion of the ground floor which faces a street or pedestrian space to be extended outdoors (e.g. an eating area for a restaurant) without obstructing pedestrian flow.
- e) Avoid blank walls facing a street or outdoor pedestrian spaces. At the ground level, include windows and glazing of the type that would allow a visual connection to the interior space from outside.
- f) In mixed use developments, design buildings and outdoor spaces to enhance visual privacy and reduce transmission of sound between different uses.

E.3.2 For developments not in a Neighbourhood Centre:

- a) Encourage buildings to locate closer to the street with building entrances and the longest face of a building oriented towards the street. Minimize the amount of surface parking in areas abutting streets by locating buildings at the minimum or smaller setback line. Locate and design buildings and structures in multiple building developments so as to visually interrupt surface parking that abut streets.
- b) Coordinate building setbacks with those on the adjoining site. Encourage continuity between neighbouring developments either by locating new building to join with the existing building, or by locating buildings with one side at zero setback to allow a building on the adjoining site to abut the proposed building.
- c) Provide a continuous weather protection and sidewalk along the front face of buildings that have retail or other pedestrian oriented uses at the ground level.

E.3.3 For golf course developments:

- a) Design the clubhouse and other accessory buildings to be integrated into the character of the surrounding area and openness of the golf course. Consider designing low profile buildings that emphasize horizontal elements and include extensive use of such elements as glazing, skylights, sloped roofs, large roof decks or overhangs and materials that convey the rural and semi-rural setting (e.g. natural materials such as wood or stone). Use of the materials such as stucco or unfinished concrete should be restrained and combined with extensive use of material such as wood.
- b) To reinforce the sense of shelter in a large and open area, consider designing roofs as a dominant feature of the principal building. Large areas of sloping roofs and the use of a post and beam structure for the building are preferred.
- c) Locate and design buildings and structures to allow preservation and enhancement of any existing view corridors or vistas.

F. Industrial Developments**F.1 Parking**

- F.1.1** Consider locating surface parking in areas other than within the front setback or side setback on a flanking street.
- F.1.2** Design parking areas to ensure that any conflict on site between the traffic from trucks or other heavy vehicles and traffic from employees and visitors vehicles is avoided.
- F.1.3** Locate parking and site entrances for heavy vehicles, service vehicles and trucks away from residential sites. Where this is not possible, provide landscaping and other measures to reduce noise, fumes and other potential impacts upon the adjacent residential site. An impact study may be required.

F.2 Landscaping, Fences and Lighting

- F.2.1** Provide a minimum 3 metre (10 feet) wide landscaped area along all property lines that abut streets and 7.5 metre (25 feet) wide along the property line that abuts a residential site. Include landscaping features such as trees, shrubs and a landscaped berm within the landscaped area.
- F.2.2** Along a street, coordinate landscaping with that of adjoining developments, and integrate it with landscaping of the public boulevard.
- F.2.3** Provide landscaping to identify and define entrances to the site and buildings.
- F.2.4** Provide landscaping at locations of high visibility or significant street corners (e.g. at the entrances to the City) to create visual landmarks. Consider providing special features

such as flag poles, banners, visual art, ornamental trees, architectural elements and structures.

- F.2.5** Identify stands of existing mature trees along the site perimeter and provide measures for their preservation and long term maintenance.
- F.2.6** Provide outdoor landscaped areas for the enjoyment of employees in close proximity of an indoor amenity space, such as a lunch room. The landscaped area should be accessible from the indoor amenity space and should include features such as seating areas, a structure for shelter from sun or rain and a space for outdoor recreation.
- F.2.7** Ensure that any exterior lighting is oriented away from residential areas and shielded to avoid impacts from lighting, such as glare.
- F.2.8** On sides abutting or across from residential sites, ensure that fences are integrated into the landscaping and adequate landscaping is provided in front of the fence. Landscaping features such as a berm may be considered in addition to or as an alternative to a fence. The fence should be in keeping with the character of fences generally used in residential areas (e.g. wood or masonry fence in which case textured masonry blocks are preferred over smooth blocks). Avoid the use of a chain link fence, particularly along street frontage. If a chain link fence is unavoidable, provide a dense landscaped material such as a hedge on the outside of the fence.
- F.2.9** Unenclosed storage areas should not abut or be located across from residential sites or be visible from any street.

F.3 Form and Character of Buildings

- F.3.1** Design buildings to establish an architectural character and a cohesive appearance. Consideration should be given to providing skylights, roof forms or other similar elements in order to visually express interior spaces or functions. Also, consider using unifying architectural elements, materials, finishes, glazing and textured surfaces.
- F.3.2** Design buildings to include glazing as a major component within street-facing building facades. Incorporate features such as texture, graphics, reveals and colours on those facades that may contain blank walls, and provide landscaping in front of blank walls.
- F.3.3** In the case of developments with more than one building on a site, provide sidewalks and pathways connecting the different buildings and along perimeter of these buildings where entrances may be located.
- F.3.4** Avoid locating any service door (e.g. an overhead door at a loading dock) on a building facade which abuts a street. Design service doors to fit with the overall building design.
- F.3.5** In the case of developments that adjoin agricultural designated lands and are next to upland residential area, orient and design buildings to maximize views beyond and between buildings from the uplands, except when buildings are used to screen an outdoor storage or service area.
- F.3.6** Locate buildings at the minimum setbacks from property lines next to streets. Consider locating buildings at a greater distance than the minimum setback where industrial sites

abut residential areas in order to reduce impacts such as noise, odour or shadow from any industrial building or structure.

Schedule

D. Heritage Conservation Area Guidelines

Areas with heritage values may be designated as Heritage Conservation Areas as part of the Official Community Plan.

Appendices

Appendix

A. Official Community Plan Development Scenario

To quantify Official Community Plan policy objectives and to guide land use allocation decisions in the short and medium term, this section of the plan provides a development scenario to the year 2021. By the year 2021 most of the remaining developable land within Surrey will be committed for development. It is, therefore, crucial to anticipate the amount and type of development and land required to meet OCP development goals, and to strategically allocate land and development well in advance of land saturation.

The OCP development scenario includes a business development component and a residential development component. The business development component estimates the amount of new development required to meet OCP goals and the land requirement, employment generation, and financial implications. The residential component projects the growth in housing and population and allocates this growth according to the OCP urban growth concept.

The intent of this scenario is to assist policy implementation decisions in support of OCP policy objectives. The technical assumptions used in developing this scenario are intended to be simple and to produce order-of-magnitude estimates of potential development.

A.1. The OCP Economic Development Scenario

The 2001 OCP establishes a set of economic goals and objectives to guide planning and policies for economic development. The goals as stated in Part 2, *B. Build a Sustainable Local Economy*, are to:

Balance Jobs and Resident Workers

Balance the number of jobs to the resident work force in the City of Surrey to provide local employment opportunities for residents and to reduce regional commuting. A ratio of 1 job per resident in the work force is desirable.

Achieve a Strong and Balanced Fiscal Base

Increase business land use and development within the city to achieve a balanced assessment and revenue base to support public infrastructure, facilities and services. A tax base revenue ratio of 60% residential to 40% economic is desirable.

To achieve OCP economic goals, Surrey will need to more than double the rate of economic development experienced during the 1990's. To this end, the OCP establishes the following objectives for business development over the next 20 years:

- To generate business construction value of approximately \$200 million per year, or a total of \$2 billion between the years 2001 and 2011.
- To generate business construction value of approximately \$275 million per year, or a total of \$2.75 billion between the years 2011 and 2021 for a total of \$4.75 billion over the total 20 year period.

This 20 year scenario assumes that trend (normal) economic growth will account for \$100 million per year for a total of \$2 billion in construction value. The objective of new OCP policies is to accelerate business growth by an additional \$100 million to \$200 million per year to generate an additional \$2.75 billion in construction value.

Following a brief profile of Surrey's current economic status, the OCP development scenario estimates the amount and type of business construction, land requirement, employment growth and financial implications of achieving the OCP economic goals.

A.1.1 Current Economic Development Status

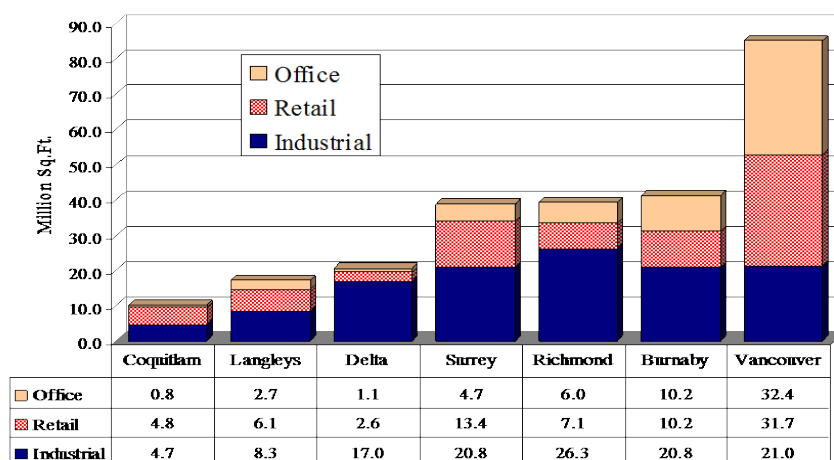
Although Surrey is the second largest city in the Greater Vancouver Regional District (GVRD), Surrey has a relatively small share of regional commercial and industrial development. Population growth of 160,000 residents over the past 15 years has established Surrey as a major city in BC and in Canada. However, strong residential growth has outpaced business growth resulting in an imbalance in Surrey's residential versus business development when compared to other major GVRD cities.

The following three indicators provide a simple portrait of Surrey's current economic development status:

- Built floor area for office, retail/service and industrial uses.
- Employment – jobs located within the City.
- City assessment and tax base for Business and Industry uses.

Existing Developed Floor Area. A useful measure of economic development is the amount of commercial and industrial floor area built within the city. In 1997, Surrey had a total of 39 million square feet of constructed floor area for office, retail and industrial uses. As shown in Figure A-1., Surrey has a relatively small share of the region’s floor area compared to other major GVRD cities – just 13% of the GVRD total. Surrey’s economic shortfall becomes most apparent when the amount of floor area is compared to population. On a per capita basis, Surrey’s development ranked 6th among the 7 largest GVRD cities.

Figure A-1. Built Floor Area Among GVRD Cities– 1997



Built Floor Area – Sq.Ft. per Capita

	Coquitlam	Langley	Delta	Surrey	Richmond	Burnaby	Vancouver	GVRD
Office	8	25	11	14	38	54	59	33
Retail	44	55	26	41	45	54	58	46
Industrial	43	76	169	64	165	110	38	68
Total	95	156	205	119	248	218	156	148

Source: GVRD Key Facts 2000

Employment. While Surrey’s job growth has been steady over the past 10 years, population growth has exceeded employment growth. The 1996 Census estimated that about 87,000 jobs were located in Surrey. With a population of 304,000 and a labour force of 159,000, Surrey had about 5.5 jobs for every 10 residents in the labour force. Figure A-2 shows that Surrey’s employment to resident labour force ratio ranked 6th among the 7 largest GVRD cities.

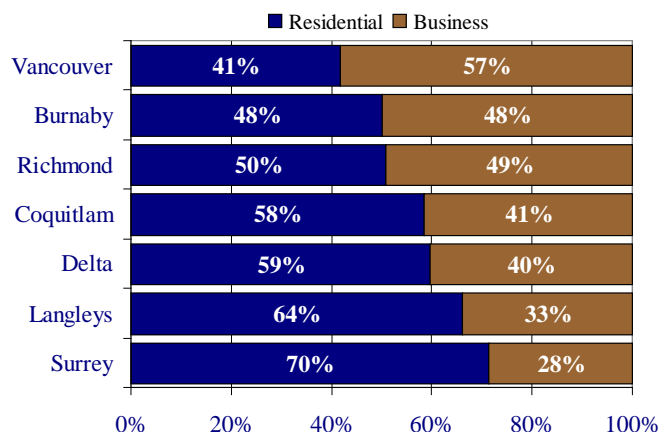
Figure A-2. Employment in the Major GVRD Cities

City	Workforce	Local Jobs	Ratio
Richmond	76,800	90,000	1.17
Vancouver	286,000	321,000	1.12
Burnaby	94,000	97,000	1.03
Langley	55,750	39,600	.71
Delta	53,470	37,500	.70
Surrey	159,000	87,000	.55
Coquitlam	55,400	30,000	.54

Source: Census of Canada 1996

Assessment and Tax Base. Surrey's strong residential presence is reflected in the City's assessment and tax base. As shown in Figure A-3., 70% of Surrey's tax revenue comes from residential development while 28% comes from business and industrial development. Compared to other major GVRD cities Surrey has a much lower percentage of business assessment and is consequently more dependent upon the residential tax base.

Figure A-3. Tax Base Comparisons in the GVRD



Source: B.C. Ministry of Finance, 2000

A.1.2 The Economic Growth Scenario

Overview

This scenario is based on the objective that Surrey will achieve a target business construction value of \$4.75 billion between the years 2001 and 2021. To better understand the planning requirements and implications of this objective, this scenario projects the amount of floor area construction, land requirements, employment growth, municipal assessment increase and tax revenue that would be expected.

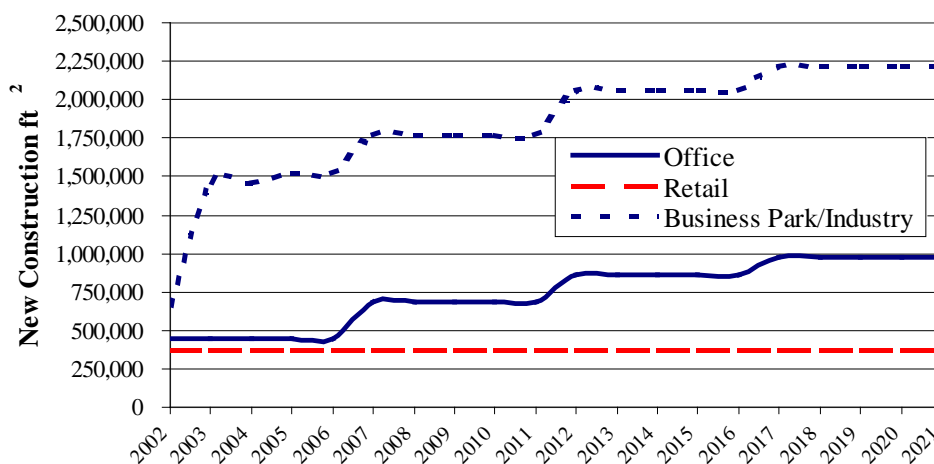
Business Construction

The OCP Scenario estimates that achieving \$4.75 billion in construction value would result in about 59 million square feet of new business construction over the next 20 years. For this analysis, business development is categorized into the three general sectors of business park/industry, office, and retail/service development. Of the total projected development, about 37 million square feet or 63% would be business park/industry growth, 15 million square feet or 25% would be office growth and the remaining 7.5 million square feet or 12% would be retail/service growth.

Allocating new business construction into the 3 sectors is based on a combination of market share objectives and local consumer demand¹. Estimates of retail/service development are directly linked to population growth, and assume that growth in this sector will increase to match the consumer demand of Surrey's population. With this assumption, new development in the retail/service sector is projected to grow an average of 373,000 square feet per year over the next 20 years.

Office and business park/industry growth are largely related to market conditions. New development in these sectors will comprise the majority of growth related to the OCP development objectives. New office construction is projected at an average of 740,000 sq.ft. per year while new business/industry construction is projected at an average of 1.85 million sq.ft. per year. Consistent with the OCP objective to double the amount of business construction, both office and business park/industry scenarios are significantly higher than past trends.

Figure A-4. Planning Objectives for Annual Business Construction



Floor Area and Land Requirements

The most important aspect of the OCP development scenario is to estimate the amount of land required to accommodate projected business construction. For each sector, an average density factor² was applied to estimates of floor area growth. Densities within each sector will vary by the location and type of development. It is assumed that about 15% of retail/service growth and 40% of office growth will locate in Surrey City Centre, with the remainder of commercial growth locating throughout Surrey. For the Business Park/Industry sector, 65% of new business park development is assumed to be office style business parks at an average density of 0.3, and 35% would be more traditional light industrial development at a density of 0.2.

Figure A-5. Projected Business Construction and Land Requirement 2021

	Floor Area Growth (sq.ft.)	Density (FAR)	Land Requirement Acres (rounded)
City Centre			
Office	5,915,000	1.50	90
Retail/Service	1,120,000	0.80	30
Surrey Wide			
Office	8,872,000	0.75	270
Retail/Service	6,349,000	0.4	360
Total	22,256,000		750
Surrey Wide			
Business Park	24,001,000	0.30	1,840
Industry	12,924,000	0.20	1,480
Total	36,925,000		3,320
Grand Total	59,181,000		4,070

As indicated in Figure A-5, scenario development would require just over 4,000 acres of land. Office and retail/service development would require about 120 acres within City Centre, and about 630 acres throughout other areas of Surrey. Business park/industry development would require about 3,300 acres.

Future Land Demand and Supply

To assess land demand and supply, the projected land requirements from Figure A-5 are compared to the existing OCP allocation of commercial and industrial land. The projected scenario for land development and land requirements over the next 20 years indicates that Surrey requires an additional 1,000 to 1,500 acres of land allocated for business park/industry development and an additional 400 to 500 acres of land allocated for office and retail/service development. This projection is described in more detail in the following sections.

Business Park / Industry Land Requirements

Achieving the City's economic / job goals will require development of about 3,300 acres of land for business parks and light industry over the next 20 years.

Surrey has about 7,120 acres of designated industrial land, of which 3,600 acres are currently utilized by industrial uses and 1,300 acres are located within utility corridors, parks or environmentally sensitive areas. The remaining 2,250 gross acres are either vacant or not being utilized for industrial purposes. However, development options for much of this remaining land is constrained by poor location, lack of transportation access or onerous and expensive servicing requirements. Of the 2,250 non-utilized acres, about 1,700 acres are considered difficult and very expensive to service, due to distances from existing services or poor soil conditions, while about 550 acres could be developed with minor to moderate servicing improvements and costs. Further, this scenario assumes that about 20% (720 acres) of designated industrial land currently used for industry could have additional net development or redevelopment potential.

Depending upon the degree of servicing constraint and the net redevelopment potential, a minimum of 550 acres and a maximum of 3,000 acres could be available for development. Based on the OCP scenario requirement for 3,300 acres, Figure A-6. shows that the amount of additional business park/industrial land that is required for development could be as high as 2,750 acres, depending upon servicing and redevelopment assumptions.

Figure A-6. Industrial Land Evaluation (Acres)

Land Availability Assumptions	Land Available	Land Demand	Additional Land Required
A. All designated land plus industrial redevelopment capacity	3,000	3,300	300
B. All designated land not including industrial redevelopment capacity	2,280	3,300	1,020
C. Land that has good to moderate servicing plus industrial redevelopment capacity	1,270	3,300	2,030
D. Land that has good to moderate servicing not including industrial redevelopment capacity	550	3,300	2,750
Estimated Land Requirement (Acres)			1,000 – 1,500

New OCP policies to increase the amount of serviced industrial land will enhance the development potential of some existing Industrial designated lands. However, there are 3

factors to consider in assessing the amount and timing of development that may occur on currently designated Industrial land. First, a large amount of the available Industrial designated land may remain un-marketable due to poor location, lack of transportation access or onerous servicing requirements. For example, the Campbell Heights Plan allocates about 1,400 acres for business park development. Assuming this area is completely serviced over the next 20 years, the remote location would remain as a barrier to many potential businesses that would otherwise locate in Surrey. Second, as industrial areas reach 80-90% saturation, dispersed lot configurations make it increasingly difficult for developers to assemble sites that are of desirable size for development. Again, in the Campbell Heights example, this would suggest that the final 200 acres may be comprised of scattered remnant parcels that would be difficult to market and develop. Third, the likelihood and timing of redevelopment in existing industrial areas is difficult to predict, and is most likely to involve smaller scale expansion or rebuilding of existing structures. Redevelopment areas are not likely to provide the larger sites required for new business park developments.

Considering the above constraints on the existing land supply, achieving the City's objectives for accelerated business growth will be impeded unless there is an adequate supply of marketable land. As such, the OCP development scenario estimates that an additional 1,000 to 1,500 acres of strategically located and highly marketable business park / industry land would be needed to meet Surrey's economic development goals.

Commercial Development Land Requirements

Estimates of commercial development over the next 20 years suggest that new office and retail development would absorb about 740 acres of land. New retail/service development to meet the demands of the local population would require about 400 acres of land, while office development would require about 340 acres of land.

Currently, Surrey has a total of 1,350 acres of land within the City Centre, Town Centre and Commercial designations. There is sufficient capacity to accommodate the projected 7 million sq.ft. (120 acres) of office and retail/service development within Surrey City Centre. However, it will be more difficult to accommodate the additional 15 million sq.ft. (630 acres) of commercial development in other areas of Surrey. Outside of City Centre there are about 1,000 acres of land designated for business development. About 870 acres are currently utilized and about 130 acres are vacant or occupied by older single family dwellings. In addition, this scenario assumes that about 15% (130 acres) of currently utilized land outside the City Centre has additional net redevelopment potential. This allows for a total of about 260 acres of designated land that is available for business development. Figure A-7 shows the land availability assumptions.

Figure A-7. Commercial Land Evaluation (Acres)

Land availability assumptions	Land Available	Land Demand	Additional Land Required
City Centre	>120	120	0
Outside of City Centre			
A. All designated land plus commercial redevelopment capacity	260	630	370
B. All designated land not including net commercial redevelopment capacity	130	630	500
Overall Commercial Land Requirement Outside of City Centre			400 – 500 acres

As commercial areas are not significantly constrained by infrastructure servicing, there is less variation in the potential utilization of existing commercial lands. However, the timing and amount of commercial redevelopment in currently developed areas is difficult to predict. Accommodating new commercial development will require land that is readily available, and therefore, the plan should not rely upon the availability of redevelopable land to meet business growth targets.

Given these considerations, this scenario estimates that an additional 400 to 500 acres of commercial land, in addition to land currently designated for business uses, is needed to meet Surrey's commercial development goals.

Employment Growth

Forecasts of Lower Mainland economic and employment growth³ suggest that Surrey will continue to have respectable employment growth over the next twenty years. Employment in the GVRD is projected to increase by 500,000 jobs by the year 2021, with about 100,000 or 20% of these jobs locating in Surrey.

However, the projected trend in employment growth will little more than keep pace with Surrey's continuing population growth. Surrey's population is projected to reach 545,000 with a labour force of 275,000 by the year 2021. The projected trend in employment growth would result in a total of 190,000 jobs and a job to labour force ratio of .69 in Surrey by the year 2021.

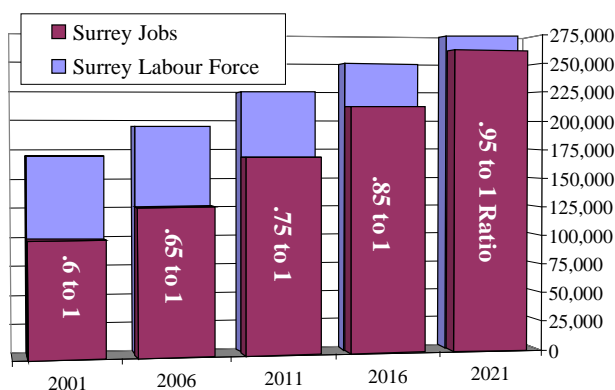
Figure A-8. Projected Trend and OCP Objectives for Surrey Employment Growth ⁴

	Total Jobs 1996	Trend		OCP Scenario	
		Job Growth 96-21	Job Total 2021	Job Growth 96-21	Job Total 2021
GVRD	914,000	500,000	1,422,000	500,000	1,422,000
Surrey	87,000 (9.5% of GVRD)	100,000 (20% of GVRD)	190,000 (13% of GVRD)	172,000 (34% of GVRD)	260,000 (18% of GVRD)
Labour Force	159,000		275,000		275,000
Ratio	.55		.69		.95

Sources: Lower Mainland Employment Study, Coriolis Consulting Corp;
City of Surrey

A primary objective of the OCP is to achieve a job to labour force ratio of 1:1. The OCP economic growth scenario would generate about 172,000 jobs – 34% of the GVRD’s projected employment growth – for a total of 260,000 jobs in Surrey by the year 2021. With a projected labour force of 275,000, Figure A-9 shows that achieving OCP growth objectives would result in a job to labour force ratio of .95 by the year 2021.

Figure A-9. OCP Job Growth Scenario



Adjustment to the Employment Growth Estimates

The City places a high priority on achieving OCP economic development objectives and will aggressively implement OCP policies to achieve those objectives. It is also important that both the City and region manage resource allocation and infrastructure in a way that supports long-term objectives, while also being practical in relation to actual growth rates and available resources. Achieving the OCP Economic Growth Scenario target of 260,000 jobs by the year 2021 is recognized as being a "stretch" target. Therefore, for the purposes of resource allocation and infrastructure planning, the OCP Economic Growth Scenario provides an infrastructure planning base figure of 225,000 Surrey jobs by the year 2021. During each major (5 year) review of the Official Community Plan, the OCP Economic Growth Scenario job target and the infrastructure planning base figure will be assessed in relation to employment growth trends and adjusted as necessary.

City Assessment and Revenue Estimates

The OCP economic development scenario assumes that Surrey will achieve about \$4.75 billion in business construction value over the next 20 years. About \$2 billion would be trend growth based on the past average of \$1 million per year, and \$2.75 billion would be the result of accelerated growth policies contained in the OCP. The increased business growth would have a

significant affect on Surrey’s municipal assessment and tax revenue base. As previously stated, the OCP objective is to increase the business and industry percentage of tax revenue from the 28% to 40% (See Figure A-11).

The city’s assessment growth is related to land use and building improvements, as well as changes in the lower mainland land market. To estimate growth in city assessments, this scenario makes a very general assumption that each \$1 dollar of business construction value will yield \$1.20 in new business and industry assessment value⁵.

Applying this multiplier, the \$4.75 billion in construction value would create an increase of \$5.7 billion in assessment value. About \$2.4 billion of this total would be due to trend growth, and \$3.3 billion would be due to accelerated growth. Assuming that the growth in residential assessments are linked to the rate of residential growth, the business and industry percentage of total assessment would increase from 13.8% in the year 2001 to 19.6% by the year 2021.

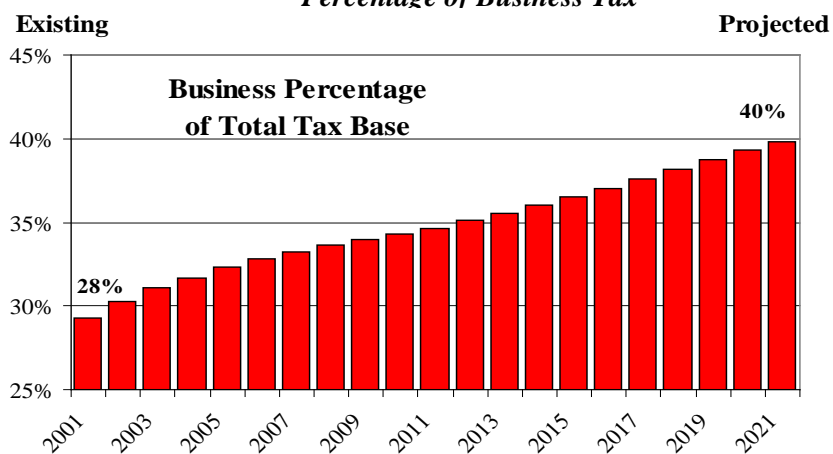
Based on the projected increase in assessed values, the corresponding increase in municipal tax revenues is calculated based on 2001 mill rates. Applying the 2001 mill rate of 9.44 to the projected business and industry assessments shows that accelerated business growth would result in a total compounded tax revenue of \$247 million over the 20 year period. Figure A-10 shows the projected composition of growth related tax revenue.

Figure A-10. Projected City Tax Levy

Projected Revenues	Total in \$Millions for each 5 year period				
	2002-2006	2007-2011	2012-2016	2017-2021	Total 2002-2021
2001 Base Tax Levy	618.9	618.9	618.9	618.9	2,475.6
Trend Residential Growth	25.3	76.2	134.2	199.6	435.3
Trend Business Growth	15.6	41.5	67.5	93.5	218.1
Accelerated Business Growth	15.6	41.5	72.7	116.8	246.6
Tax Levy	675.3	778.2	893.3	1,028.8	3,375.6

The additional business tax revenues would shift the composition of City tax revenues from the current 2001 distribution of 72% residential and 28% business, to a 2021 distribution of approximately 60% residential and 40% business contribution.

Figure A-11. Projected Growth in the Percentage of Business Tax



A.2. OCP Residential Growth Scenario

Surrey's Official Community Plan establishes a series of residential growth management goals and policies to create compact and complete communities. Based on OCP policies, the residential growth scenario provides long-term projections of housing and population to guide residential land use planning decisions.

A.2.1 Housing

Figure A-13 shows the status of Surrey's housing stock in 2001⁶. Of the estimated 113,000 dwellings, about 70% are single detached homes, 11% are townhouses and 19% are apartments.

Figure A-13. Surrey's Housing Stock Estimate - 2001

Dwelling Totals	Surrey	Whalley	Guildford	Fleetwood	Newton	Cloverdale	S Surrey
Single / Duplex	79,300	17,100	8,900	10,600	17,600	9,200	15,900
Row Housing	12,800	1,600	2,200	1,700	3,800	1,400	2,100
Apartment	21,100	6,800	5,700	600	4,200	1,000	2,800
Total	113,200	25,500	16,800	12,900	25,600	11,600	20,800

Note: All figures are rounded. Figures do not include results of the 2001 Census.

The Official Community Plan anticipates the location and type of residential development capacity required to meet the projected total of 188,000 dwellings by the year 2021. Figure A-14 shows the planned housing growth for each of the 6 major areas of Surrey. The majority of future development will locate within the Whalley, Guildford, Fleetwood and Newton areas. Figure A-15 shows the projected housing development by type.

Figure A-14. Projected Housing Growth by Town

Dwellings Totals	1991	1996	2001	2006	2021
Whalley	22,000	24,900	25,500	27,000	40,000
Guildford	11,400	15,400	16,800	18,000	25,000
Fleetwood	7,700	11,000	12,900	14,500	20,000
Newton	17,000	21,700	25,600	31,400	41,000
Cloverdale	8,000	9,500	11,600	16,100	28,000
South Surrey	16,100	18,500	20,800	24,000	34,000
Total	82,200	101,000	113,200	131,000	188,000

Figure A-15. Housing Projections by Type to 2021

Dwelling Totals	1991	1996	2001	2006	2021
Single / Duplex	62,900	72,200	79,200	87,600	106,000
Row Housing	6,300	9,500	12,800	17,800	29,000
Apartment	12,900	19,300	21,100	25,500	53,000
Total	82,100	101,000	113,100	130,900	188,000

The plan anticipates high growth for all housing types; however, a primary emphasis of the OCP is to create opportunities for the development of ground oriented housing (single detached, duplex, townhouse). The plan anticipates that 57% of the new housing growth over the next 20 years will be ground oriented, and 43% will be apartment.

A.2.2 Population

Surrey's residential growth scenario anticipates a population of 545,000 by the year 2021. The 1996 Census counted Surrey's population at 304,500, and it is estimated that the 2001 population is about 342,000. Reaching the 2021 population target requires an increase of about 200,000 residents, an average of 10,000 residents per year over the next 20 years. Figure A-16 shows the projected range of projected population growth for each of Surrey's planning areas.

Figure A-16. Population Projections by Town

Town	1981 Census	1986 Census	1991 Census	1996 Census	2001 Estimate	2006	2011	2021
Whalley								
High					80,000	87,000	100,000	132,000
Medium	46,400	53,610	64,000	72,600	76,900	81,000	89,000	110,000
Low					72,000	73,000	81,000	101,000
Guildford								
High					52,000	56,000	65,000	88,000
Medium	18,000	24,630	33,000	44,100	48,100	51,000	55,000	68,000
Low					46,000	49,000	50,000	62,000
Fleetwood								
High					45,000	51,000	57,000	67,000
Medium	10,100	14,610	25,600	36,800	41,300	46,000	51,000	60,000
Low					40,000	44,000	49,000	59,000
Newton								
High					96,000	122,000	143,000	181,000
Medium	31,600	39,170	57,300	71,500	90,500	111,000	127,000	147,000
Low					84,000	100,000	114,000	134,000
Cloverdale								
High					32,000	45,000	65,000	91,000
Medium	14,650	15,300	21,200	26,800	30,900	43,000	59,000	75,000
Low					30,000	41,000	54,000	60,000
South Surrey								
High					56,000	64,000	71,000	85,000
Medium	26,350	33,820	44,100	52,500	54,400	62,000	69,000	83,000
Low					52,000	57,000	62,000	72,000
TOTAL								
High					352,000	419,000	490,000	612,000
Medium	147,100	181,138	245,200	304,000	342,000	394,000	450,000	545,000
Low					327,000	358,000	392,000	450,000

Note: 2001 Census information was not available during preparation of the 2001 OCP. Therefore, population estimates and projections are subject to change.

Residential Growth Capacity

The Official Community Plan allocates land for residential growth within the Urban, Multiple Residential and Suburban designations. The Urban designation provides land for traditional single family neighbourhoods, including single detached homes, duplexes and town houses. The Multiple Residential designation, and to a lesser extent the City Centre and Town Centre designations, provide land for higher density apartment housing. The Suburban designation provides land for low density, semi-rural housing.

Urban Capacity

The majority of Surrey's existing and future housing development will locate within the OCP Urban designation. The plan allocates about 9,450 hectares of Urban land. About 86% of this land is developed for Urban uses and 14% is available for future development. Future development of the remaining Urban lands will include (See Figure A-20):

- Urban infill development of vacant land within established Urban areas.
- Urban NCP neighbourhoods in newly designated Urban areas.
- Redevelopment of the older housing stock in some older Urban neighbourhoods.

Over the past five years about 57% of the new Urban single family housing and townhousing was built in the Urban infill areas, while 37% was built in NCP areas. Growth projections suggest a reversal of this pattern as the Urban land supply diminishes and more of the NCP areas are fully serviced for development. Over the next 5 years about 2,700 units (20%) of new Urban single family and townhousing development are expected in the existing Urban infill areas, and 9,800 units (70%) are expected in the NCP areas.

Urban Infill Development

Figure A-17 shows the distribution of vacant Urban land within each of Surrey's six towns. There are about 450 hectares (1,100 acres) of vacant Urban infill land that could potentially be developed. However, some of this vacant land would be difficult to develop due to lot configurations, existing land uses or location. Therefore, 450 hectares should be considered as maximum infill capacity.

If all vacant lands were built out to maximum Urban densities, infill development could accommodate 7,300 dwellings and 21,000 residents over a 20 year time frame.

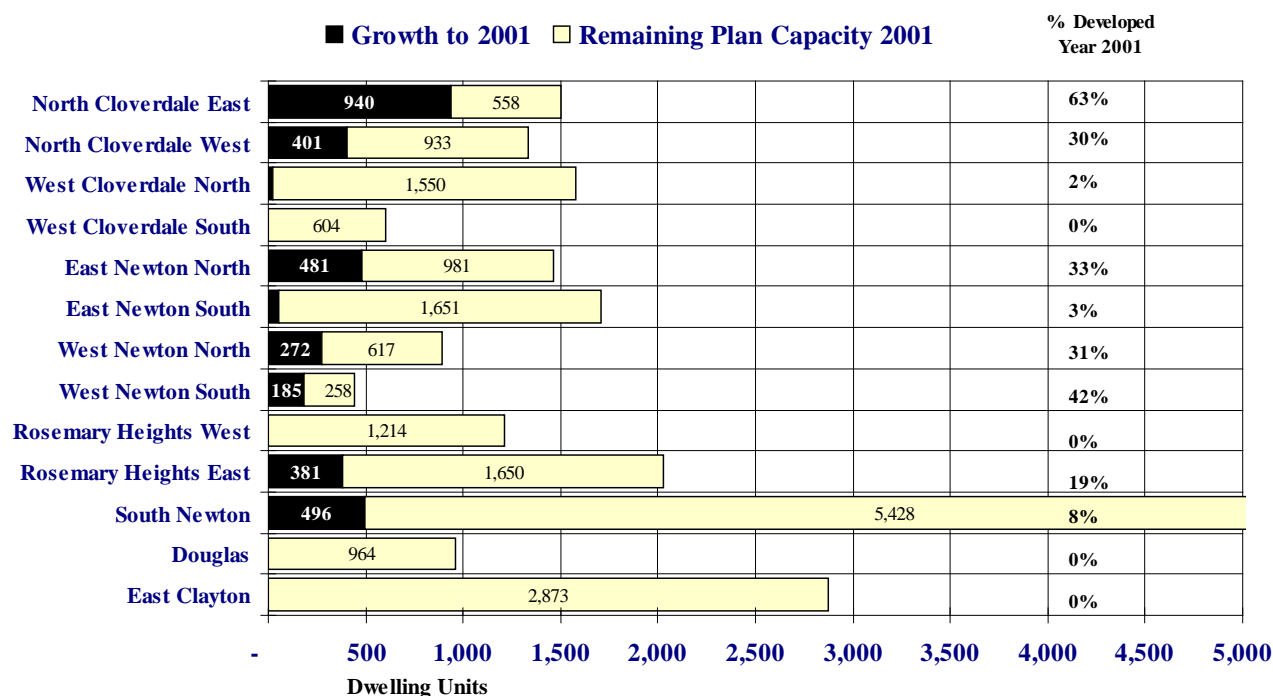
Figure A-17. Undeveloped Urban Residential Land

Town	Infill Development Land Capacity hectares (acres)	
Whalley	66	(163)
Guildford	86	(212)
Fleetwood	93	(230)
Newton	77	(190)
Cloverdale	45	(111)
South Surrey	81	(200)
Surrey Total	448	(1,100)

New Urban Neighbourhoods

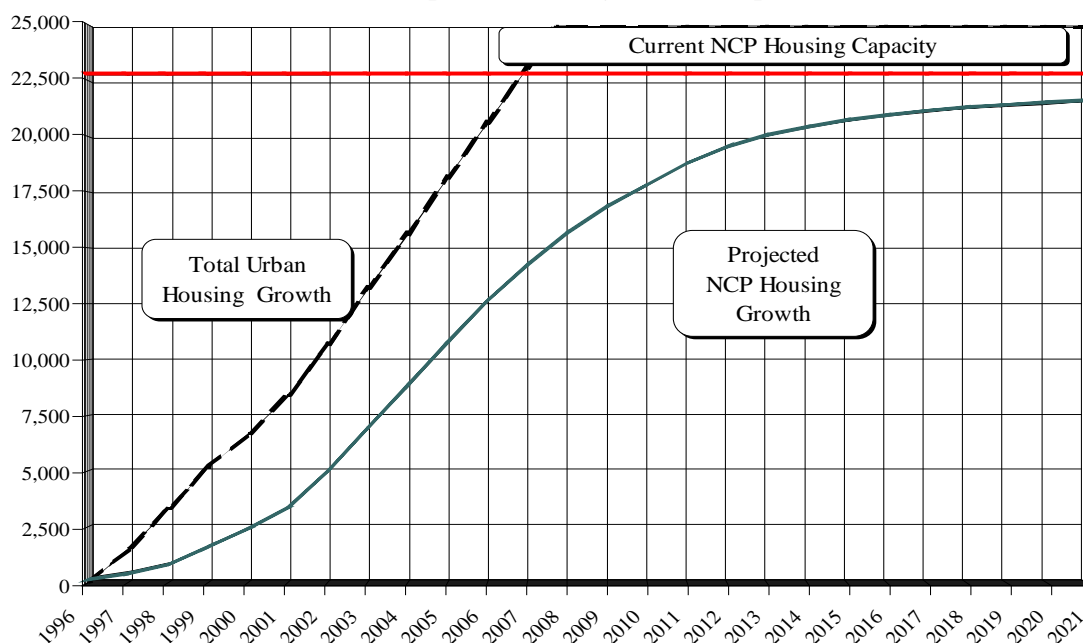
New Urban Neighbourhoods include areas designated for Urban development through a Neighbourhood Concept Plan (NCP) process. There are a total of 13 NCP areas. Figure A-18 shows that these areas provide the potential for approximately 22,500 dwellings and 66,000 residents.

Figure A-18. Residential Development Capacity of Urban NCP Neighbourhoods



The majority of residential growth over the next 10-15 years will be located within the City’s NCP areas. By the end of the 2nd quarter of 2001, about 15% (3,300 units) of the City’s total NCP capacity had been developed. Growth projections for the next 5 years suggest that about 70% of the new Urban growth will be located within the NCP areas.

As development in the NCP areas is still in the early stages, there is sufficient capacity in the combined NCP areas to absorb Surrey’s Urban single family and townhouse development for the next 6-10 years. However, as the NCP areas reach 70%-80% saturation, there will be increasing pressures for redevelopment in older established neighbourhoods and for opening new growth areas. Figure A-19 shows the projected timing of development in the NCP areas.

Figure A-19. Planned Housing Capacity and Projected Absorption in NCP Areas (Dwelling Units)

Redevelopment in Existing Urban Areas

The OCP growth scenario anticipates that, as Infill and NCP areas near capacity, the market will put increasing redevelopment pressure on the ageing housing stock in some of Surrey's older neighbourhoods. In some areas this could mean 1 to 1 replacement, but in other areas this could mean increased densities by replacing existing single family housing with higher density small lot housing, duplexes, multi-plexes, townhouses or walk-up apartments.

Although the current development capacity in NCP areas alleviates market pressures for redevelopment, many neighbourhoods are seeing increasing numbers of older traditional single family homes being demolished and replaced with new larger dwellings. Over the past year single family demolition and replacement accounted for about 25% of building permits in the Urban non-NCP areas. This percentage is expected to increase over the next 5 years.

The OCP estimates that redevelopment could add about 9,000 dwellings and 27,000 residents over the next 20 years. The amount of redevelopment potential will vary among Surrey's towns, depending upon factors such as local land use plans, the age of the housing stock, land values, neighbourhood stability and location.

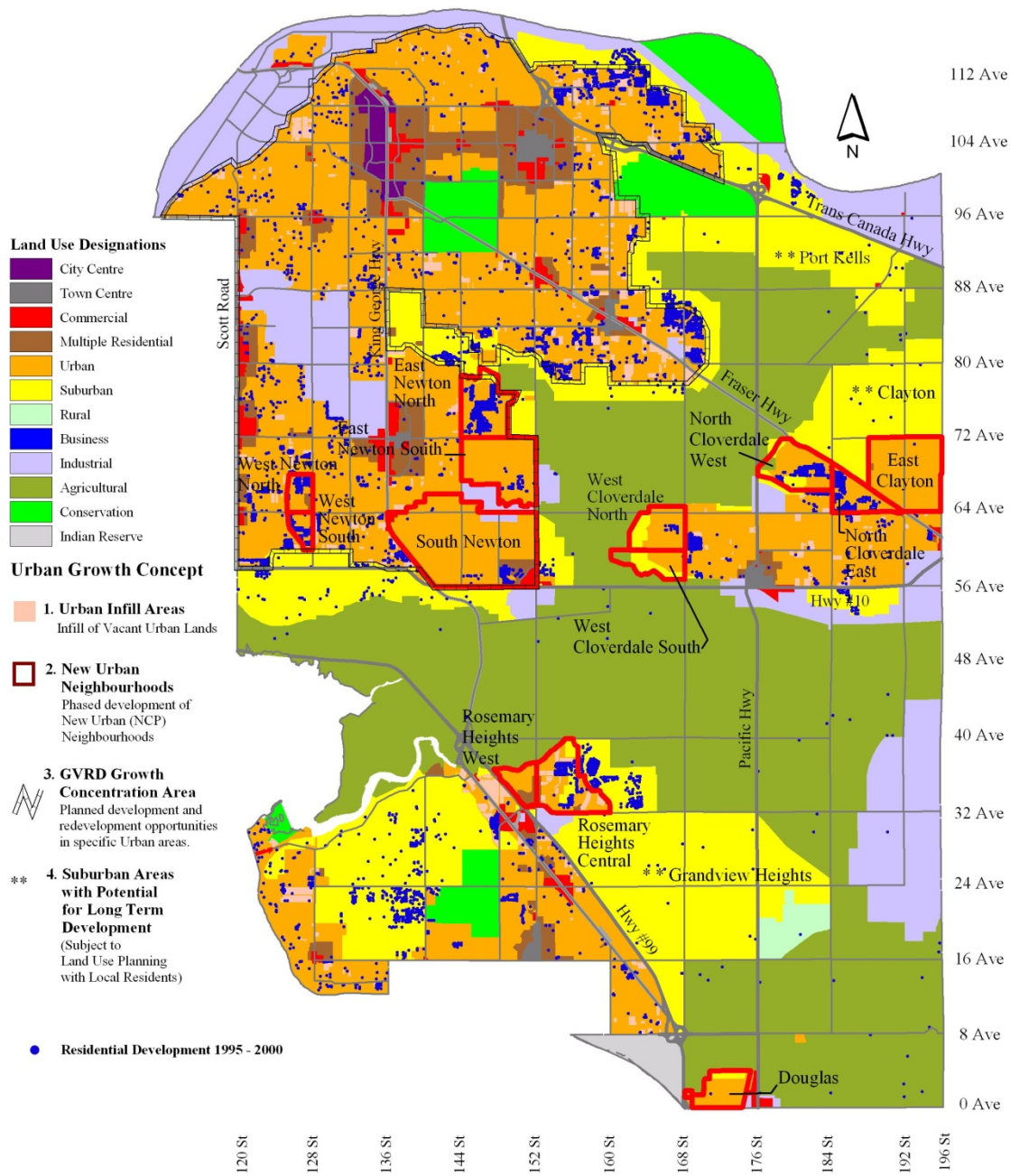


FIGURE A-20: Future Development Concept Map

Potential Long Term Urban Growth Areas

The OCP anticipates the long term need for additional Urban land. Clayton (excluding East Clayton) and Grandview Heights are considered the most appropriate areas for long term Urban development. Figure A-21 shows that these areas could potentially add 10,500 dwellings and 31,000 residents to the City's Urban growth capacity.

Figure A-21. Development Capacity of Potential Future Urban Areas

	Urban Land hectares (acres)	Housing dwelling units	Population
Clayton (excluding East Clayton)	290 (715)	5,700	17,000
Grandview Heights	250 (620)	4,800	14,000

The Clayton NCP - General Land Use Concept - establishes the Clayton area as the first of these Suburban areas to be planned as a new Urban growth area. However, projected development trends and the large amount of existing Urban development capacity suggest that the opening of new growth areas can be deferred for at least 10 years.

Multi-Family Housing Capacity

The plan allocates 960 hectares of land for Multiple Residential apartment development. However, there will also be apartment development within the City Centre, Town Centres, neighbourhood centres and at strategic points along major transportation corridors. Figure A-22

Figure A-22. Planned Apartment Capacity

	Apartment Units in 2001	Estimated Capacity	Potential Population
Whalley	6,800	45,000	81,000
Guildford	5,650	16,000	28,800
Fleetwood	590	2,000	3,600
Newton	4,200	13,000	23,400
Cloverdale	1,000	2,000	3,600
South Surrey	2,800	6,000	10,800
Total	21,000	84,000	151,200

shows there is potential for an additional 63,000 apartment units within the city, with just over 50% of this capacity located in the City Centre and Whalley areas. The plan has more than adequate capacity to meet future demand for 60,000 apartment units expected over the next 20 years.

Suburban/Rural Residential Development

The plan provides land for semi-rural housing development within the Suburban and Rural land use designations. The Rural designation is exclusively residential; however, the Suburban designation is intended both for semi-rural housing and to provide a land reserve for future development. Although the dwelling capacity of the Suburban designation is difficult to estimate, the plan anticipates that about 2,000 new single family dwellings could be constructed within the Suburban designation over the next 20 years.

EXPLANATORY NOTES

1. Allocation of business construction into business development categories is based on assumptions for the amount of retail/service, office and business park/industry development that would be required to achieve OCP growth (construction value) objectives.

Floor area allocated to the retail/service component was based on the assumption that this sector is population dependent and will parallel the projected consumer demand of Surrey's population. Development in the office sector and the business/industry sector are assumed to be market related, with growth projections based on the share of market growth required to achieve construction value objectives.

The following estimates of construction value per square foot are used in this scenario to calculate overall floor area growth. Estimates are based on overall averages from Surrey building permits, and include only commercial and industrial building permits values that relate to new floor area.

Sector	Construction Costs	Percent of Construction Value Resulting in New Floor Area
Commercial	\$63 per square foot	52%
Industrial	\$50 per square foot	90%

Construction costs and the percent of construction value resulting in new floor area were derived from a review of Surrey commercial and industrial building permits that were issued between January 1999 and August 2001. For all commercial building permits, 52% of total commercial construction value was associated with new floor area. Of that 52%, the average construction cost per square foot was approximately \$63. For all industrial building permits, 90% of total industrial construction value was associated with new floor area. Of that 90%, the average construction cost per square foot was \$50. The non-floor area component of construction value includes any construction permits for renovations, rebuilding, facades, tenant improvements or any type of permit related construction that does not generate addition floor area.

Retail development calculation: The retail / service component of new construction was calculated on the basis of Surrey population growth and total population related retail/service demand. With a projected Surrey population of about 545,000 in 2021, the 1997 GVRD average of 46ft² per capita was used to estimate a total retail / service floor area requirement of 25 million ft² for the year 2021. The current 2001 retail/service floor area estimate of 17.6 million ft² was subtracted to determine a total 2001 to 2021 floor area growth of about 7.5 million ft². With this assumption for total floor area growth, and construction value factors, the retail/service sector would generate about \$905 million

Floor area related retail development (52%):

$$\$471 \text{ million} = 7,500,000 \text{ (total floor area growth)} \times \$63 \text{ (construction cost per sq ft)}$$

Non-floor area related retail development (48%):

$$\$434.4 \text{ million} = \text{The remaining (48\%)} \text{ is non-growth related construction value.}$$

Total retail construction value:

$$\$905 \text{ million} = \text{total retail construction value over the 20 year period.}$$

Office development calculation: The office share of total commercial construction value was calculated as the amount of floor area growth required to achieve commercial construction value objectives in relation to the retail growth component and in relation to the assumed share of business park/industry sector growth. The scenario assumes an annual average of 739,000 sq ft of new office floor area, and a total construction value of \$1.8 billion over the 20 year period.

Floor area related office development (52%):

$$\$931.6 \text{ million} = 14.8 \text{ million ft}^2 \text{ (total floor area growth)} \times \$63 \text{ (construction cost per sq ft)}$$

Non-floor area related office development (48%):

$$\$860 \text{ million}$$

Total office construction value:

$$\$1.8 \text{ billion}$$

Business Park/Industry calculation: The business park/industry component of total construction value was calculated as the amount of floor area growth required to achieve construction value objectives in relation to the retail growth component and in relation to the assumed share of office sector growth. The scenario assumes an annual average of 1.8 million sq.ft. of new floor area, and a total construction value of \$2.05 billion over the 20 year period.

Floor area related business/industry development (90%):

\$1.85 billion = 36.9 million ft² (total floor area growth) X \$50 (construction cost per sq ft)_

Non-floor area related business/industry development (10%):

\$205.1 million

Total office construction value:

\$2.05 billion

Summary of total new business development and construction values 2001 to 2021.

Sector	Floor Area Growth - ft²	Construction Value
Retail / Service	7.5 Million (373,500 per year)	\$905 Million
Office	14.8 Million (740,000 per year)	\$1.8 Billion
Business / Industry	36.9 Million (1,846,000 per year)	\$2.05 Billion
Total	59.2 Million (2,960,000 per year)	\$4.75

- Densities are based on averages for actual and planned land uses for the specific type of development.
- Trend and regional employment growth estimates are based on information provided in the Lower Mainland Employment Study, May 1999, prepared for the Greater Vancouver Regional District by Coriolis Consulting Corp.
- Floor area to job ratios for the OCP scenario are based on a compilation of sources and averaged to reflect the economic development categories used in this scenario. Based on an assumed employment total of 100,000 for the year 2001, the following ratios were used in scenario calculations for floor area growth between 2001 and 2021, with the added assumption that there will be about 13,000 addition jobs that have no fixed location.

Type of Development	Job to Floor Area Ratio (sq.ft.)
Office	1:250
Retail / Service	1:500
Business Park /Industry Average	1:500
Business Park	1:425
Light Industry	1:800

- There is no absolute indicator to link new construction with increases in city assessments. A review of annual assessment growth reveals considerable fluctuation. This scenario makes a simple assumption that each \$1 dollar of commercial and industrial construction value results in a \$1.20 increase in Surrey's business and industry assessment. Based on historical information, this is considered a conservative estimate.
- All housing and population figures for the year 2001 are estimates that were calculated prior to the release of 2001 Census information. Therefore, all figures for the year 2001 and subsequent years are subject to revision.

Appendix

B. Regional Context Statement

Background

The *Local Government Act, Section 866(1)*, includes the provision that municipalities in the Greater Vancouver Regional District have a Regional Context Statement as an element of their Official Community Plan that explains the relationship between the Official Community Plan and the Liveable Region Strategic Plan.

The Liveable Region Strategic Plan was approved by the Greater Vancouver Regional District Board on January 26, 1996 and accorded the status of a regional growth strategy by the Minister of Municipal Affairs on February 10, 1996.

Surrey endorsed the Liveable Region Strategic Plan based on a Memorandum of Understanding between the City of Surrey and the Greater Vancouver Regional District (GVRD). The Memorandum of Understanding was approved by Surrey Council on October 10, 1995 and by the Greater Vancouver Regional District Board on October 27, 1995.

Surrey's first Regional Context Statement was approved by the Greater Vancouver Regional District Board on May 1, 1998, and incorporated through by-law amendment into Surrey's Official Community Plan on May 4, 1998.

A major review of the Official Community Plan was undertaken during 2001 and early 2002. On January 28, 2002, Surrey Council gave final adoption to an amended OCP. This revised RCS was approved by Surrey Council on October 6, 2003, by the Greater Vancouver Regional District Board on November 28, 2003, and incorporated through by-law amendment into Surrey's Official Community Plan on January 26, 2004.

Context Statement

Surrey's Official Community Plan – "Strategy for a Sustainable City" – documents the principles, objectives and policies that will allow Surrey to reach its full potential as a major city within the Greater Vancouver regional context. In that Surrey will be accommodating a large share of the GVRD residential and economic growth over the next 20 years, the OCP acknowledges Surrey's crucial role in shaping the future of the GVRD.

The following strategies in the Liveable Region Strategic Plan and the key directions of Surrey's Official Community Plan reflect similar interests and concerns about the goals for achieving liveable and balanced communities.

I. Livable Region Strategic Plan

- Protect the Green Zone
- Build Complete Communities
- Achieve a Compact Metropolitan Region
- Increase Transportation Choice

II. Surrey Official Community Plan

- Manage growth for compact communities
- Build a sustainable local economy
- Build complete communities
- Enhance image and character
- Increase transportation choice
- Protect agriculture and agricultural areas
- Protect natural areas
- Provide parks and recreational facilities
- Improve the quality of community
- Enhance citizens' safety and well being through crime prevention

The following provides an overview of Surrey's Official Community Plan policies and guidelines in relation to each of the four Liveable Region Strategic Plan strategies:

I. Protect the Green Zone

The Green Zone is intended to protect natural assets, including major parks, farmland, watersheds and ecologically important areas and to provide a long-term boundary for containing urban growth. The Green Zone in Surrey includes:

1. The Agricultural Land Reserve as shown in Figure 20. These lands are designated Agricultural in Figure 1 for farm use.
2. Conservation designated regional parks and urban forests as shown in Figure 9:
 - i) Tynehead Regional Park
 - ii) Surrey Bend Regional Park
 - iii) Green Timbers
 - iv) Sunnyside Acres
 - v) Blackie's Spit
3. Bear Creek Park which is a City Park as shown in Figure 21.

The following policy measures in the Official Community Plan express more detailed interest and concern for the promotion of the Green Zone:

- Implementation of the Parks and Recreation Master Plan and a comprehensive City-wide Greenways Plan shown in Figure 22, are consistent with the Park and Outdoor Recreation System vision contained in the Liveable Region Strategic Plan;
- Acquisition of parks and open space based on standards in the Official Community Plan;
- Provision of setback requirements for the protection of fish bearing watercourses;
- The City is part of a planning team involved in the establishment of a Wildlife Management Plan which includes Boundary, Mud and Semiahmoo Bays;
- Requirement for any commercial, industrial or multiple residential development proposed within or adjoining an Environmentally Sensitive Areas with high or medium environmental rating to conduct an environmental impact study for approval by the City;
- Requirement for clustering of developments away from agricultural areas and the provision of a buffer for developments abutting the Agricultural designation;
- Land use policies developed in consultation with the Fraser River Estuary Management Program to maintain biological diversity and improve public access to the Fraser River estuary (Figure 18); and
- Policies to protect and enhance water courses through updating and application of the Surrey Watercourse Classification Map, environmentally sustainable practices in development and habitat enhancement programs.

II. Build Complete Communities

A complete community offers a wide range of housing choices, local employment, an equitable distribution of social and cultural services and facilities, convenient services and viable transportation alternatives to cars. A complete community also strives to achieve safety, a people-friendly built environment and energy efficient planning and development approaches.

The Official Community Plan promotes the complete community principle at each of the regional, City-wide, community and neighbourhood levels. The OCP supports a balance of residential and economic development that will allow residents to live, work and do business in close proximity thereby reducing commuting within the region and providing a balanced assessment base upon which the delivery of a full range of municipal infrastructure, facilities and services can be supported. Surrey's complete towns and neighbourhoods will offer a wide range of business opportunities, local employment, housing choices, convenient services and transportation alternatives, and a safe and energy efficient built environment.

The Official Community Plan provides additional measures to encourage the building of complete communities including:

- Encouragement of a compact urban development pattern by facilitating smaller residential lots and multiple unit residential and mixed use developments; and
- Planning major roads and transportation routes to allow efficient travelling by public transit, walking, bicycles and cars.

In building complete communities, the Official Community Plan recognizes the need for increased commercial and industrial development to increase local employment:

- Surrey shares only 10% of the jobs located in the Greater Vancouver Regional District. Based on a 2001 total of about 100,000 jobs, Surrey has about 0.55 jobs per Surrey resident in the labour force. The LRSP targets regional employment at 1,317,000 jobs by 2021. Surrey's OCP objective is to achieve a ratio of 1 local (Surrey based) job per Surrey resident in the labour force. The OCP Economic Development Scenario states that, if Surrey were to achieve this balance by the year 2021, Surrey would need to add 160,000 jobs for a total of 260,000 jobs, about 20% of the LRSP target.

While the City places a high priority on achieving economic development objectives, and will aggressively implement OCP policies to achieve those objectives, achieving the target of 260,000 jobs by the year 2021 is a "stretch" target. It is also important that both the city and region plan and manage resource allocation and infrastructure in a way that supports long-term objectives, while also being practical in relation to actual growth rates. Therefore, for the purposes of resource allocation and infrastructure planning, this RCS provides an infrastructure-planning base of 225,000 Surrey jobs by the year 2021. The City and the GVRD will review and update employment growth figures with each major (5 year) review of the Official Community Plan.

- Industrial development currently occupies about 1,450 hectares of the 2,880 hectares of Industrial-designated properties within the City. About 220 hectares of the property that is currently designated "Industrial" but that is not currently utilized for industrial development could be developed with such development with only minor to moderate servicing improvements and costs. The remaining lands have significant environmental, servicing or accessibility constraints. To achieve OCP economic development objectives, Surrey will require that an additional 400 to 600 hectares of land be designated for Industrial development by the year 2021. The City will meet the land requirements through access and service improvements to existing Industrial-designated land and through the addition of new workplace areas within the City.
- Commercial development in the City is mainly located in and around the City Centre, Town Centres, Neighbourhood Centres, and workplace areas. In 1997, Surrey had approximately 1.7 million square metres (18,000,000 square feet) of built commercial floor area. Future commercial development will relate closely to population growth and Surrey's emerging role as an important regional centre. To achieve OCP economic development objectives for the year 2021, the City will require a total of 3.75 million sq. m. (40,000,000 sq. ft.) of commercial floor area or approximately 2.05 million sq. m. (22,000,000 sq. ft.) of additional floor area. The City Centre, as a regional downtown, will respond to regional and local demand and is expected to accommodate 33% of the commercial growth. The Town Centres, Neighbourhood Centres and workplace areas will accommodate the balance.

City Council adopts an Annual Economic Development Work Plan that contains measures for promoting business development in support of complete communities.

III. Achieve a Compact Metropolitan Region

A compact metropolitan region would contain the greater share of the projected residential and employment growth within the regional Growth Concentration Areas. The Official Community Plan provides directions and implementation measures to promote the development of a compact metropolitan region, including:

- Allocating land use and development opportunities to achieve efficient utilization of designated Urban areas, infrastructure services, and public amenities;
- Facilitating the development of a strong Surrey City Centre as a Regional Town Centre, and encouraging the infill and redevelopment of under-utilized business lands; and
- Amending the Zoning By-law to facilitate and promote intensification of development within the City.

The Official Community Plan land use designations and capacities are in keeping with the Liveable Region Strategic Plan to achieve a compact metropolitan region. The ultimate population capacity in Surrey's existing and potential development areas is estimated at a total of 650,000 residents. Of this estimated capacity, the Growth Concentration Area is expected to accommodate 452,000.

For the planning horizon year of 2021, the OCP anticipates the following population and housing distributions within the Growth Concentration Area (GCA) and non-Growth Concentration Area (non-GCA) areas of Surrey (see Table 1.).

Table 1. - Estimated GCA and non-GCA Population and Households in 2021

	GCA North Surrey	Non-GCA Rest of Surrey	TOTAL
Population	385,000	158,000	543,000
Households	126,000	62,000	188,000
Ground Oriented Dwelling Units	84,000	52,000	136,000
Apartments	42,000	10,000	52,000

The LRSP establishes targets for total population and employment within the GVRD and within the GCA. The LRSP estimates a total population of about 2.7 million in the GVRD by 2021, and targets about 1.8 million within the GCA. The Surrey OCP estimates that Surrey will be home to about 20% of the LRSP population by the year 2021, and that by approximately 20% of the regional population within the GCA will reside in the GCA area within the City of Surrey.

The LRSP also estimates that there will be about 1.3 million jobs in the GVRD by 2021, and targets about 950,000 of these jobs to be within the GCA. As stated previously in this document, Surrey's OCP objective is to achieve a ratio of 1 local (Surrey based) job per Surrey

resident in the labour force. The OCP Economic Development Scenario states that, if Surrey were to achieve this balance by the year 2021, Surrey would need to add 160,000 jobs for a total of 260,000 jobs. This would result in about 20% of the regional jobs being located in Surrey by 2021 and about 20% of the jobs located within the GCA being located in Surrey.

Surrey's OCP objectives therefore promote a balance within the region where Surrey would achieve approximately 20% of LRSP growth targets for population and employment both within the Region and within the Growth Concentration Area.

However, for the purposes of resource allocation and infrastructure planning, this RCS provides an employment growth figure of 225,000 Surrey jobs by the year 2021. During each major (5 year) review of the Official Community Plan, the City and the GVRD will assess employment growth in relation to OCP policy objectives and prepare updates for population and employment growth scenarios.

Table 2. compares LRSP and Surrey OCP population and employment figures for the year 2021. The OCP Economic Development Scenario represents Surrey's OCP policy "stretch" target. The Infrastructure Planning Base will be used for resource allocation and infrastructure planning.

Table 2. - LRSP and OCP Population and Employment for 2021

	LRSP Policy for GVRD	OCP Policy for Surrey (% of LRSP)
Population		
Total Region	2,676,000	543,000 (20%)
Growth Concentration Area	1,832,000	385,000 (21%)
OCP Economic Development Scenario		
Total Region	1,317,000	260,000 (20%)
Growth Concentration Area	951,000	176,000 (19%)
Infrastructure Planning Base		
Total Region	1,317,000	225,000 (17%)
Growth Concentration Area	951,000	150,000 (16%)

A high percentage of apartment development is projected within the Surrey City Centre Area reflecting the existing City Centre land use plan. The estimated apartment capacity for the City Centre is 25,000 units. This figure is not absolute and if the market demand for ground-oriented townhouses prevails, some of the land currently earmarked for apartment units may ultimately be used for townhouse developments. The City will continue to look for opportunities to accommodate additional ground-oriented housing in the Growth Concentration Area of North Surrey.

As acknowledged in the 1995 Memorandum of Understanding between the City of Surrey and the GVRD, the OCP has established growth areas outside of the growth concentration area. Therefore, while the OCP anticipates a significant share of future residential and employment

growth within the GCA, the OCP also provides for the development of complete communities and employment/workplace centres outside of the GCA within City of Surrey.

The City of Surrey and the GVRD will together work towards the shared municipal and regional objectives for population and employment location as expressed in the Liveable Region Strategic Plan. During each annual review of the Official Community Plan the City will assess the distribution of new development, the effect of business development resulting from the application of performance criteria (as established in Section 3.8 of the OCP), and the progress made towards achieving the objectives of the OCP and the LRSP.

IV. Increase Transportation Choice

The Official Community Plan provides the following key directions that acknowledge the Liveable Region Strategic Plan objectives to increase and improve transportation choice:

- Initiate measures to increase the travel capacity (high occupancy vehicles, buses, bicycles and pedestrians) across the Fraser River to improve economic development and employment opportunities;
- Co-ordinate planning of the City's arterial street system with regional roads and provincial highways while reducing the traffic impact on town centres and neighbourhoods (Policy E-1.4);
- Integrate transportation and land use planning to support the City's growth management strategy, the hierarchy of centres and development of complete communities (Policy E-1.5); and
- Increase the level of transit service and use by working with the Greater Vancouver Transportation Authority in developing high capacity transit links from Surrey City Centre to Newton Town Centre along King George Highway and along 104 Avenue to the Guildford Town Centre (Policy E-3).

The City's Transportation Plan that was adopted by City Council on January 17, 2000 supports the transportation goals of both the Surrey Official Community Plan and the Liveable Region Strategic Plan.

V. Regional Context Statement Review

The Municipal Act requires the Regional Context Statement to be reviewed every 5 years. A review of Surrey's Official Community Plan, including the Regional Context Statement, is intended in the year 2007.

DIVISION B

Form and Character Guidelines for the Area in the Vicinity of the Douglas Crossing

January 1988

Guidelines:

1. Guidelines for Commercial Development in the Village Commercial Realm
 - (i) These guidelines apply to all commercial development on the properties fronting 2 Avenue and on 175 and 176 Street within 85 metres of the 2 Avenue right-of-way.
 - (ii) A “village common” setting for the “people” services, or tourist services, would create a coordinated, unified and friendly atmosphere for both visitors and Douglas residents. The “common” would be an open field of grass surrounded by shade trees and decorative plants. Pavement would be kept to a minimum. A gazebo would be a focus of attention and activity. Developments adjacent to the village common should provide ground level entrances and windows facing it. They should use architectural and landscape treatments that enhance the atmosphere of the “common”.
 - (iii) Courtyards should extend off the village common. They would have a “farmyard” style or design to reflect the rural atmosphere of the Hazelmere Valley. The motor hotels, cafes, restaurants and shops should focus on the courtyards by having their main entrances from the courtyard. Decorative lights and pavement, shade trees and benches would be features in the courtyards.
 - (iv) Roof lines, heights, parapet shapes, building forms and building styles should be coordinated for all buildings and structures within the “village” and with those in the adjacent sites. These features should reflect those of the farm houses and barns common to the Hazelmere Valley.

- (v) The building height and scale should be appropriate to the pedestrian character of the “village”. To promote pedestrian interest, the buildings around the “village common” and the courtyards should have small retail stores, at ground level, displaying visual variety.
- (vi) Continuous weather protection should be provided around the courtyards and the “village common” and along 175 Street through the use of awnings or other roof types. Also, there should be special paving treatment, street furniture, shade trees and lighting which is integrated into the building design.
- (vii) Signs, both freestanding and those on the building face, should be integrated into the architecture of the building. Billboards are specifically prohibited.
- (viii) Parking areas at the edges would keep vehicles away from the village common and the courtyards. Thus, a quiet pedestrian atmosphere would prevail. The parking areas should be screened from the street and should have landscaping amongst the parking spaces.
- (ix) An attractive entry boulevard should be created along 2 Avenue as a welcoming feature of the village. Shade trees would line the median and each side of the road.
- (x) The village character and form should be carried around the street corners for 60 metres (200 ft.) to provide a transition between the village commercial and the trucking/warehousing realms.

2. Guidelines for Development in the Trucking and Warehousing Realm

- (i) These guidelines apply to all commercial and industrial development in areas fronting on 4 Avenue, 175 Street and 176 Street, except those in the village commercial realm.

- (ii) A landscape buffer should be provided within the industrial and commercial developments. It should be located adjacent to residential areas to provide physical separation between uses, to reduce noise transmission and to provide a visual screen. The buffer should be a long earth mound (berm) 15 metres (50 ft.) wide and 4.0 metres (13 ft.) high to absorb the noise from truck engines and refrigeration units on trailers. This berm should be densely and attractively planted with trees and shrubs providing visual screening to an additional height of 4 metres.
- (iii) Industrial buildings should be placed adjacent to the residential area and the tourist village because the building mass will absorb the noise of trucks and the building width will add distance between the trucks and the areas potentially bothered by noise.

Where buildings act as noise barriers, the berm will not be needed. Provision of 5 metres of vegetation to screen the building would be a substitute for the berm. The combination of berm and building must be continuous along the boundaries with residential areas and the tourist village.

- (iv) Dense landscaping along 176 Street will provide a unifying appearance and an attractive image of Surrey to highway travelers. This landscape buffer should be at least 7.5 metres (25 ft.) wide and it should be very densely planted with colourful trees and shrubs. No driveways onto 176 Street would be permitted through the landscape buffer. This landscape buffer should be provided within each development.
- (v) Off-street parking and loading areas should be adequately screened from both 175 Street and 176 Street. Those on adjacent properties should be coordinated to minimize the number of driveways.

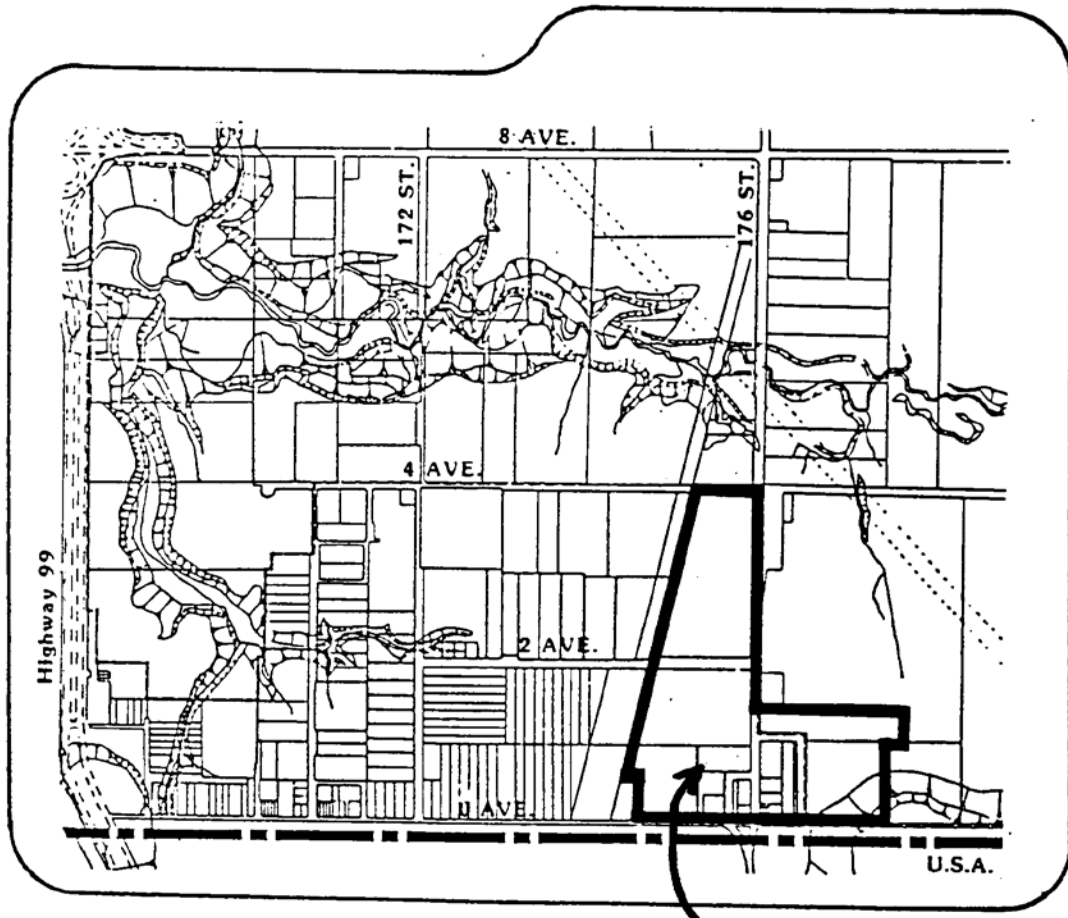
- (vi) A common design for sign frames should be used for all signs visible from 176 Street. Such coordination of design would avoid an unattractive clutter of signs in different styles. The common sign frame should also be used along 2 Avenue, 4 Avenue and the new 175 Street.

Billboards are specifically prohibited.

- (vii) Large parking areas should be separated into smaller ones by the strategic location of buildings, structures and landscaping.
- (viii) Principal buildings on corner lots should be located right at the corner, wherever possible. Such a location would promote a sense of enclosure and would provide community landmarks. The building should present an attractive design to both adjacent streets.

3. Other

To facilitate implementation of the above guidelines, any development permit issued for properties within this Development Permit Area may, subject to the restrictions of the *Municipal Act* and unless otherwise specified in the above guidelines, vary or supplement the by-laws regulating zoning, parking, works and services, drainage, signs, screening and landscaping, and subdivision.



**DEVELOPMENT
PERMIT AREA**
Map 1

DIVISION C

Division C has been deleted
by By-law 15336, 05/03/04

Pages 294 through 310 inclusive are deleted.

DIVISION D

Design Guidelines for Gas Stations

April 1996

DESIGN GUIDELINES FOR GAS STATIONS

Introduction.

Council and the Advisory Design Panel have expressed concerns regarding the use of prototype gas stations. They are not designed to respond to the conditions of a specific site and the compatibility with the overall character of its surroundings is minimum.

As part of the study undertaken to address the general design issues associated with the site planning and gas station prototypes, the Planning and Development Department has prepared a set of general design guidelines for gas station projects. These will be implemented through the Development Permit process.

These design guidelines resulted from:

- The establishment of three locational categories for gas stations and associated design principles (Highway Commercial areas, Surrey City Centre/Town Centre locations, and Residential Neighbourhood locations).
- Consultation with representatives of various gas station companies, the Advisory Design Panel, the Fire Department and the Engineering Department. Two formal meetings were held to discuss areas of concern and to analyze potential design changes to the prototypes; and
- The functional analysis and visual impact assessment of the various components of a gas station project; as well as the study of the vehicular circulation within the site of gas stations.

General Urban Design Considerations.

Gas stations are generally located throughout every type of neighbourhood in the community. The residents' acceptance of this type of development is generally influenced by the degree of architectural and character compatibility achieved by the project in regard to its immediate surroundings.

Generally, the site layout and architectural design of the components of a gas station are based on a standardized prototype design for gas stations; the prevailing character of the neighbourhood is not a major design consideration.

Because it is appropriate to incorporate these service facilities as integral components of the neighborhood; the proposed site layout, scale, architectural expression and overall development of the site must respond to the characteristics of the neighborhood.

*The following proposed design guidelines define the acceptable standards for the development of gas stations in Surrey. The guidelines have been developed based on three primary urban contexts. These urban contexts are as follows: **A) Residential; B) City Centre/Town Centre; and C Highway Commercial Zones (and isolated Highway locations).***

The extent of applicability of the specific guidelines will be determined by site specific characteristics and surrounding conditions affecting the development site.

DESIGN GUIDELINES SUMMARY

CANOPY	Hwy. Commercial Areas	Town/City Centres	Residential Areas
Overall design Approach	<ul style="list-style-type: none"> standard adjusted 	<ul style="list-style-type: none"> Standard modified customized to site 	<ul style="list-style-type: none"> customized to site
1. Setbacks	<ul style="list-style-type: none"> 7.5 m. setback Reduced setbacks for CD possible (site specific) 	<ul style="list-style-type: none"> align with buildings, canopy setback 3 m. min. 	<ul style="list-style-type: none"> setback to align with dominant building line on the street
2. Size & Height	<ul style="list-style-type: none"> size related to retail integrate/link with retail 	<ul style="list-style-type: none"> reduce canopy size limit overall height to 4.2 m integrate/link with retail 	<ul style="list-style-type: none"> eliminate or minimize minimize height integrate/link with retail
3. Materials	<ul style="list-style-type: none"> coordinate with adjacent Buildings 	<ul style="list-style-type: none"> materials to reflect context (i.e. metal roofing, canopy skylights, stucco) 	<ul style="list-style-type: none"> materials to reflect context (i.e. shingles, wood, brick)
4. Form & Character	<ul style="list-style-type: none"> roof form coordination with other buildings on site should relate to scale and design of buildings nearby 	<ul style="list-style-type: none"> stepped, sloping, partial flat roofs multiple canopies, space frame, off-set canopies, skylights 	<ul style="list-style-type: none"> sloping/gable roofs multiple roof forms off-set canopy, skylights
5. Structure	<ul style="list-style-type: none"> enlarge columns exaggerate canopy support structure (site specific) 	<ul style="list-style-type: none"> enlarge columns exaggerate canopy support structure (site specific) 	<ul style="list-style-type: none"> enlarge columns exaggerate canopy support structure (site specific)
6. Fascia	<ul style="list-style-type: none"> should relate to other buildings on the site logo on 2 sides only back-lit fascia band not permitted 	<ul style="list-style-type: none"> reduce fascia height screen fascia band simplify fascia profile discontinuous fascia band back-lit logo, not fascia band, on 2 sides only spot lit fascia signage neon (site specific) 	<ul style="list-style-type: none"> minimize fascia height for residential appearance simplify fascia profile back-lit logo, not fascia band, on 2 sides only spot-lit fascia signage
7. Lighting & Glare	<ul style="list-style-type: none"> 300 lx. or 30 fc. Maximum recess fixtures in underside of canopy non-reflective material on underside of canopy 	<ul style="list-style-type: none"> evaluate alternative light sources and types 300 lx. or 30 fc. Maximum task lighting from pump islands recess fixtures in underside of canopy non-reflective material on underside of canopy direct light to site interior 	<ul style="list-style-type: none"> evaluate alternative light sources and types 200 lx. or 20 fc. max. task lighting from pump islands recess fixtures in underside of canopy non-reflective material on underside of canopy direct light to site interior

lx. = lux (the international standard (SI) measure of illumination incident at a single point. It is equal to 1 lumen uniformly distributed over an area of one square metre. Footcandle (fc) is the imperial equivalent, and is equal to 1 lumen uniformly distributed over an area of one square foot. Lumen is a quantitative unit of measurement referring to the amount of light energy emitted by a single source, without regard to the effectiveness of its distribution.

DESIGN GUIDELINES SUMMARY

SERVICE BLDGS. (Convenience store, service station, car wash)	Hwy. Commercial Areas	Town/City Centres	Residential Areas
Overall design Approach	<ul style="list-style-type: none"> • standard adjusted 	<ul style="list-style-type: none"> • commercial forms to reflect surrounding context • integrate gas station in multi-use local commercial centres (CD zoning) 	<ul style="list-style-type: none"> • residential forms to reflect surrounding context
1. Setbacks	<ul style="list-style-type: none"> • Zoning By-Law 	<ul style="list-style-type: none"> • consistent with abutting buildings/streetscapes 	<ul style="list-style-type: none"> • increase side & rear setbacks to maximize landscaped buffer
2. Size & Height	<ul style="list-style-type: none"> • relate to canopy size and height 	<ul style="list-style-type: none"> • relate to canopy size and height • in some locations, a larger size may be desirable • locate retail component on corner (site specific) 	<ul style="list-style-type: none"> • relate to canopy size, form and height • integrate/link structures
3. Materials	<ul style="list-style-type: none"> • same for canopy and accessory buildings 	<ul style="list-style-type: none"> • to reflect surrounding commercial context, same materials on canopy and accessory buildings • all elevations consistent 	<ul style="list-style-type: none"> • to reflect residential context (i.e. brick, stucco, wood) • all elevations consistent
4. Form & Character	<ul style="list-style-type: none"> • commercial roof forms for canopy and accessory buildings • increase overhangs for pedestrian weather protection • recessed doors and generous entry for handicapped (h.c.) access 	<ul style="list-style-type: none"> • commercial roof forms to reflect context, • coordinated with canopy increase overhangs for pedestrian weather protection • recessed doors and generous entry for h.c. access • commercial-style windows 	<ul style="list-style-type: none"> • Sloping/gable roofs to reflect context • Coordinate with canopy • increase overhangs for pedestrian weather protection • recessed doors and generous entry for h.c. access • residential-style windows (mullions, trims)
5. Security	<ul style="list-style-type: none"> • maximize windows and locate for CPTED 	<ul style="list-style-type: none"> • Maximize windows and Locate for CPTED 	<ul style="list-style-type: none"> • Maximize windows and locate for CPTED
6. Lighting	<ul style="list-style-type: none"> • Back-lit fascia/canopy may be acceptable 	<ul style="list-style-type: none"> • back-lit fascia/canopy may be acceptable 	<ul style="list-style-type: none"> • no back-lit fascia/canopy

GAS PUMPS	Hwy. Commercial Areas	Town/City Centres	Residential Areas
1. Number of Pumps	<ul style="list-style-type: none"> • 3 pump islands max. 	<ul style="list-style-type: none"> • pump islands max. • 1 additional (site specific) 	<ul style="list-style-type: none"> • 2 pump islands max.
2. Gas Pump Alignment	<ul style="list-style-type: none"> • options encouraged 	<ul style="list-style-type: none"> • options encouraged • off-set pumps to break up rectangular canopy 	<ul style="list-style-type: none"> • Options required • off-set pumps to break up rectangular canopy
3. Gas Pump Spacing	<ul style="list-style-type: none"> • 8.5 m. separation between islands recommended 	<ul style="list-style-type: none"> • 8.5 m. separation between islands recommended 	<ul style="list-style-type: none"> • 8.5 m. separation between islands recommended
4. Appearance	<ul style="list-style-type: none"> • incorporate raised planters at both ends of islands and between line pumping positions 	<ul style="list-style-type: none"> • incorporate raised planters at both ends of islands and between line pumping positions 	<ul style="list-style-type: none"> • Incorporate raised planters at both ends of islands and between line pumping positions

DESIGN GUIDELINES SUMMARY

SITE DESIGN	Hwy. Commercial Areas	Town/City Centre	Residential Areas
Overall design Approach	<ul style="list-style-type: none"> • layout for easy access/exit • delivery trucks restricted to a dedicated lane 	<ul style="list-style-type: none"> • car is basis of site design, not tanker truck • delivery trucks restricted to a dedicated lane 	<ul style="list-style-type: none"> • car is basis of site design, not tanker truck • truck service not provided • delivery trucks restricted to a dedicated lane
1.Site Access Points	<ul style="list-style-type: none"> • reduce number/width to limit views of paved areas • access points • maximize distance from site entries to corner 	<ul style="list-style-type: none"> • reduce number/width to limit views of paved areas • accesses from primary street, 1 from secondary • maximize distance from site entries to corner 	<ul style="list-style-type: none"> • minimize number/width to limit views of paved areas • 1 access per street front • maximize distance from site entries to corner
2.Driveways	<ul style="list-style-type: none"> • raised curbs at site entries where possible • flared let-downs recommended where ease of access demands 	<ul style="list-style-type: none"> • raised curbs at site entries to reduce width 	<ul style="list-style-type: none"> • raised curbs at site entries to reduce width
3.Pavement & Uses	<ul style="list-style-type: none"> • break up asphalt with concrete bands, pavers, to identify functional areas 	<ul style="list-style-type: none"> • reduce amount of asphalt • break up asphalt with concrete bands, pavers to identify functional areas and improve views from above • distinct pedestrian path from sidewalk to store 	<ul style="list-style-type: none"> • minimize asphalt • break up asphalt with concrete bands, pavers, to identify functional areas • increase landscaping to relate to residences • distinct pedestrian path from sidewalk to store
4.Vehicular Movement	<ul style="list-style-type: none"> • contrasting paving and landscaped aisles to define vehicular routes 	<ul style="list-style-type: none"> • contrasting paving and landscaped aisles to define vehicular routes 	<ul style="list-style-type: none"> • contrasting paving and landscaped aisles to define vehicular routes
5.Sidewalk Continuity	<ul style="list-style-type: none"> • continuous level sidewalk with distinct paving 	<ul style="list-style-type: none"> • continuous level sidewalk with distinct paving 	<ul style="list-style-type: none"> • continuous level sidewalk with distinct paving
6.Location of Service Areas	<ul style="list-style-type: none"> • minimize view from streets • landscaped screen as appropriate • access for delivery etc. 	<ul style="list-style-type: none"> • minimize view from streets and above • landscaped screening as appropriate • access for delivery etc. 	<ul style="list-style-type: none"> • minimize view from streets and residences • screen with landscaping • access for delivery etc.
7.Garbage Enclosures	<ul style="list-style-type: none"> • garbage enclosures to have roof and gates • same materials/colour as buildings 	<ul style="list-style-type: none"> • integrate with building • separate structures with roof and gates • same materials/colour as buildings 	<ul style="list-style-type: none"> • integrate with building • separate structures with roof and gates • same materials/colour as buildings
8. Storage Areas	<ul style="list-style-type: none"> • no outdoor storage 	<ul style="list-style-type: none"> • no outdoor storage • integrate with building 	<ul style="list-style-type: none"> • no outdoor storage • integrate with building
9. Propane tanks	<ul style="list-style-type: none"> • screen with substantial landscaping 	<ul style="list-style-type: none"> • underground, not in setback 	<ul style="list-style-type: none"> • underground, not in setback

DESIGN GUIDELINES SUMMARY

LIGHTING & SIGNAGE	Hwy. Commercial Areas	Town/City Centres	Residential Areas
1. Lighting Orientation	<ul style="list-style-type: none"> direct all light to site interior reflected light should not impact on adjacent sites 	<ul style="list-style-type: none"> direct all light to site interior reflected light should not impact on adjacent sites 	<ul style="list-style-type: none"> direct all light to site interior reflected light should not impact on adjacent sites
2. Type of Lighting	<ul style="list-style-type: none"> diffuse lighting to minimize glare towards adjacent properties 	<ul style="list-style-type: none"> diffuse lighting to minimize glare towards adjacent properties 	<ul style="list-style-type: none"> diffuse lighting to minimize glare towards adjacent properties
3. Identification Sign	<ul style="list-style-type: none"> freestanding sign must be coordinated with structures in the site/area, have a strong base and be integrated with landscaping sign as feature landmark 	<ul style="list-style-type: none"> 1 monument sign permitted, which must be integrated with landscaping feature monument sign must incorporate materials and forms from other structures on the site other signs not permitted 	<ul style="list-style-type: none"> 1 monument sign permitted, which must be integrated with landscaping feature monument sign must incorporate materials and forms from other structures on the site no pole-type signs no ad-hoc lamp post signs
4. Location of Signs	<ul style="list-style-type: none"> 2 m. min. from property lines, with landscaping in front provide permanent base for changeable temporary signs 	<ul style="list-style-type: none"> 2 m. min. from property lines or at the building line (site specific), with landscaping in front provide permanent base for changeable temporary signs 	<ul style="list-style-type: none"> 2 m. min. from property line, with landscaping in front provide permanent base for changeable temporary signs
5. Logo	<ul style="list-style-type: none"> canopy logo limited to 2 sides 	<ul style="list-style-type: none"> canopy logo limited to 2 sides 	<ul style="list-style-type: none"> canopy logo limited to 2 sides
6. Secondary Use Signage	<ul style="list-style-type: none"> coordinate retail/gas signage no back-lit plexiglass surface-mounted box signs permitted back-lit fascia band permitted individual letter signage recommended 	<ul style="list-style-type: none"> convenience store signage limited to 2 sides of the building only no back-lit plexiglass box signs permitted individual letter signage recommended 	<ul style="list-style-type: none"> convenience store signage limited to 2 sides of the building only no back-lit plexiglass box signs permitted all box signs to be flush-mounted

DESIGN GUIDELINES SUMMARY

LANDSCAPING	Hwy. Commercial Areas	Town/City Centres	Residential Areas
1. Planting beds along streets	<ul style="list-style-type: none"> • 3 m. min. width • substantial landscaped buffer abutting adjacent sites • to reflect car-oriented location 	<ul style="list-style-type: none"> • 3 m. min. width, combination hard/soft landscaping • to reflect the urban character of the area • dependant on adjacent uses and views from above (site specific) 	<ul style="list-style-type: none"> • 3 m. min. width, reducing from 7.5 m. wide landscaped area next to residences with hedges/coniferous trees adjacent to residences
2. Trees	<ul style="list-style-type: none"> • Existing trees maintained and add new conifers and shrubs • high canopy street trees (8 cm. caliper, 6 m. o.c.), located within property line with coniferous accent trees (3-4 m. high, 'weeping' types not acceptable) • specimen size trees as accents (site specific) • choice of trees compatible with adjacent sites 	<ul style="list-style-type: none"> • Maintain existing trees (site Specific) and add new trees and shrubs • high canopy street trees (8 cm. caliper, 6 m. o.c.), located within property line • coniferous accent trees along streets may be appropriate (3-4 m. high, 'weeping' types not acceptable) • specimen size trees as accents (site specific) 	<ul style="list-style-type: none"> • Maintain existing trees (site specific) and add new trees and shrubs • high canopy street trees (8 cm. caliper, 6 m. o.c.), located within property line • coniferous accent trees along streets (3-4 m. high, 'weeping' types not acceptable) • specimen size trees as accents (site specific)
3. Site Definition	<ul style="list-style-type: none"> • Combination of low berms and continuous landscaping (1 m. high typ.) along streets 	<ul style="list-style-type: none"> • low raised planters, low berms, open fences and or continuous landscaping (i.e. shrubs/low hedges 1 m. high typ.) along streets • formal feature landscaping at site entries and corner including flowering shrubs, ornamental trees 	<ul style="list-style-type: none"> • low raised planters, low berms, open fences and or continuous landscaping (i.e. shrubs/low hedges 1 m. high typ.) along streets • feature landscaping at site entries and corner, including flowering shrubs, ornamental trees
4. Landscaping within site	<ul style="list-style-type: none"> • Landscaped areas (i.e. Trees & shrubs) with raised curbs to define internal circulation and break up asphalt • Thorny shrubs in hidden areas for CPTED 	<ul style="list-style-type: none"> • landscaped areas (i.e. trees & shrubs) with raised curbs to define internal circulation and break up asphalt • thorny shrubs in hidden areas for CPTED 	<ul style="list-style-type: none"> • landscaped areas (i.e. trees & shrubs) with raised curbs to define internal circulation and break up asphalt • thorny shrubs in hidden areas for CPTED
5. Fencing	<ul style="list-style-type: none"> • No solid fences along streets • If required, low transparent fences/landscaping, permitting pedestrian access between sites 	<ul style="list-style-type: none"> • Low transparent fence or solid walls along streets (site specific) • optional trellis elements (commercial materials) • if required, solid high quality fences/low walls in combination with landscaping along inside property lines • commercial grade materials 	<ul style="list-style-type: none"> • Low transparent fence along streets recommended • optional trellis elements to define street edge (residential materials) • no high fences in setbacks along streets • solid painted/stained fences along inside property lines

A. GUIDELINES FOR GAS STATIONS IN RESIDENTIAL AREAS OVERALL DESIGN APPROACH.

*Any site located within a residential area or a neighbourhood/local commercial node of a residential area would be placed in this category. Gas station proposals located in a residential area should be **custom designed** to respond to the scale and character of the surrounding land uses and built environment.*

The design should provide a strong buffer to adjacent properties, maintain a low scale or profile, and coordinate with the dominant character of the area.

The site planning should reflect the dominant pedestrian character of the residential area while the structures on the site should incorporate residential forms and materials.

Wide landscaped street edges, large setbacks, sloping roofs, a smaller building scale and non-intrusive lighting should be incorporated in the design.

It is desirable that gas stations be architecturally and functionally integrated as part of a comprehensive neighborhood/local commercial development.

1. ARCHITECTURAL COMPONENTS.

CANOPY. Large canopies disrupt the general residential neighbourhood character. Gas stations at these locations are not expected to provide service to trucks, therefore large/high canopies should be avoided. The trend of payment by card at the pump allows the option of small canopies to provide localized weather protection to the customer. In those cases where the elimination of the large canopy is not possible, the following guidelines are applicable:

- **Setbacks.** Canopy should align with the setback of the buildings on the block.
- **Size, Height.** Underside clearance of the canopy should be minimized. Eventual service to trucks may be provided on the outermost pump lane (provided it is not covered by a canopy, or that portion of the canopy meet the MOTH 4.20 m. min. overhead clearance standard). It is desirable that canopy and convenience store be integrated or connected.



Fig.1 Materials, canopy and landscaping reflect the residential context. The gas station is integrated as part of both the commercial node and the neighbourhood.

- **Form and Character.** Form of the canopy should reflect the residential context. Gables and sloping roof lines, thin fascia board, etc. should be used where those elements are present in the immediate residential area (Fig.1). The apparent size of the canopy should be reduced to fit in with a residential neighbourhood by using multiple canopies, different roof forms, off-set canopies, skylights, etc.

- **Materials.** Use materials that reflect the materials used in the immediate residential context (cedar shingles, glass, wood, brick, etc.)
- **Structure.** Proportions of the canopy supporting structure should relate to the size of canopy. If necessary, sections of the columns should be exaggerated to relate to the canopy.
- **Fascia.** The entire fascia band should not be illuminated. Fascia height should be minimized and present a simple profile. The corporate logo should be restricted to two sides of the canopy only. Spot lit fascia signage is optional.
- **Lighting and Glare.** Lighting intensity level, measured at the surface of the pavement area defined by the projection of the canopy should not exceed 200 lux* or 20 footcandle. Lighting levels towards the periphery of the site should blend with the illumination level of abutting residential streets (as defined in the City of Surrey Design Criteria Manual). Use non-reflective materials and recessed fixtures on the underside of the canopy to reduce glare.

SERVICE BUILDING(S).

- **Setbacks.** Where possible, increase required side and rear setback for additional landscaped buffering toward adjacent properties.
- **Size, Height.** The accessory building(s) should relate to the size, form and height of the canopy. Integration or linkage of the buildings is recommended (Fig. 2).



Fig. 2 Materials, proportion of the canopy supporting structure and the adjacent commercial building are compatible and reflect a residential character.

- Illumination standard recommended by the IES (Illuminating Engineering Society of North America). **Lux (lx)** and **Footcandle (fc)** are measures of illumination incident at a single point. **1 lux** is equal to one lumen uniformly distributed over an area of one square metre. **1 footcandle** is equal to one lumen uniformly distributed over an area of one square foot. (1 fc = 10.7 lx.). **Lumen** is a quantitative unit of measurement referring to the amount of light energy emitted by a light source, without regard to the effectiveness of its distribution.
- **Materials.** Same materials should be used in the accessory building(s) and the canopy. Choose materials of common-use in residential areas (brick, stucco, wood, etc.) (Fig. 2). All elevations should be consistent in the use of materials.
- **Form and Character.** Residential roof forms (sloping, gables, hip roofs, etc.) should be used for the canopy and service buildings. Facade treatment and materials should be consistent in all sides of the building(s). Use residential style windows (mullions, trims, etc.).

Provide weather protection for pedestrian by building overhangs and canopies. Store entrance should be recessed to allow adequate maneuvering space for wheelchairs in front of the doors. Provide clear pedestrian linkages to the public sidewalk.

- **Security.** Strategically locate and maximize window areas to facilitate casual surveillance of the site.
- **Fascia.** Backlit fascia is not permitted on any service building.

GAS PUMPS

- **Number of Pumps.** A maximum of two (2) parallel gas pump islands will be permitted to ensure compatibility with the scale of the convenience store and the surrounding residential neighbourhood (Fig. 3).
- **Alignment.** Alternative arrangements for positioning of gas pumps (off-setting of the pumps, etc.) in relationship to the convenience store and site perimeter are encouraged to reduce the impact of large paved areas and break up the canopy.
- **Spacing.** The recommended separation between pump islands is 8.50 m. to permit two parking and one passing lane (Fig. 3).
- **Appearance.** Incorporate raised landscaped planters at both ends of the pump islands and in between the line pumping positions to reduce the visual impact of the large paved areas.
- **Fuel Storage Tanks.** Design and location of above and underground fuel storage tanks must comply with the B.C. Fire Code.



Fig. 3 Appropriate separation between gas pump islands. Proportions of the canopy support structure relate to the size of the canopy and the scale of the convenience store. Blank wall portion of the store presents some site security concerns.

2. SITE DESIGN.

Access Driveways.

- **Overall Layout.** Because large/long fuel delivery vehicles only access the site once or twice a week, the overall site should be planned based on the functional requirements of an average size vehicle. Large delivery tanker trucks should be restricted to a dedicated (outside) lane. Service to trucks should not be provided at these gas stations.
- **Site Access Points.** Minimize the number and the width of the entry points to the site to limit open views over the large paved areas. Access driveways to the site should be restricted to one from each of the streets abutting the site (corner lot). Access driveways should be located as far away from the intersection as possible.
- **Driveways.** Raised curbs should be used to slow vehicular movement, minimize view corridors over paved areas, and narrow the gap in continuity of the sidewalk.

Pavement.

- **Extent.** Use concrete bands and pavers of contrasting colour to break up the areas of asphalt (Fig. 4). The area of asphalt paving should be minimized and landscaping increased to be compatible with the landscaped front yards in residential areas.
- **Pavement and Uses.** Use other type of paving (contrasting texture, color) to identify customer parking area, gas pump service areas and pedestrian routes from the sidewalk to the commercial store, etc. (Fig. 4).
- **Vehicular Movements.** Use different pavements in combination with landscaped aisles to define vehicular routes/lanes through the site. For example, a pavement change can identify the “tanker truck/large vehicles lane”.
- **Sidewalk Continuity.** The concrete public sidewalk should be identified across the entry points to the site. A level sidewalk should continue across the upper part of the driveway.

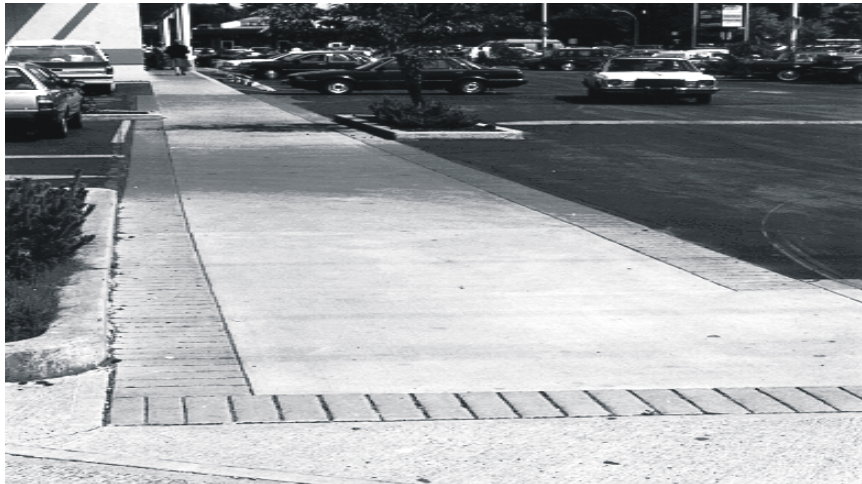


Fig. 4 Good use of contrasting colour and texture of material to define pedestrian routes and break-up large areas of asphalt.

Service Areas.

- **Garbage Containers.** Garbage containers enclosure (with gates) should be of the same materials and finish than the rest of the buildings. It should be screened by landscaping and located out of direct view from the street, away from abutting residential properties.
- **Storage.** Outdoor storage is not permitted. Space should be provided inside the convenience store, or a dedicated storage area integrated with the building should be considered.
- **Accessibility.** Garbage container enclosure should have easy access by collection vehicles. Loading bays should have direct access to the storage area and be well identified.
- **Propane Tanks.** Underground placement of the tanks is required. The tanks should not be located within the required set-back.

Lighting. Signs.

- **Lighting Orientation.** Lighting should be directed toward the interior of the site. Use landscaping to avoid impact of reflected lighting from the canopy, signs, and car head lamps on adjacent sites.
- **Type of Lighting.** It is recommended that diffuse lighting, focused toward the inside of the site be used to minimize glare towards adjacent properties.
- **Identification Sign.** One free standing sign per lot highway frontage will be permitted on the site and must be integrated with landscaping. The sign should be designed as a feature and incorporate materials and forms used in other structures on the site (Fig. 5). “Pole” signs supported by one or two vertical posts and “Snap-on” signs attached to light fixtures are not acceptable.
- **Signs. Location.** Free standing signs (monument) should be located 2.0 m. minimum from the street property line(s) to retain visual continuity of the landscaping. A permanent base should also be provided for changeable temporary signs (advertisement).



Fig. 5 Lamp posts reflect the pedestrian and residential character of the area. Forms and materials relate to the residential context. However, signs do not enhance the overall design.

- **Convenience Store Signs.** Wall-mounted signage should be limited to two sides of the building. Back-lit Plexiglas box signs mounted on the fascia of the convenience store are not acceptable. Any box sign must be flush mounted (Fig. 5).
- **Logo.** Corporate logo on the canopy should be limited to two sides.

3. LANDSCAPING.

Street Frontage.

- **Width.** For site definition and screening of views, a 3.00 m. wide, landscaped area should be provided along street frontages. Existing trees within this strip should be retained (Fig. 6).
- **Transition Area.** A transitional landscaped area is required along the street, immediately abutting residential uses. This area should decrease in width from 7.5 m. at the property line with residential uses to the required 3.00 m. of landscaping along the streets.
- **Site Definition.** Define the edges of the site with low raised planters, berms, decorative low transparent fences and/or continuous landscaping (i.e. 1.00 m. high hedging).
- **Type of Landscaping.** Shrubs, in combination with trees should be provided along the street. High canopy trees are recommended along the street frontage for security reasons. These trees should be 8 cm. caliper planted @ 6.0 m. o.c. and located within the property line (Fig.6). Some conifers and specimen trees (3-4 m. high) should be provided as accent. “Weeping” type of trees are not acceptable.

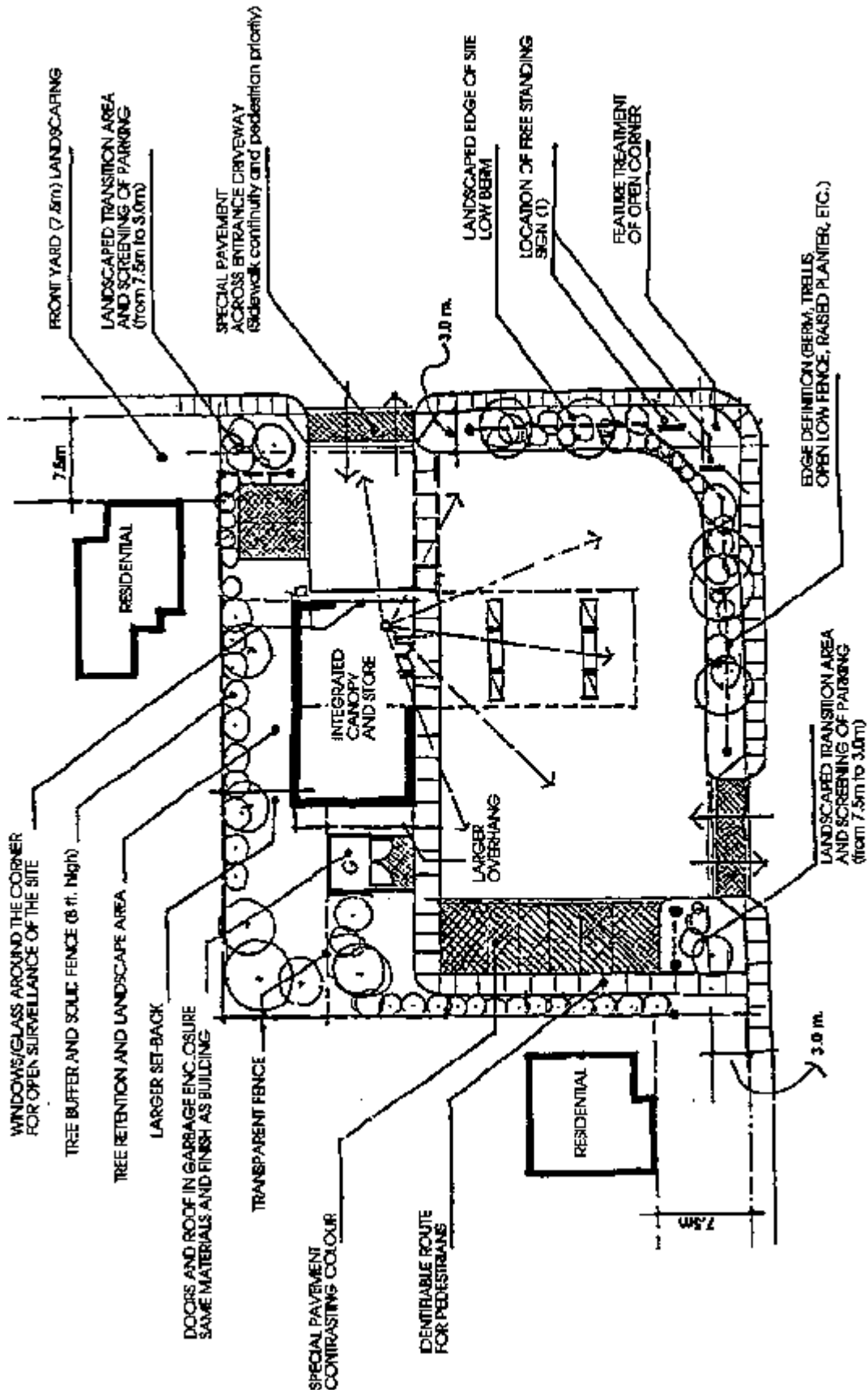
Interior of the Site.

- **Existing Trees.** Retain existing trees at the perimeter of the site and integrate them with the new landscaping to provide a buffer toward adjacent properties and the street (Fig. 6).
- **Landscaped Aisles.** All landscaped areas within the site must be defined by raised curbs. Use these landscaped areas to direct the flow of vehicles on the site and reduce pavement.
- **Type of Landscaping.** High hedges and conifers should be used along areas abutting residential land uses. Feature landscaping should be provided at site entries and at the corner of the site (Fig. 6).

Thorny shrubs are recommended in low visibility landscaped areas to discourage loitering and potential vandalism.



Fig. 6 Continuous landscaping (including conifers) along street edges provide screening of paved areas and a good definition of the site.



SITE DESIGN GUIDELINES SUMMARY
Residential Context



B. GUIDELINES FOR GAS STATIONS IN TOWN CENTRES AND CITY CENTRE AREAS.

OVERALL DESIGN APPROACH.

Any site located within or adjacent to areas designated as Town Centre or Downtown under the Official Community Plan would be placed in this category.

*Because the relatively high intensity, variety and mix of uses expected in these areas, gas station proposals should **modify the prototypical gas station design** to fit with the commercial character of the immediate area. In some cases, a **customized design** will be necessary.*

While responding to the needs of both pedestrians and vehicles, gas stations in City Centre/Town Centre areas should relate to surroundings with good definition of street edges, reduced building setbacks and/or continuous building frontage, more formal landscaping, and higher quality commercial finishes. Architectural and scale co-ordination with the immediate context are some of the important issues to be addressed in the design.

Given the more compact form of development in Town Centre areas, the trend towards the integration of gas stations in commercial centres provide opportunities to explore alternative locations for the commercial component in relation to the street and adjacent developments.

1. ARCHITECTURAL COMPONENTS.

CANOPY. Large canopies should be avoided. The use of multiple canopies, glass and thin fascias are strongly recommended to relate to the character of a commercial context. Roof lines and materials should be carefully chosen to respond to potential views from above.

- **Setbacks.** Canopy should align with the buildings on the block. In no case the set-back for the canopy should be less than 3.00 m.
- **Size, Height.** Size of the canopy should be reduced to its minimum. Underside clearance of the canopy should be no more than 4.20 m. (Ministry of Transport minimum standard for overhead clearance). It is desirable that canopy and convenience store be architecturally integrated.
- **Materials.** Use materials that reflect the immediate urban context (metal roofing, canopy skylights, stucco, etc.).
- **Form.** Stepped, sloping, partial flat roofs, multiple roof forms, etc. should be used to reflect the mixed-use context and improve potential views from above. Apparent size of the canopy structure should relate to the scale and design of the buildings in the immediate context. The use of multiple canopies, exposed space frame structures, off-set canopies, skylights, etc. should be considered (Fig. 7).
- **Structure.** Proportions of the support structure should relate to the apparent size of canopy. If necessary, the support structure should be exaggerated to relate to the size of the canopy.

- **Fascia.** The fascia profile should be simple and its height should be minimized. Alternative design solutions (i.e. shed roof, skylights, discontinuous fascia band, etc.) should be considered (Fig. 7).

Corporate logo should be restricted to two sides of the canopy. Backlighting of the entire fascia is not acceptable. Spotlighting or neon may be considered at some locations.

- **Lighting and Glare.** Lighting intensity level, measured at the surface of the pavement area defined by the projection of the canopy should not exceed 300 lux.* or 30 footcandle. Lighting levels towards the periphery of the site should not exceed the illumination levels established for the City Centre, or for Commercial Zones (as per the City of Surrey Design Criteria Manual). Use of non-reflective materials and recessed lighting on the underside of the canopy is recommended.



Fig. 7 Glass projection (skylight) at the edge of the canopy used to minimize fascia height and relate to commercial context. The architecture responds well to potential views from above.

SERVICE BUILDING(S).

- **Setbacks.** Setbacks should be compatible with abutting land use yard requirements (i.e. no side yard setback in a block of continuous commercial frontage).
- **Size, Height.** Accessory building should relate to the size and height of the canopy (Fig. 7). At certain locations, a larger and taller accessory building may be desirable to relate to the commercial context. Where appropriate, the commercial component should be located toward the corner of the site to maintain the continuity of building frontage.
- **Materials.** Same materials should be used in the canopy and the service building(s). Choose materials used in commercial areas (glass, metal, stucco, etc.). All elevations should be consistent in use of materials (Fig. 8).
- **Form and Character.** Commercial roof forms should be used for the canopy and the convenience store/service building(s). Facade treatment should be consistent on all sides of the building exposed to views (Fig. 8). Provide weather protection for pedestrians around the convenience store and service building(s). Commercial type of windows are desirable.

* Illumination standard recommended by the IES (Illuminating Engineering Society of North America). **Lux (lx)** and **Footcandle (fc)** are measures of illumination incident at a single point. **1 lux** is equal to one lumen uniformly distributed over an area of one square metre. **1 footcandle** is equal to one lumen uniformly distributed over an area of one square foot. (**1 fc = 10.7 lx**). *Lumen* is a quantitative unit of measurement referring to the amount of light energy emitted by a light source, without regard to the effectiveness of its distribution.

- **Security.** Maximize window area for casual surveillance and increased visibility of both, staff and the customers.
- **Lighting.** Backlit fascia/canopy of the convenience store and/or service building(s) is acceptable if compatible with the immediate context.



Fig. 8 The same materials are used in the canopy and the convenience store but the treatment of the facade is not carried around the building. The canopy appears too large compared to the convenience store.

GAS PUMPS.

- **Number of Pumps.** No more than two (2) parallel gas pump islands will be permitted to ensure scale compatibility with the scale of the convenience store and service building(s), and the commercial context. One additional gas island may be considered subject to site specific conditions related to site location and built context.
- **Alignment.** Options for gas pumps alignment/placement versus convenience store and the street are encouraged. Off-set pumps to break up the continuous and regular shape of the canopy are also recommended.
- **Spacing.** The recommended separation between gas pump islands is 8.50 m. to permit two parking spaces and one passing lane.
- **Appearance.** Incorporate raised landscaped planters (hanging baskets, etc.) at both ends of the pump islands and in between in line pumping positions to reduce the impact of large paved areas.
- **Fuel Storage Tanks.** Design and location of above and underground fuel storage tanks must comply with the B.C. Fire Code.

2. SITE DESIGN.

Access Driveways.

- **Overall Layout.** Site layout should be based on the functional requirements of an average size vehicle. Large delivery tanker trucks should be restricted to a dedicated (outside) lane.
- **Site Access Points.** Minimize the number and the width of the entry points to the site to limit open views over the large paved areas. Access driveways to the site should be restricted to two from the primary street and to one from the secondary one. Access driveways should be located as far away from the intersection as possible.
- **Driveways.** Raised curbs should be used to slow vehicles entering the site, minimize the interruption of the sidewalk and reduce views toward the paved areas.

Pavement.

- **Extent.** Break up the asphalt areas with concrete bands and/or pavers of contrasting color to reduce the impact of large paved areas viewed from above.
- **Pavement and Uses.** Use different pavement material to identify functional areas of the site (i.e. customer parking, pedestrian routes toward the commercial/convenience store from the sidewalk, etc.) (Fig. 4).
- **Vehicular Movements.** Use contrasting pavement (color and texture) and landscaped aisles to identify dedicated lanes through the site.
- **Sidewalk Continuity.** Continuity of the public sidewalk should be maintained and reinforced across the access driveways to the site with contrasting pavement.

Service Areas.

- **Garbage Containers Enclosure.** A covered enclosure, with gates, should be provided for the garbage containers to avoid exposure to views from the street and from above. This enclosure should be located away from direct views from the street and be built of the same materials and finish as the rest of the buildings. Landscaped screening may be appropriate.
- **Storage.** The commercial/service building(s) should include a separate room for the storage of goods; with direct access from the outside. The loading and unloading area should be well identified with contrasting pavement. Outdoor storage is not permitted.
- **Accessibility.** Storage area and garbage containers enclosure should be located for ease of access by delivery and collection vehicles.
- **Propane Tanks.** Propane tanks should be located underground outside the setback areas.

Lighting. Signs.

- **Lighting Orientation.** All lighting should be directed toward the interior of the site.
- **Type of Lighting.** It is recommended that diffuse lighting, focused toward the inside of the site be used to soften glare and spillage over adjacent properties. Pedestrian scale lamp posts should be considered along the street.

- **Identification Sign.** One (1) monument sign should be provided for identification purposes integrated with the landscaping. Sign should use the form and materials found in other structures on the site. Other signs are not permitted.
- **Signs. Location.** Monument sign should be located 2.00 m. minimum from the street property line or at the building line where the streetscape requires that a continuous street frontage be maintained. A permanent base should also be provided for changeable temporary signs (advertisement) to avoid the unplanned proliferation of spontaneous advertisement (Fig. 9).
- **Logo.** Corporate logo on the canopy should be limited to two sides.
- **Secondary Use Signage.** Signage for the commercial/service building(s) should relate to the signs used in the commercial context and shall be limited to two sides of the building. Backlit Plexiglas wall mounted signs are not permitted. Illuminated single channel letters mounted directly on the fascia or wall are recommended.



Fig. 9 Provision of a permanent base for changeable temporary signs would avoid the proliferation of spontaneous advertisement signs.

3. LANDSCAPING.

Street Frontage.

- **Width.** A 3.00 m. wide, landscaped area should be provided along street frontages for site definition and screening of views toward the site. In some locations, retention of existing trees may be appropriate.
- **Transition Area.** A transitional area (a combination of soft and hard landscaping) should be provided toward the street frontage in areas abutting adjacent lands uses.
- **Site Definition.** At Town Centres or City Centre core locations, low raised landscaped planters, low decorative fences in combination with landscaping (i.e. low hedging) should be used for site definition to maintain the more formal streetscape character (Fig. 10). In these specific cases, the width of the landscaped area may be narrower.

- **Type of Landscaping.** Shrubs, in combination with high canopy trees should be provided along the street frontage to complement the boulevard trees. These trees should be 8 cm. caliper planted @ 6.0 m. o.c. and located within the property line. Some conifers and specimen trees (3-4 m. high) should be provided as accent. “Weeping” type of trees are not acceptable.



Fig. 10 Low walls and landscaping define the perimeter of the site and relate to the formal streetscape. Roof materials and form of the convenience store respond well to potential views from above. Good proportion between store, canopy and supporting structure.

Interior of the Site.

- **Existing Trees.** Some of the existing trees on the perimeter of the site may be identified for retention and integrated with new tree and shrub planting along the boulevards.
- **Landscaped Aisles.** Landscaped areas defined by a raised curb should be provided within the site. These islands should be used to direct the flow of vehicles through the site and soften the paved areas.
- **Type of Landscaping.** The landscaping should reflect the urban character of the area. Low hedging and shrubs, of a regular height (1.00 m) is recommended along the street. Deciduous trees should be planted in groups as accents on the site. Overall landscaping concept should be coordinated with the landscaping on abutting land uses and building forms (i.e. views from above).
- **Fences.** If required, solid, high quality fencing or low walls in combination with landscaping should be provided along inside property lines. Materials should be compatible and coordinated with the materials used in the buildings.

C. GUIDELINES FOR GAS STATIONS IN HIGHWAY COMMERCIAL ZONES (AND ISOLATED HIGHWAY LOCATIONS)

OVERALL DESIGN APPROACH.

Any site located within a Highway Commercial Zone or at an isolated site along a Highway falls under this category. Where a Highway Commercial Zone is also part of a Downtown or Town Centre designation under the OCP, the most restrictive guidelines for gas station design will apply.

*The use of gas station **prototype designs are acceptable at isolated sites** along major Highways. Where the gas station is proposed in combination with other uses within the same site, **adjustments or modifications** to the prototype design may be required to achieve architectural coordination with other buildings on the site.*

The trend towards gas stations developed in combination with other Highway Commercial uses (“co-branding”) will necessitate functional and architectural design co-ordination among the buildings on the site. The development of a master plan and the formulation of site specific design guidelines will be required.

These complexes provide an opportunity for integration of the gas station as part of comprehensive car oriented commercial developments along major thoroughfares (such as Fraser Hwy., King George Hwy. and others).

The main issues to be addressed at these locations are related to car accessibility, site and perimeter landscaping, and scale relationship with adjacent buildings.

Prototype design is acceptable at isolated sites along major Highways. Unless indicated, the following guidelines are referred to gas stations forming part of a comprehensive development involving Commercial uses on a Highway Commercial Zone.

1. ARCHITECTURAL COMPONENTS.

CANOPY. The canopy is a landmark element for fast moving vehicles on the highway. This role of the canopy can be maintained while becoming a component of a larger commercial development. The canopy should incorporate, or maintain a co-ordination with, the dominant forms of the buildings that define its background.

- **Setbacks.** Minimum setback to be 7.50 m. from the front property line (Setback required in a CHI-Highway Commercial Industrial Zone). Reduced setback can be provided under a Comprehensive Development involving Highway Commercial uses.
- **Size, Height.** Canopy and convenience store should be linked. Scale co-ordination with other buildings that form part of the complex is required (Fig. 11).
- **Form and Character.** Roof form coordination is required among the various buildings on the site. Apparent size of the canopy structure should relate to the scale and design of the buildings in the immediate context. Where appropriate, linkage between canopy and the commercial component(s) of the project should be considered.

- **Materials.** Coordination of materials with adjacent buildings is required.
- **Structure.** Proportions of the canopy support structure should relate to the apparent size of canopy. If necessary, the support structure should be exaggerated to relate to the size of the canopy.
- **Fascia.** Fascia should relate to other buildings on the site. Corporate logo should be restricted to two sides of the canopy only. Backlighting of the entire fascia is not acceptable.
- **Lighting and Glare.** The lighting intensity level, measured at the surface of the pavement area defined by the projection of the canopy should not exceed 300 Lux* or 30 footcandle. Lighting levels towards the periphery of the site should blend with the illumination level for streets in commercial zones (City of Surrey Design Criteria Manual). Non-reflective materials and recessed fixtures are recommended on the underside of the canopy (Fig. 11).



Fig. 11 Good linkage between canopy and the store. Skylights used to make the canopy appear lighter. Separation between gas pump islands may be reduced.

SERVICE BUILDING(S). RETAIL COMMERCIAL.

- **Setbacks.** Setbacks as required by the Zoning by-law (7.50 m. minimum setback).
- **Size, Height.** Accessory building(s) should relate to the size and height of the canopy and other buildings on the site.
- **Materials.** Same materials should be used in the canopy, accessory building(s).
- **Form and Character.** Commercial roof forms should be used for the canopy, the convenience store/accessory building(s) and other components of the complex. Facade treatment and materials should be consistent on all sides of the buildings exposed to views. Provide weather protection for pedestrians along the convenience store frontage and other buildings on the site. Covered, direct pedestrian linkages among buildings is encouraged. Recess entrance doors to the convenience/retail store for easy maneuvering of wheelchairs.

* Illumination standard recommended by the IES (Illuminating Engineering Society of North America). **Lux (lx)** and **Footcandle (fc)** are measures of illumination incident at a single point. **1 lux** is equal to one lumen uniformly distributed over an area of one square metre. **1 footcandle** is equal to one lumen uniformly distributed over an area of one square foot. (1 fc = 10.7 lx.). **Lumen** is a quantitative unit of measurement referring to the amount of light energy emitted by a light source, without regard to the effectiveness of its distribution.

- **Security.** Maximize and strategically locate window areas for casual surveillance of the site.
- **Lighting.** Backlit fascia/canopy is acceptable if compatible with the immediate context.

GAS PUMPS.

- **Number of Pumps.** No more than three (3) parallel gas pump islands will be permitted to ensure scale compatibility with the convenience store and the overall character of the development.
- **Alignment.** Options for gas pumps alignment/placement vs. convenience store and other buildings are encouraged to respond to specific site development objectives.
- **Spacing.** The recommended separation between gas pump islands is 8.50 m. to permit two parking spaces and one passing lane (Fig. 11).
- **Appearance.** Incorporate raised landscaped planters (hanging baskets, etc.) at both ends of the pump islands and in between in line pumping positions.
- **Fuel Storage Tanks.** Design and location of above and underground fuel storage tanks must comply with the B.C. Fire Code.

2. SITE DESIGN.

Access Driveways.

- **Overall Layout.** Layout should permit easy access/exit and internal maneuvering of vehicles on the site. Service of trucks and large vehicles should be restricted to a dedicated (outside) lane (Fig. 11).
- **Access Points.** Two access points from the road. The site layout should aim to minimize the width and number of the entry points to the site. Access driveways should be located as far away from the intersection as possible (Fig. 12).



Fig. 12 Excessive width of entry driveway to the site could have been avoided. Opportunities exist to bridge the gap in continuity of the sidewalk by using landscaping to screen the parking area.

- **Driveways.** Wherever possible, raised curbs should be used at the entrance to the site. Flared let-down access points are recommended where vehicular ease of access is a concern.

Pavement.

- **Extent.** Break up the asphalt areas with concrete bands at site entries and at specific functional areas to reduce the impact of large paved areas.
- **Pavement and Uses.** Use different pavement material to identify functional areas of the site (i.e. customer parking, pedestrian routes to retail commercial, and among buildings).
- **Vehicular Movements.** Use contrasting pavement (color and texture) and landscaped aisles to identify vehicular and pedestrian movements through the site.
- **Sidewalk Continuity.** Continuity of the public sidewalk should be maintained and reinforced across the access driveways to the site (Fig. 12).

Service Areas.

- **Garbage Containers Enclosures.** Enclosures to be built of the same material, have the same finish and color as other buildings on the site. Gates and landscaped screening is required.
- **Storage.** Outdoor storage areas are not permitted.
- **Propane Tanks.** Propane tanks should not be located within the required set-back. Visibility toward the tanks should be minimized by providing a substantial landscaping screen. Vertical positioning of the tanks should be avoided.

Lighting. Signs.

- **Identification Sign.** Free standing sign (no single pole) should be integrated with the landscaping and provided with a strong base.

Sign should use the materials and forms found in other structures on the site or in the immediate area. The use of the sign as a feature landmark along the highways encouraged (Fig. 13).



Fig. 13 Free standing identification sign used as a landmark along the road. The free standing sign incorporates materials and forms that are present in the immediate context.

- **Signs Location.** Signs should be located 2.00 m. minimum from the front property line. A permanent base should also be provided for changeable temporary signs (advertisement).
- **Logo.** Corporate logo on the canopy should be limited to two sides.
- **Commercial Use Signage.** Signage for the accessory/commercial building on the site and gas station signage should be coordinated. Backlit Plexiglas fascia mounted signs are not permitted unless they constitute a continuous fascia band. Backlit channel letters are recommended. Surface mounted box signs are not permitted.
- **Lighting Orientation.** Lighting of the site should be directed toward the interior and should be consistent through out the development.
- **Type of Lighting.** It is recommended that diffused lighting, focused toward the interior of the site be used to reduce glare over adjacent properties.

3. LANDSCAPING.

Street Frontage.

- **Width.** A 3.00 m. wide, landscaped area should be provided along the street frontage(s). Existing trees within this area should be retained and incorporated in the new landscaping. Coniferous trees should be planted in this area.
- **Transition Area.** A front yard transitional area with substantial landscaping should be provided in the area immediately abutting adjacent sites.



Fig. 14 Low feature wall, landscaping and the monument sign are used here to define the street edges and partially screen views towards the site.

- **Site Definition.** A combination of low berm or low feature wall and landscaping should be considered along the street (Hwy.) frontage of the site (Fig. 14). No solid fences are permitted along the street or Highway.
- **Type of Landscaping.** Landscaping should reflect the car oriented character of the area (Fig. 14 and Fig. 15). Deciduous trees (with conifer accents) should be planted along the street (Hwy.) frontage. High canopy trees (8 cm. caliper, 6.00 m. o.c.), located within the property line should be considered along the Hwy. frontage.

Interior of the Site.

- **Existing Trees.** All existing trees at the perimeter of the site should be retained and integrated with new tree and shrub planting.
- **Landscaped Aisles.** Landscaped areas provided within the site should be defined by a raised curb. These islands should be used to direct the flow of vehicles through the site.
- **Type of Landscaping.** Deciduous trees should be planted on the interior of the site and side yards to achieve certain degree of integration (linkage) with adjacent developments. Thorny shrubs should be considered in isolated areas which are hidden from surveillance and may be subject of potential vandalism.
- **Fences.** No solid fences are permitted. If required, low transparent fences in combination with landscaping are recommended. The fence should permit pedestrian movement between sites.



Fig. 15 Low shrubs provide good exposure of the gas station to fast traveling vehicles. The addition of deciduous trees could enhance the development of the site with landscaping elements that relate to the proportions and size of the canopy.

DIVISION E

Form and Character Guidelines for the Crescent Beach Commercial Areas

March 2001

DESIGN GUIDELINES FOR CRESCENT BEACH COMMERCIAL AREAS_E

1. Introduction

This Division of the Official Community Plan establishes form and character guidelines for commercial development in the Beecher Street and Sullivan Street areas of the Crescent Beach community. These form and character guidelines have been edited from the original version contained in the Crescent Beach Land Use Plan to add clarity and to have a compatible format. Council approved the Crescent Beach Land Use Plan in April 1999.

These guidelines are to advise developers and their consultants of the City's expectations with respect to Crescent Beach commercial areas.

These guidelines are not intended to be regulatory but rather advisory. Alternative solutions and designs that meet the underlying intent of the guidelines will be considered.

2. Objectives

The objectives of these design guidelines are:

- To maintain and enhance a strong identity and character for Beecher Street commercial area as a village focus and "Main Street".
- To promote Sullivan Street local commercial area as a secondary and smaller commercial node.
- To facilitate and promote visual compatibility and scale between commercial and residential buildings.
- To facilitate the best fit between existing and new buildings.
- To preserve the village feeling and seaside character of Crescent Beach.
- To reinforce a compact and walkable village center.
- To improve and maintain pedestrian access in and to Beecher Street from the community and maintaining a strong linkage with the beach and seaside walkway.

3. Crescent Beach Character

Residents of Crescent Beach were attracted to the area by the strong sense of place determined by its waterfront, well-defined physical boundaries, and the unique, identifiable character of the village. The residents have expressed their desire to maintain, enhance and reinforce the peaceful seaside village character of Crescent Beach.

A widespread awareness and a shared understanding of the principles and specific architectural features of existing buildings, particularly the residential buildings, and public spaces which are associated with the village atmosphere of Crescent Beach are important steps in maintaining and enhancing the local character when designing new buildings in the community.

Enhancing and reinforcing the present character of Crescent Beach requires the harmonious integration of new developments into the existing urban fabric and overall character of the village.

Increased awareness of the factors contributing to the character of the village, will help future residents, developers or builders to select designs that are compatible and help to reinforce the

image of Crescent Beach as a unique, identifiable residential neighbourhood in the City of Surrey.

4. General Guidelines for Commercial Areas

A. Community Activity Nodes

The Crescent Beach Land Use Plan recognizes two commercial areas in the community as follows:

- ***Beecher Street -- Main Street and Village Centre***

Beecher Street is envisioned to be a pedestrian commercial “Main Street” and village focus for visitors and residents of the community. Street beautification, improvements and general design guidelines for the commercial uses are intended to reinforce its pedestrian oriented character. Beecher Street improvement works may include, among other things, a public art component at both ends of Main Street, curb modifications, use of special pavement for crosswalks, enhancement of sidewalks and pedestrian amenities, boulevard landscaping and coordinated tree planting.

- ***Sullivan Street --Local Commercial Area***

This is a secondary commercial node that serves the commercial and service needs of local residents. Concentrating special treatment of the streetscape on Sullivan Street between Kidd Road and McBride Avenue can reinforce the unique local character and role of this area. This area also benefits from a strong link to the rest of the Semiahmoo Peninsula and ultimately to Vancouver because the 351 Crescent Beach bus route waits at the bus stop in this local commercial area after arriving and before departing again to return to Vancouver. This bus stop can be incorporated as a streetscape and special focus feature.

Figure 1 on the following page conceptually depicts the community structure and key features as they relate to the commercial areas that are proposed by the Crescent Beach Land Use Plan.

The overall functional aspects of the community structure include: integrating the pedestrian environment of Beecher Street with the seaside walkway, and accommodating pedestrian access from adjacent neighbourhoods through good streetscape and building design in the commercial area.



FIGURE E-1: Commercial Structure and Key Features_E

B. Design Guidelines

The guidelines are intended to assist in reinforcing and enhancing the overall appearance of the Beecher Street (Village Main Street) and Sullivan Street commercial areas. The guidelines focus on the development of individual sites in a manner that achieves a harmonious relationship and co-ordination among buildings and between buildings and the street. They are also directed to consolidate identifiable, pedestrian-oriented commercial areas that have a human scale and a unity of character that is compatible with the overall seaside village image of Crescent Beach.

1. Guidelines for Building Frontage Character

- Locate buildings on the sites to maximize the length of façade along the street.
- A minimum 2.0 m. (6.5 ft.) front yard setback is recommended for any development on Beecher Street or Sullivan Street to reinforce the pedestrian oriented character of these commercial areas. Changes in setback are desirable to achieve some articulation of the continuous commercial frontage.
- Extend pavement of the sidewalk to the face of the building to accentuate the pedestrian-oriented character of the Beecher Street commercial area and the Sullivan Street local commercial area.
- Consider a wooden boardwalk, mosaic tiles, decorative brick or cobblestone as a treatment of the sidewalk and boulevard in front of the Sullivan Street local commercial area to accentuate the more local service character.
- Frontage of the buildings along Beecher Street and at the Sullivan local commercial area should reflect a strong human and, pedestrian scale. Car oriented commercial uses are not appropriate in Crescent Beach.
- Consider a more residential flavour for buildings on the Sullivan Street local commercial area. Roof form, window shapes, storefronts and overall appearance to incorporate characteristic architectural details found in the residential areas of the village. Provide terraces, balconies and/or decks on the levels above the street level retail uses.
- It is desirable that at least 75% of the street level commercial frontage be dedicated to retail, eating establishments and/or personal service stores. Residential and/or professional office uses are recommended above the street level retail uses.
- Several Commercial Retail Units are preferred to a single large commercial retail area fronting on the street.
- Developments on corner sites should preferably have active frontage and facades on both streets. Buildings should anchor the corner and act as visual landmarks.
- Existing gaps between buildings should be closed and parking lots screened from direct, open views from the commercial frontage streets. Colonnades, trellis, pergolas, low transparent fences and screens, etc. are recommended for this purpose.



FIGURE 2: Examples of Building Frontage Character

- Consider direct access from the street to ground level retail uses at short intervals. Facades should include details that reinforce the presence of the first storey of the building on the street.
- Architectural detailing of new commercial developments that reflect the dominant seaside village theme and promote a festive atmosphere is encouraged. Consider facade details which include planters for perennials, hanging baskets, wall mounted lamps, etc.
- Create interest and articulation of the building mass by creative use of balconies, projections, colour, rooflines and slopes, volumetric expression, etc.
- Create interest and articulation of the building mass by creative use of balconies, projections, colour, rooflines and slopes, volumetric expression, etc.
- Bay window storefronts are encouraged. Muntins and wide trims are desirable components of the storefronts.
- Storefronts should incorporate the use of wood for windows and doorframes. Raised details and inset glass panes are recommended on doors toward the street.

2. Guidelines for Parking Lots

- Parking areas of commercial developments along Beecher Street should be located behind the building as well as being screened and away from direct views from the street. Access to parking areas is recommended from a service lane or lateral streets.
- Most of the parking in the Sullivan Street local commercial area should be provided as short-term on-street parking.
- Lanes behind commercial areas should include trees and pedestrian scale lighting.
- Use a low (max. 1.00 m. high) transparent fence combined with landscaping (including trees) is recommended along the lane or to screen parking areas which may be exposed to views from the street.



FIGURE 3: Example of Parking Lot Design

3. Guidelines for Canopies / Awnings

- The use of canopies and awnings over the sidewalk is encouraged. The objective is to offer continuous weather protection for pedestrians along the building frontage (1.20 m. minimum projection from the building face is recommended).
- It is recommended that canopies have a minimum inclination of 30 degree slope (35 to 45 degree is preferred). If a valance / fascia is provided it should not be wider than 0.45m. (1.5 ft.).
- Canopies / awnings should be opaque. Backlit translucent canopies are not acceptable.
- Canopies / awnings should be of a flat, solid colour and should coordinate with the colour scheme of the building. Depending on its immediate context, striped fabrics may also be appropriate.
- Compatibility and co-ordination of canopy / awning shapes is strongly encouraged. Dome canopies / awnings are not recommended in the area.

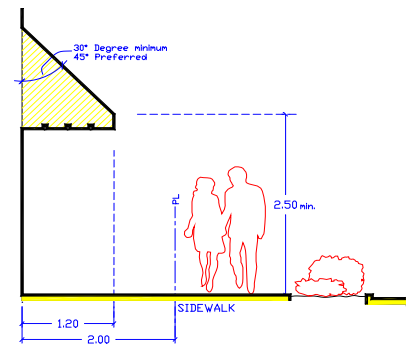


FIGURE 4: Canopy Example

4. Guidelines for Signs

- The size, location, message, and overall design of signs should be oriented to pedestrians. They should relate to the scale and character of the commercial area.
- Signs should be mainly used for business identification and should preferably use graphic imagery, which reflects the seaside theme and character of the village.
- Signs should be integral to the architecture of the building. Signs that are colourful, decorative and with eye-catching features are encouraged.
- Rotating signs, pylon signs, backlit illuminated Plexi-glass fascia signs or backlit canopy or awning signs are not considered appropriate for Crescent Beach.
- Spotlighting or flood lighting over signs is recommended. The source of light should be white. To avoid glare, it is recommended that signs be illuminated from above, below or the side in a way that illumination lights are shielded from direct view of the observer.
- Acceptable materials for signs are: wood (carved or sandblasted panels, three dimensional wooden letters, etc.), paint (on sign boards or directly on the building facade or glass), metal (hangers, cut-out letters, cast letters, etc.), and neon (for outlines, or window signage only). Materials used for signs should relate to the seaside theme and be compatible to materials used in adjacent buildings and landscaping.

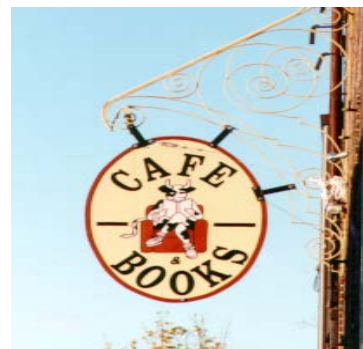


FIGURE 5: Examples of Suitable Signs

- Recommended types of signs and related guidelines are:

Canopy Signs: Minimum lettering should be placed on the sloping side of the canopy. Valance not to be wider than 0.45 m. (1.5 ft.). It is desirable to restrict lettering to the front and sides of the canopy valance.

Under-Canopy Signs: To be placed not less than 2.5 m. (8.25 ft.) from the ground. Only one sign per business is recommended. They should be securely attached to the canopy and not exceed the width of the canopy under which they are hung.

Projecting Signs: Fixed at 90 degrees to the wall, they may be of various shapes. Wood boards hung from wrought iron brackets or standards are suggested. These signs should preferably be lined up with architectural features of the building. They

should not be hung lower than 2.5 m. (8.25 ft.) from the ground and if they extend beyond the property line, appropriate liability insurance must be provided.

Fascia Sign: To be specifically located in the area between the first and second floors (one per business), they should preferably be a wooden fascia board mounted on the wall. It is recommended that fascia signs should not exceed 45 cm. (18 inches) in height.

Flat-Surface Mounted Signs: These are wooden signs attached to the walls of the buildings not in fascia locations. Appropriate locations are gable ends, storefront bulkheads or secondary facades. Their design and style is to be similar to fascia signs.

Window Signs: These are signed painted, or otherwise affixed to the window or door. They are suitable for storefronts and they are especially recommended for businesses above the ground floor level. Window signs should not occupy more than 30% of the window area or 50% of the area of glass in the door.

Freestanding Signs (Monument Signs): Only signs which are an integral part of a landscaped area are acceptable. These sign should be made of wood or metal (or a combination) and their design should primarily reflect the seaside theme. They should be small in scale, not more that 1.2 m. (4.0 ft.) in height. This type of sign should be used for the purpose of business identification only.

5. Guidelines for Commercial Streetscape

The character image of Crescent Beach is also influenced by the appearance of its principal streets. This includes, among other things, street trees, pavements, perception of width, appearance of front yards and edges, and the way buildings relate to the street.

These guidelines are intended to coordinate the overall streetscape, signage, planting and edge treatment for the seaside walkway and the major streets in Crescent Beach. This may include the design of street furniture, which reinforces the seaside theme of the village, particularly along the commercial vistas of Beecher Street and Sullivan Street.

- No sidewalks, curbs and gutters are recommended other than on Beecher Street (the Main Street and Village Centre) to reinforce the present semi-rural standards of the streets.
- Develop a coordinated and integrated seaside design theme for pedestrian scale luminaries, lampposts, street nameplates and other street furniture elements to maintain consistency along the main streets of Crescent Beach, especially along Beecher Street.
- Reduce the number of street side traffic signs. If unavoidable, poles and signage should reflect a village seaside character.
- Achieve coordinated design of private outdoor spaces toward the street, and on planting areas available within the City boulevard.

- Coordinate designs for street furniture with a strong seaside theme for Beecher Street, McBride Avenue and the seaside portion of the waterfront walkway, particularly at the foot of the Beecher Street commercial area. The provision of pedestrian benches, garbage disposal, direction and street signs, and pedestrian lighting fixtures can have coordinated designs that portray a seaside theme and enhance the village character.



FIGURE 6: Examples of Village Commercial Character Images

DIVISION F

Guidelines for Crime Prevention Through Environmental Design (CPTED)

November 2001

1.0 INTRODUCTION

The City of Surrey is committed to a high-quality urban environment. The inclusion of “Crime prevention through environmental design”, or CPTED (pronounced Sep-ted), in the design of developments is an important step in this regard.

CPTED is a proactive approach that aims to reduce or eliminate opportunities for crime before projects are built. When implemented during the conceptual and design development stages, CPTED strategies can result in reduced crime, reduced fear of crime and reduced nuisance behaviour.

CPTED principles must be applied to developments on a case-by-case basis as all crimes are highly ‘situational’ -- each project is unique, with a specific set of locational, social and environmental conditions.

1.1 Surrey’s CPTED GOALS

The City of Surrey’s crime prevention goals are as follows:

1. Enhance Citizens’ Safety and Well-being through Crime Prevention

A safer environment improves the quality of life promotes a more desirable, attractive civic image due to reduced crime and nuisance behaviour. People’s perception of safety can be as important as safety itself. For example, graffiti and vandalism can cause fears about physical safety. Good design can deter such activities and decrease the social and psychological impact of crime, thereby improving the liveability of the community.

2. Reduce Crime and Nuisance Behaviour

CPTED aims to solve crime-related problems before they exist by designing the physical environment to reduce opportunities for crime, the fear of crime, and nuisance behaviour such as loitering, littering and vandalism.

Implementation of CPTED at the development stage has long-term fiscal benefits for both the City and the property owner in terms of reduced calls for emergency and city services (i.e. police, fire, ambulance, by-law enforcement) as well as civic and private maintenance costs.

3. Expand Crime Prevention Measures throughout the City

Implementing the principles of CPTED at the concept and design stage is the most effective and proactive means to prevent crime. Architects can make changes inexpensively prior to construction, and therefore incorporate meaningful CPTED strategies to create safer developments.

1.2 Background

Contemporary strategies in crime prevention design are largely based on the concept of the “urban village” and the avoidance of the “fortress” approach to design.



The Urban Village Model considers social interaction essential to achieving community safety. It proposes that civic functionality results from spatial organization, proximity effects, and accessibility. Social disorganization is seen as the primary cause of crime.

This model focuses on the link between the environment and crime-related behaviour. In short, the physical environment can either deter or facilitate crime. The Urban Village model is based on allowing user groups to monitor and control their immediate environment by means of “Territoriality”, “Natural Surveillance” and “Hierarchy of Space”.

Contemporary solution: Community-based crime prevention.

Appropriate target-hardening measures can be incorporated at the design stage without creating a fortress-like character.



The Urban Fortress Model seeks to prevent crime by heavily securing buildings to prevent unwanted outsiders gaining access without permission. This approach isolates citizens from an environment that is perceived to be hostile. It tends to be most effective against burglary and other similar crimes, and has little influence on situational street crimes. These ‘secure’ developments fail to interface with the greater community, which can contribute to a lack of territoriality in public spaces.

This approach is sometimes applied ‘after the fact’ when poorly designed projects are “targeted” by crime. It achieves ‘security’ by “target hardening”, which typically includes some or all of the following: locks, bars, window grilles, lighting, walls, fences, surveillance cameras/technology and private security guards. These devices can have a negative effect if not well-integrated, giving desirable user groups the message that an area is “not safe”.

Medieval Solution: Walls and moat to keep intruders out.

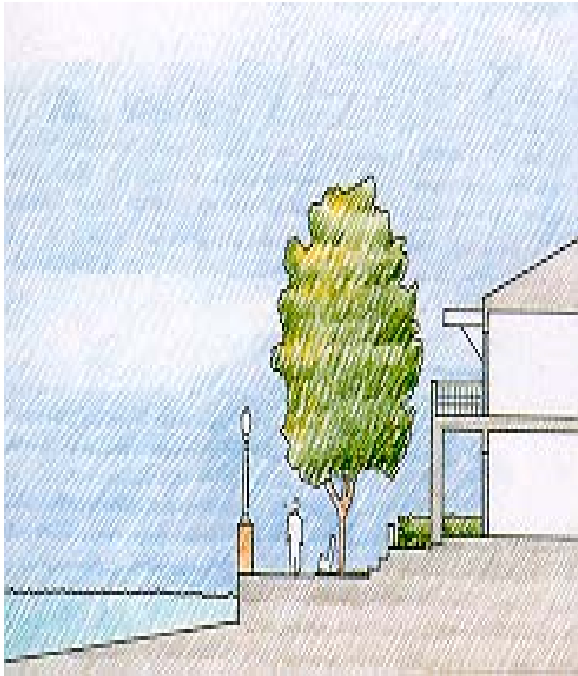
1.3 CPTED: Crime Prevention Through Environmental Design

Design of the built environment has a significant impact on crime, nuisance behaviour and citizens' sense of well-being. Implementing crime prevention through environmental design (CPTED) principles is a proactive approach, based on addressing crime-related issues at the design stage. Rather than responding to ongoing problems after project completion, it is more progressive and cost-effective to implement CPTED strategies prior to construction. CPTED measures are effective for the life of the development. CPTED addresses two interrelated issues: the fear of crime, and the crime itself. It is based on the following five major principles:

1.4 PRINCIPLES OF CPTED

1. Territoriality and Defensible Space

Design the physical environment to extend a perceived sphere of influence, or 'territory'. By creating a sense of 'our turf', people take ownership of their surroundings, then seen as a warning by potential offenders. Fencing, paving, signage and landscaping are often used to show ownership of a space.



Transitions from private to public, by grade change, low fencing, trees, landscaping, and architectural elements such as balcony columns.



Extending interior space to street with benches, flowers, awnings, decorative paving and lamp standards.

2. Hierarchy of space

Design the built environment to show clear transitions between public, semi-public, semi-private and private space. In this sense, 'territory' as well as 'ownership' is also defined, reducing the risk of undesirable uses. For the development of territoriality, public spaces such as streets, community space such as shared open space/play areas, and private space such as yards and residential units should be clearly delineated.

3. Natural Surveillance

Design to maximize visibility and ensure legitimate users can observe the space around them, reducing their fear of crime. Design to enhance people’s ability to casually observe and monitor activities in their environment by the siting of developments and buildings in relation to each other and the street, lighting, landscaping and windows. "Eyes on the street" cause anxiety in potential offenders and deter crime. It is important to maintain an appropriate volume of usage to increase the likelihood that intruders will be observed.

4. Access Control

Design entry and exit points to naturally maximize control, surveillance and hence ‘ownership’ by desirable users. Access to a crime target appears risky, creating a perception of apprehension in would-be offenders. Real and perceived barriers can achieve this.



Overview of main

entry from covered patio, street and plaza.



further abuse (i.e. graffiti, litter).

Litter gives negative impression for the entire site.

The principles of CPTED are all interconnected. For example, **defensible space** strengthens two important kinds of social behaviour: **territoriality** and **natural surveillance**.

Hierarchy of space reinforces desirable users’ control, leads to more intensive use, enhanced **natural surveillance**, and improved overall security and sense of well-being.

5. Image and Maintenance

Enhance and maintain physical appearance to encourage users of the area to respect their surroundings. The more dilapidated an area, the more vulnerable it is to



Territoriality established by gazebo, special lighting, bollards, strong movement predictor and landscaping. Seasonal decorations show “care” and give the message the space is owned.

1.5 COMPONENTS OF CPTED

In CPTED, the term ‘environment’ refers to the physical and social conditions that surround and facilitate a crime or nuisance activities. Design can play a large part in limiting the kind of ‘crime target’ and restricting the type of criminal behaviour. The principles of CPTED are directly related to human behaviour and how people view and use their physical surroundings.

Appropriate design should take the following CPTED components into account:

Movement Predictors

Design features that channel people on a certain route to a destination (i.e. building entries, hallways, stairways, paths).

Entrapment Areas

Hidden areas where offenders can hide and wait for victims. The perception that someone could be hiding creates apprehension and fear, leading to avoidance of an area.



Entrapment area under movement predictor.

Activity Generators

Developments, places or features, which attract both people and activities (i.e. playgrounds, corner stores, coffee stands). Crime opportunities can be high if CPTED is not applied.

Crime Facilitators

Features or places that facilitate the opportunity for crime (i.e. inappropriately placed benches, poorly lit parkade with limited surveillance).

Hot Spots and Crime Corridors

A development area or local activity that generates excessive crime opportunities (i.e. parkades, transit stations). The amount of crime and nuisance behaviour is directly related to adjacent development and land uses along with the volume of people moving through an area (pedestrians, vehicles, transit, etc.). Context is a key factor to consider in CPTED planning.



Areas of Conflict

Places where there is confusion between different groups' use of space (i.e. teens loitering at entry to commercial premises, ambiguous and unclaimed park spaces).

**Displacement Effects**

Shifting crime or nuisance problems from one area to another. To avoid exacerbating existing problems or creating new ones, displacement must be planned for and controlled.

**Edge Effects**

The actual or perceived areas between lands used for different purposes, which typically exhibit a higher crime rate than areas with a distinct land use. “Hard edges” represent a challenge that requires careful design to resolve.

2.0 APPLICATION OF CPTED PRINCIPLES

This section provides a framework to translate the five major principles of CPTED into built form; crime-related behaviour is highly situational and, for this reason, projects must be evaluated on a case-by-case basis rather than subjected to a “check-list” approach.

2.1 Territoriality and Defensible Space

SITE DESIGN

a) Organize site into zones and clusters

People relate better to smaller land spaces attached to specific buildings or clusters of buildings, and tend to use them more often. Furthermore, users recognize each other and are better able to notice outsiders.



- Divide site into visually identifiable zones to encourage users to adopt proprietary attitudes toward outdoor spaces.
- Reinforce territoriality by clustering small numbers of dwelling units, rooms, or business premises around entries, courtyards, or recreational areas.
- Relate exterior spaces to particular buildings or building clusters both visually and in terms of function.

Entry courtyard to school creates a strong sense of territory.



Transparent fencing defines exterior spaces but allows supervision of semi-public realm.

b) Consider user groups, intended vs. actual use of space

- Define desirable and undesirable users along with day and night uses.
- Design of outdoor space should clearly indicate use and who should use it. Reinforce a sense of ownership with clear access and casual surveillance from adjacent premises.
- Locate amenities within defined territories in close proximity to the building entries and windows from adjacent spaces.



Entry to amenity building is obvious and well glazed, both providing and receiving good surveillance.

- Break down outdoor areas such as parking, playgrounds, and other common facilities into smaller components that can be assigned to the smallest possible group.



Territoriality reinforced by natural surveillance from adjacent homes.

2.2 Hierarchy Of Space

Provide a series of obvious transitions from public to private space by lighting levels, change of paving, grade separation and landscaping.

EDGE DESIGN

a) Consider edge treatment and relationship to context

Define the edge to indicate a visual and physical transition to semi-public space.



Special paving, entry gate feature create strong site entrance.

- Use site layout, building massing, landscaping, as well as vehicular and pedestrian traffic patterns to strongly demarcate the site perimeter.
- Use appropriate signage to reinforce territorial ownership.
- Consider natural access control but avoid a “fortress” solution.

Clearly define hierarchy of increasingly private zones from the public street to semi-public, then semi-private areas and finally to private space.

Avoid spaces with ambiguous uses and user groups.



Poor surveillance of this park leads to graffiti and unwelcome uses.



Metal fence and columns show semi-private space.



Brick pier and metal pergola defines semi-public space.

Open spaces should be clearly designed as public, semi-public, semi-private or private. Symbolic cues or design features should be incorporated that infer ownership and function.



Symbolic gateway into parking area marks territory.



Picket fence indicates semi-private space. Planter in driveway gives opportunity to identify space as semi-public.

- Semi-public open space should be limited to small areas of landscaping abutting public sidewalks and should be designed to buffer the project from intrusions, including graffiti.



Landscaping prevents graffiti on walls.

- Create real or symbolic barriers to discourage strangers from cutting through the site and/or entering users' territory. These can be achieved by low open fences, decorative lamp fixtures, and architectural elements, as well as changes in landscaping, paving, and grade. All of these elements can be designed to promote casual surveillance while reinforcing hierarchy of space.

2.3 Natural Surveillance

RELATIONSHIPS OF ELEMENTS

a) Design to maximize opportunities for surveillance

Encourage natural surveillance by appropriate location of building/site entrances and concentration of pedestrian activity. Building massing and site design should grow from movement predictors, within the larger community context and within the site itself.



Combination of transparent and opaque glazing to maximize perception of surveillance along sidewalk.

- Locate common open space to maximize overlook.
- Balance community need for surveillance and residents' need for privacy.
- Choose landscaping to define semi-public and semi-private space in a transparent manner.



Residential courtyard affords good overview of semi-public space.

- Provide clear sightlines at changes of direction in pathways and intersections with other pedestrian/vehicular routes.

2.4 Access Control

RELATIONSHIPS OF ELEMENTS

a) Provide natural access control of entries.

Take advantage of surveillance offered by the public realm and use semi-transparent fencing and landscaping which permits sightlines to the building entries.



Casual surveillance from raised patio assists in access control to main door.

b) Design routes to major entries for maximum surveillance



Work with strong connections to the street and other public and semi-public areas.

2.5 Image and Maintenance

- Design for low-maintenance by selection of durable, high-quality building materials and landscaping.
- Locate garbage enclosures and other unsightly areas away from views of public streets but in a supervised area.



areas



Garbage located adjacent to site entry gives a poor image.

- Maintain site lighting to improve safety, deter loitering and vandalism. Often, burnt-out lights lead to perceived entrapment areas that desirable users avoid.



Design to avoid target-hardening solutions such as barbed wire which give a negative image.

- After construction, sites should be constantly monitored for litter, vandalism and graffiti. Failure to maintain sites results in a poor image, reinforcing negative nuisance behaviour.

3.0 COMMON CPTED GUIDELINES

As CPTED is based on human behaviour in the physical environment, there are many common guidelines applicable to a number of situations and building types. In particular, light and landscaping require careful consideration. Underground parkades, seen in both residential and commercial projects, also require careful consideration in design.

3.1 Lighting

Well thought-out lighting is an important component of the urban environment. In most situations where people movement occurs at night, lighting is desirable, increasing natural surveillance and positively affecting people's sense of well-being. In certain situations, lighting may not be desirable. Lighting remote areas such as walkways, trails, and the rear of developments can exacerbate problems and increase risk to citizens. Well-lit secluded areas provide an ideal location for crime, nuisance behaviour and vandalism due to the absence of actual or perceived natural surveillance. In the case of pedestrian walkways or trails, lighting can draw people along a route and create a false sense of security, potentially increasing the risk for crimes against people.

Lighting decisions are situational, and need to be made with the intended uses, surrounding environment and various pros and cons in mind. For this reason, lighting plans are required for all developments. From a CPTED perspective, lighting serves the following functions:

- Comfort:** Lighting increases comfort level and draws people to lit areas and lit movement predictors.
- Deterrence:** Lighting gives an impression of activity. When combined with natural surveillance, potential offenders believe that someone may be watching if an area is lit.
- Detection:** Lighting increases the probability of would-be offenders being observed and apprehended.

General lighting guidelines are as follows:

- Public spaces, entrances, outdoor amenities, and pedestrian routes should be well lit.
- Provide adequate lighting level in areas of people movement to allow for identification of approaching people.
- Design type, location, and distribution of lighting to ensure even illumination where needed.
- Consider light intrusion to residences and glare to motorists/pedestrians when providing appropriate light levels. This may concentrate brighter levels in areas such as entries and paths (movement predictors), and create a transition to lower light levels away from areas where light is not needed.

Vandalism and Lighting:

- Locate luminaires in difficult to reach places. Mount fixtures high on walls, in inaccessible locations or recessed into the building structure.
- Luminaire design should take vulnerability to vandalism into account. In high-risk areas, the body and refractors should be virtually unbreakable (i.e. metal body with polycarbonate lens).
- Lamps to be located in underground parking, stairwells, etc., should protect the bulb from removal and breakage.
- Vandal-proof bollard fixtures are often suitable for walkways. Where security and identification are of primary importance, post-top units 3-6 metres in height may be more appropriate.



Note directional lighting at base of stair, but deep shadows near landscaped area.

- In landscaped open spaces, particular attention should be given to the relationship between lighting and planting.
- Where appropriate, consider installing outdoor lighting activated by photocells and/or timers.

3.2 Landscaping

Select landscaping to promote good visibility immediately adjacent to movement predictors. Taller plant material should be kept back from paths, particularly in semi-public and public areas.



Trees with foliage to the ground are not appropriate along the walkway up to the SkyTrain platform as they obscure visibility for pedestrians. Lower shrubs in the plaza area are well maintained.



Use of tall shrubs, such as pampas grass, though attractive, minimizes surveillance along a major movement predictor.

- Landscaping adjacent to places where people move should have a clear zone from three feet to six feet above the ground to promote natural surveillance. Trees meet this criteria.

- Minimize opportunities for overgrown vegetation to promote good surveillance and contribute to people’s sense of well-being.
- Consider the mature state of plants, as long-term maintenance is often inconsistent.



Overgrown shrubs immediately adjacent to public sidewalk are not appropriate.



Skateboard damage to concrete curb.



Shrubs planted in front of curb prevent skateboarding. Other techniques include uneven top surface, tight curves, angles, etc.

3.3 Underground Parking Areas

Underground parking is necessary for high-density land use developments. The design of underground or enclosed parkades requires close attention as these areas generate high fear levels amongst users and significant opportunities for property crimes (i.e. theft of/from vehicles). The foundation for this fear is an environment that is often dark, drab, and requires people to navigate through concrete corridors without the ability to view the route ahead. Additionally, underground parking tends to have a relatively low frequency of use that leads to a lack of natural surveillance.



Poorly lit corridor with no surveillance.

Maximum security in parkades, even at the loss of some convenience, is critical. In the minds of citizens, particularly residents of multi-family projects, a few property crimes associated with vehicles can easily be seen as potential for crimes against people (i.e. assault and robbery). Residents will gladly navigate through a controlled visitors' gate and then a specific residents' gate to preserve their personal safety.

Well-designed parkades are more apt to maintain a volume of desired users through increased sense of well-being. They minimize opportunities for crime and prevent associated problems from occurring outside the development (i.e. large volumes of street parking due to fear within parkades).

Sense of well-being, security and safety are the primary issues in designing underground parking areas. To achieve these goals, the following recommendations should be implemented:

Territoriality and Defensible Space

- Use distinctive paving at all vehicular site entries to reinforce transition from public, semi-public and semi-private space.
- Provide traffic calming measures on ramps to force cars to travel more slowly and aid in preventing illegal entry through entry gates.
- Use rough-textured surface on ramps to discourage skateboarders.

Access Control & Natural Surveillance

- Install vehicular gates for all underground parkades.
- Locate parking entrances to promote surveillance from the street and adjacent uses.
- Identify vehicular entrances to site and parking in an appropriate manner.
- Secure access to building from parkade (i.e. keyed, electronic, etc.).
- Provide good lighting to all parking entrances and ramps.
- Enclose exit stairs to grade to avoid unsupervised areas for loitering and prevent unwanted access to the building.



Gated ramp has good surveillance from adjacent units. Note lighting.



Visual openness at ramp area promotes a more welcoming appearance.



Note colour and texture on ramp, metal fencing along walkway, and overview from units above.



Provision of natural light to parkades enhances sense of safety.



Enclose exit stairs to grade to prevent unwanted access.



Controlled entry point with natural surveillance from street and kiosk.

To increase visibility, reduce shadows, and improve users' comfort levels, the following design features are needed:

- Use reflective white paint throughout underground parking areas to improve visibility.
- Provide generous vandal-proof lighting in all areas and exit stairs to grade.
- Minimize amount of solid walls to improve visual surveillance (i.e. grilles, glazing).
- Avoid hidden corners and alcoves in underground parking and stairwells.
- Install convex mirrors in vandal-proof casing where needed to permit viewing of any unavoidable hidden areas.
- It is desirable to install hard-wired video surveillance equipment in underground parking.



Glazed doors to publicly accessible areas, such as exit stairs and elevator lobbies enhance natural surveillance of parking.

- Maximize natural surveillance and incorporate glazing into elevator lobbies.
- Provide vision panels in all doors leading to publicly accessible areas such as exit stairs.
- Do not provide glazing into storage areas and signs should not indicate contents.
- Fully enclose garbage disposal area with lockable doors.
- Locate disabled parking stalls close to building entries and/or elevator lobbies, complete with proper "let-down" curbs.
- Do not number parking stalls to correspond with units in residential buildings.



Disabled parking next to and clearly visible from elevator lobby.

- Provide notes on development permit drawings that indicate CPTED provisions.



Walls and columns painted white, bright lighting, glazed elevator core, and transparent railings.

Commercial Parkades:

- For commercial parking, consider uses, times of use, and safety issues for employees when determining appropriate parking lot layout, location and number of vehicular gates.
- Install lockable gates with keyed access when stores/businesses are closed.
- Consider on-site security for large-scale complexes.
- Carefully locate staff parking for commercial operations with evening hours in terms of overlook and safety.
- Design curbing to keep vehicles an appropriate distance from elevator areas to enhance sightlines and improve surveillance.
- Implement special safety precautions where money is handled (i.e. cash drop with timer).
- Consider an additional security office with window facing elevator lobby as appropriate.

Residential Parkades:

- Locate visitor parking in a separate, gated area (i.e. two sets of gates).
- Provide a clear path for visitors to access the elevator.
- Use coded numbering on intercom buttons both in underground parking and elevator lobbies.
- Consider panic alert station activated by hand-held units.

Secured visitor parking area with good visibility due to grille.



4.0 COMMERCIAL, OFFICE, & INDUSTRIAL BUILDINGS

Commercial premises are primarily used during daytime hours; therefore, specific CPTED strategies and considerations are needed to address related issues

There are distinctive differences, however, in use patterns between commercial, office and industrial buildings that relate to the balance between image and security. For example, a retail development requires extensive glazing to promote sales. On the other hand, industrial projects tend to limit glazing, as function of interior spaces is generally the main concern. Mixed retail and light industrial should therefore be carefully considered as these uses have very different CPTED strategies – industrial projects with little natural surveillance after-hours often resort to fencing and target hardening. To the contrary, retail units make use of extensive glazing, do not use fences and are more vulnerable to crime. Given these inherent conflicts, principles of CPTED must be carefully considered.

Based on risk, consider incorporating bollards, window grilles and landscaping at the development stage. Ideally, building massing and location of windows would be used to address CPTED concerns -- it is possible to think ahead, contribute to the overall design and avoid an “add-on”, fortress character.



Vines installed to prevent graffiti on blank walls.



Use of massing to avoid front-back problems.

Graffiti on blank rear elevations is another key consideration. This impacts on selection of materials, site configuration, location of windows, and landscaping.

Edge effects are a key consideration in terms of interfacing with residential properties. These land uses generally require significant buffering. However, from a CPTED perspective, use of a buffer limits surveillance and increases opportunity for crime and nuisance behaviour. This is an obvious conflict that requires balance and careful design to resolve.

Commercial complexes must evaluate uses, risks and internal security measures, along with public and employee access. These are best considered by a qualified security consultant.

In larger industrial areas, vehicular access should be limited during non-business hours. Vehicular gates are recommended to secure sites at night, and special attention should be paid to lighting strategies. Shared private security is often a viable option in multi-building complexes, or in areas where adjacent sites share access routes.

Some general recommendations are:

- Consider the “front-back” nature of retail-commercial developments, and design to avoid lack of surveillance at the rear of buildings.
- Avoid “no-man’s land” at rear of buildings, particularly for external exit corridors. In these cases, consider use of zero lot line solutions and internal corridors which are often more desirable from a CPTED perspective.
- Minimize opportunity for climbing onto the roof in industrial and commercial/industrial warehouse buildings.
- On-grade parking areas not readily visible from the street should be designed with gate(s) to restrict access after-hours.
- Consider security cameras at main lobby entrances.



Appropriate landscape design augments natural surveillance in the public and semi-public realm.



CPTED principles of hierarchy of space used to define territoriality in commercial developments.



Strong edge definition reinforces sense of ownership of the site.



Groupings of buildings used to provide strong surveillance of parking area and public realm.



Natural surveillance afforded by increased pedestrian activity assists retail developments.

5.0 MULTI-FAMILY PROJECTS

In contrast to commercial developments, multi-family projects benefit from the presence of user groups basically around the clock. This is of particular assistance with respect to potential for natural surveillance.

To address residents' sense of well-being in multi-family projects, implement the following recommendations:

HIERARCHY AND DEFENSIBLE SPACE

- Locate entries to buildings to maximize formal and informal surveillance.
- Create perceptible edge to define semi-public and semi-private property.
- Clearly differentiate public to private spaces, especially where supervision of children is a concern.
- Ensure site design promotes natural surveillance along all movement predictors.
- Outdoor spaces between buildings should be designed to provide casual surveillance.



Informal surveillance of entrance. Perceptible edge defines private property.

Maximize a strong relationship between buildings and the street by:

- Positioning buildings with the longest facade parallel and close to the street.
- Coordinating landscape treatment with a public streetscape.
- Orienting living spaces and building entries toward the street to promote casual surveillance.
- Coordinate street edge treatment.
- Promote natural surveillance and good overlook onto pedestrian paths.
- Provide site plan layout and directional indicators in clear and observable locations, to facilitate time response by emergency services.

- Identify number of units and directional arrows adjacent to elevators/stairs in apartment buildings, and near entries at townhouse projects.
- Distinguish area near the main entrance clearly from the public realm.

NATURAL SURVEILLANCE

- Consider privacy vs. surveillance needs in landscape design.
- Supervise pedestrian routes and surface parking from dwelling units and/or a road.
- Provide surveillance of inner streets and children's play ground from living areas of residences, especially ground floor, and common areas in amenity buildings. In townhouses, consider second floor balconies to increase surveillance.
- Visually and physically link indoor and outdoor amenities.
- Ensure sightlines around mailboxes and other such areas are maintained.



Street-fronting townhouses provide good surveillance.



Overview of path is facilitated by low fences and landscaping.

- Street lighting should provide an adequate, even light level on all internal roads. Fixtures may be located on residential units, but should be automatically activated by solar cells.
- Locate and design entrance lobbies so they are clearly visible from the exterior.
- Locate interior amenity areas near the lobby to provide casual supervision.
- Side entries to townhouse units at row ends and other locations where no surveillance from an adjacent unit is provided should be reconfigured to ensure overview of the entry door from at least one unit.
- Privacy screens should not preclude casual surveillance.



Entry feature is augmented by lighting,

pergola element and signage.



Transparent fencing along major path.



Clearly demarcated path to building entry marked by bollard lighting.

ACCESS CONTROL

- Multi-family projects located adjacent to public parks should provide an appropriate combination of security, and residential access to the park.
- Fence design and site lighting should promote surveillance into public areas.



Entry marker feature and special landscaping defines territory. Good surveillance of this area.

6.0 SUMMARY

The following shall be implemented to ensure CPTED'S long-term, positive effects in the City of Surrey:

- All major projects and those in high-risk areas shall undertake an independent CPTED study early in the development permit process. Surrey RCMP and City staff will jointly review these studies.
- Greater co-ordination within the City to enhance CPTED.
- Encourage existing developments to apply CPTED principles and promote Safety Audits.

The main challenge in implementing CPTED is in striking an appropriate balance between security, practicality and aesthetics. Implementation of Crime Prevention through Environmental Design principles should avoid a “fortress mentality” and use of retrofit “target-hardening” solutions.

These guidelines were created through the collaborative efforts of CPTED Practitioners from the City of Surrey Planning and Development Department and the Surrey R.C.M.P. Their primary objective is to assist architects and developers in contributing to the City of Surrey as a safe and highly liveable community.

OCP AMENDMENTS

(Division A)

DIVISION A

- Replaced by By-law 14588, 01/21/02

- 2. **Issues and Policies**
 - Section 2.2 Build Complete Communities
 - By-law 17174, 05/17/10.

- 3. **Land Use Strategies**
 - Section 3.3 Descriptions of Land Use Designations
 - By-law 15589, 12/13/04.
 - Section 3.5 Land Use Designations: General Provisions
 - By-law 16212, 02/12/07
 - Section 3.6 Land Use Designations: Allowable Density
 - By-law 15589, 12/13/04
 - By-law 16067, 09/25/06
 - By-law 16807, 01/19/09
 - By-law 16903, 04/20/09
 - By-law 17529, 05/07/12
 - By-law 17463, 04/08/13
 - By-law 17790, 07/29/13
 - Section 3.7 Land Use Designations and Permitted Zones
 - By-law 14654, 03/25/02. Insert RF-12C
 - By-law 14995, 07/21/03. Insert RF-9C
 - By-law 15211, 06/07/04. Insert RF-O
 - By-law 15165, 11/01/04. Replace RM-19 with RM-23
 - By-law 15589, 12/13/04.
 - By-law 15663, 05/18/05. Insert IL-1
 - Bylaw 18027, 07/29/13 – Insert RF-10 and RS-10S
 - Section 3.8, Performance Criteria
 - Figure 6 Performance Criteria Table
 - By-law 15143, 01/26/04.
 - Figure 7 List of Zones
 - By-law 14654, 03/25/02. Insert RF-12C
 - By-law 14995, 07/21/03. Insert RF-9C
 - By-law 15211, 06/07/04. Insert RF-O
 - By-law 15165, 11/01/04. Insert RM-19 with RM-23
 - By-law 15589, 12/13/04.
 - By-law 15663, 05/18/05. Insert IL-1
 - Bylaw 18027, 07/29/13 – Insert RF-10 and RF-10S

4. Supplemental Land Use Strategy

- Section 4.2, Figure 13 Truck Route Network & Dangerous Goods Route Map
 - By-law 15589, 12/13/04.

5. Secondary Plans

- Section 5 Figure 27
 - By-law 15336, 05/03/04.
 - By-law 15659, 03/14/05.
 - By-law 15709, 05/18/05.
 - By-law 15777, 07/11/05.
 - By-law 15843, 10/03/05.

6. Permits and Procedures

- Section 6.3 Development Permit Areas and Guidelines.
 - By-law 14976, 06/09/03.
 - By-law 15589, 12/13/04.

SCHEDULES

- Schedule C, Development Permit Area Guidelines
- By-law 16067, 09/25/06. Sections A.2, A.6, C.3, F.2
- By-law 17985 07/29/13 Section A.11

Schedule A - Land Use Designation Map

• By-law 14492, 01/28/02	• By-law 15491, 07/25/05	• By-law 16154, 06/25/07
• By-law 14567, 01/28/02	• By-law 15584, 07/25/05	• By-law 16252, 06/25/07
• By-law 14424, 04/08/02	• By-law 15599A, 07/25/05	• By-law 16230, 06/25/07
• By-law 14372, 05/13/02	• By-law 14147, 11/07/05	• By-law 15599B, 06/25/07
• By-law 14628, 05/13/02	• By-law 15726, 11/07/05	• By-law 16099, 06/25/07
• By-law 14414, 06/10/02	• By-law 15037, 11/07/05	• By-law 16236, 06/25/07
• By-law 13492, 06/24/02	• By-law 15649, 01/30/06	• By-law 15496, 06/25/07
• By-law 14722, 06/24/02	• By-law 14330, 03/27/06	• By-law 16216, 06/26/07
• By-law 14463, 07/15/02	• By-law 15781, 05/08/06	• By-law 16238, 06/26/07
• By-law 14128, 07/22/02	• By-law 15866, 05/29/06	• By-law 16181, 06/26/07
• By-law 14191, 07/22/02	• By-law 15631, 07/10/06	• By-law 16306, 06/26/07
• By-law 14590, 07/22/02	• By-law 15876, 07/10/06	• By-law 16326, 06/26/07
• By-law 14728, 10/21/02	• By-law 15877, 07/10/06	• By-law 16351, 06/26/07
• By-law 14758, 01/13/03	• By-law 15897, 07/10/06	• By-law 16089, 06/26/07
• By-law 14840, 03/03/03	• By-law 15494, 07/24/06	• By-law 16086, 06/26/07
• By-law 14509, 06/09/03	• By-law 15847, 07/24/06	• By-law 16315, 06/26/07
• By-law 14511, 06/09/03	• By-law 15861, 07/24/06	• By-law 16317, 06/26/07
• By-law 14981, 06/23/03	• By-law 15905, 07/24/06	• By-law 16324, 06/26/07
• By-law 14707, 07/21/03	• By-law 14557, 07/27/06	• By-law 14958, 07/23/07
• By-law 14877, 07/21/03	• By-law 15519, 07/27/06	• By-law 16368, 10/01/07
• By-law 13814, 07/24/03	• By-law 15793, 07/27/06	• By-law 16321, 10/01/07
• By-law 14791, 07/24/03	• By-law 16067, 09/25/06	• By-law 16341, 10/22/07
• By-law 14875, 07/24/03	• By-law 15797, 10/16/06	• By-law 16376, 12/03/07
• By-law 15030, 07/24/03	• By-law 15892, 10/30/06	• By-law 16554, 02/11/08
• By-law 15080, 10/27/03	• By-law 15874, 12/04/06	• By-law 16415, 02/25/08
• By-law 15018, 01/26/04	• By-law 16212, 02/12/07	• By-law 16434, 02/25/08
• By-law 15291, 03/22/04	• By-law 16233, 02/26/07	• By-law 16430, 03/10/08
• By-law 14944, 04/26/04	• By-law 16176, 03/12/07	• By-law 16536, 03/10/08
• By-law 14946, 04/26/04	• By-law 16344, 04/02/07	• By-law 16310, 03/10/08
• By-law 14991, 04/26/04	• By-law 15959, 04/30/07	• By-law 16294, 04/14/08
• By-law 15228, 06/07/04	• By-law 16166, 05/14/07	• By-law 16436, 04/28/08
• By-law 14710, 07/26/04	• By-law 15813, 05/14/07	• By-law 16222, 05/12/08
• By-law 14993, 07/26/04	• By-law 16047, 05/14/07	• By-law 16496, 07/14/08
• By-law 15234, 02/23/04	• By-law 16248, 06/11/07	• By-law 15965, 07/28/08
• By-law 15238, 03/04/04	• By-law 16250, 06/11/07	• By-law 16297, 08/01/08
• By-law 15240, 03/22/04	• By-law 15700, 06/11/07	• By-law 16366, 09/08/08
• By-law 15084, 07/26/04	• By-law 16186, 06/11/07	• By-law 16702, 11/24/08
• By-law 15157, 07/26/04	• By-law 16164, 06/25/07	• By-law 16591, 02/09/09
• By-law 15163, 07/26/04	• By-law 15580, 06/25/07	• By-law 16600, 02/23/09
• By-law 15269, 07/26/04	• By-law 16125, 06/25/07	• By-law 16545, 03/09/09
• By-law 15426, 07/26/04	• By-law 16308, 06/25/07	• By-law 16404, 03/09/09
• By-law 15289, 07/28/04	• By-law 16152, 06/25/07	• By-law 16459, 03/09/09
• By-law 14912, 09/07/04	• By-law 15948, 06/25/07	• By-law 16795, 03/30/09
• By-law 14913, 09/07/04	• By-law 16303, 06/25/07	• By-law 16674A, 05/04/09
• By-law 15381, 09/07/04	• By-law 16075, 06/25/07	• By-law 16733, 05/04/09
• By-law 15334, 10/18/04	• By-law 16269A, 06/25/07	• By-law 16873, 06/29/09
• By-law 15267, 01/24/05	• By-law 16269B, 06/25/07	• By-law 16813, 07/13/09
• By-law 15369, 01/24/05	• By-law 16074, 06/25/07	• By-law 16707, 07/27/09
• By-law 15285, 02/28/05	• By-law 16242, 06/25/07	• By-law 16759, 07/27/09
• By-law 15347, 04/04/05	• By-law 16148, 06/25/07	• By-law 15718, 07/30/09

Schedule A - Land Use Designation Map (cont.)

• By-law 16727, 06/15/09	• By-law 16862, 10/05/09	• By-law 16577, 04/12/10
• By-law 16440, 06/15/09	• By-law 17004, 11/02/09	• By-law 16797, 05/03/10
• By-law 16815, 07/13/09	• By-law 16745, 11/30/09	• By-law 17117, 05/03/10
• By-law 16680, 07/27/09	• By-law 16810, 11/30/09	• By-law 16489, 05/17/10
• By-law 16699, 07/27/09	• By-law 16984, 12/14/09	• By-law, 17136, 05/17/10
• By-law 15963, 07/30/09	• By-law 16456, 01/11/10	• By-law 16943, 05/17/10
• By-law 16191, 09/14/09	• By-law 16565, 01/25/10	• By-law 16865, 06/07/10
• By-law 16567, 09/14/09	• By-law 17104, 01/25/10	• By-law 16928, 06/07/10
• By-law 16570, 09/14/09	• By-law 16748, 02/01/10	• By-law 17014, 05/07/10

Schedule B - Temporary Use Permit Areas

• By-law 14436, 01/28/02	• By-law 16421, 07/23/07	• By-law 17274, 11/01/10
• By-law 14604, 04/08/02	• By-law 16431, 03/10/08	• By-law 17434, 07/11/11
• By-law 14626, 06/10/02	• By-law 16562, 03/31/08	• By-law 17124, 07/11/11
• By-law 14743, 07/22/02	• By-law 16413, 04/14/08	• By-law 16945, 09/12/11
• By-law 14779, 01/20/03	• By-law 16807, 01/19/09	• By-law 17489, 10/17/11
• By-law 14976, 06/09/03	• By-law 16827, 02/09/09	• By-law 16946, 02/20/12
• By-law 14925, 07/24/03	• By-law 16875, 03/09/09	• By-law 17589, 04/02/12
• By-law 14045, 09/29/03	• By-law 16340, 03/09/09	• By-law 17199, 04/23/12
• By-law 15032, 04/19/04	• By-law 16903, 04/20/09	• By-law 17669, 06/25/12
• By-law 15356, 06/21/04	• By-law 16941, 06/15/09	• By-law 16812, 10/01/12
• By-law 15769, 03/06/06	• By-law 16889, 06/15/09	• By-law 17758, 10/01/12
• By-law 15566, 03/27/06	• By-law 16939, 06/29/09	• By-law 17781, 12/17/12
• By-law 15743, 03/27/06	• By-law 16981, 07/27/09	• By-law 17888, 03/11/13
• By-law 14794, 04/10/06	• By-law 17004, 11/02/09	• By-law 17775, 07/29/13
• By-law 15974, 04/24/06	• By-law 16958, 03/01/10	• By-law 17930, 12/16/13
• By-law 16233, 02/26/07	• By-law 17024, 03/22/10	• Bylaw 18249, 07/07/14
• By-law 16176, 03/12/07	• By-law 17147, 05/03/10	• Bylaw 18255, 07/21/14
• By-law 16344, 04/02/07	• By-law 17097, 07/26/10	• Bylaw 18089, 09/29/14
• By-law 16422, 07/23/07	• By-law 17224, 07/29/10	• Bylaw 18200, 10/20/14
• By-law 16420, 07/23/07	• By-law 17232, 09/13/10	
• By-law 16423, 07/23/07	• By-law 16888, 10/04/10	

Schedule C - Development Permit Area Guidelines

• By-law 15148, 01/26/04
• By-law 15336, 05/03/04
• By-law 15589, 12/13/04
• By-law 16051, 07/10/06

APPENDICES

Appendix A

- By-law 15143, 01/26/04. Official Community Development Scenario, inserting Adjustment to the Employment Growth Estimates.

Appendix B

- By-law 15143, 01/26/04. Regional Context Statement, replacement of Appendix B.

OCP AMENDMENTS

(Divisions B, C, D & E)

DIVISIONS

- B** **Form and Character Guidelines for the Area in the Vicinity of the Douglas Crossing (January 1988)**
 NO AMENDMENTS
- C** **Form and Character Guidelines for the Area Southeast of Scott Road from 104 Avenue to Scott Road SkyTrain Station in South Westminster (March 1992)**
- Deleted by By-law 15336, 05/03/04; Division C
- D** **Design Guidelines for Gas Stations (April 1996)**
- By-law 13684, 03/22/99; Amended Subsection 2. Site Design under the heading Identification Sign.
- E** **Form and Character Guidelines for the Crescent Beach Commercial Areas**
- Inserted by By-law 14380, 04/23/01; Division E.
- F** **Guidelines for CPTED**
- Inserted by By-law 14588, 01/21/02; Division F.
-