

POLICIES





THEME A: GROWTH MANAGEMENT



THEME A: Introduction



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

Current population projections for Surrey indicate the population growing to 770,200 by the year 2041. This represents an increase of approximately 296,600 people over the next 30 years. Employment is expected to reach 296,600 jobs by the year 2041, an increase of approximately 125,400 over total jobs available today. Managing and directing this expected growth in the most sustainable manner possible is a key goal of this Official Community Plan.

The objectives in Theme A that guide the City's growth management policies include directing high-density residential and commercial growth to the City Centre, Town Centres and Frequent Transit Corridors (see Figure 22), ensuring the efficient and integrated development of new neighbourhoods and encouraging sensitive infill development in appropriate locations.

THEME A: Objectives

1. Establish priorities for accommodating population and employment growth.
2. Direct higher-density growth into Surrey's City Centre, Town Centres and Frequent Transit Corridors.
3. Carefully plan new neighbourhoods for the efficient and sensitive use of urban land.
4. Encourage infill development that is compatible with existing neighbourhoods.

THEME A: GROWTH MANAGEMENT

Direct and Manage Population and
Employment Growth Sustainably

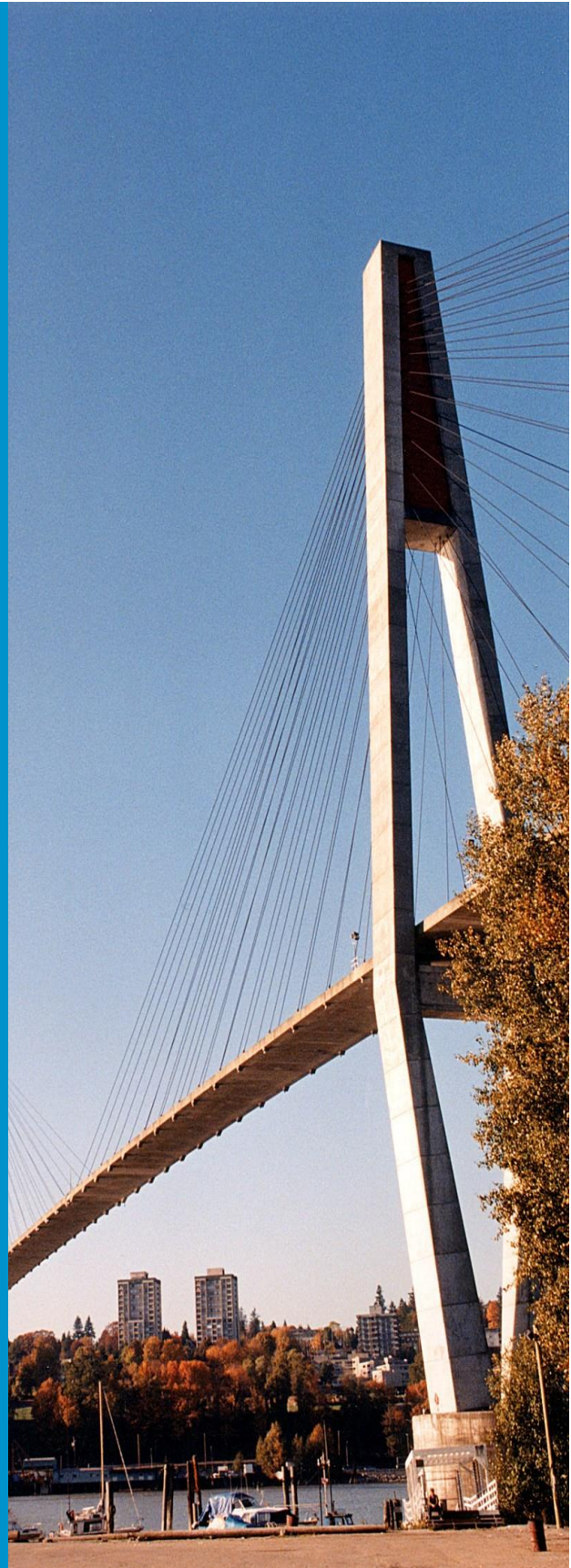
Sections

A1 Growth Priorities

A2 Accommodating Higher
Density

A3 Sensitive Infill

A4 Efficient New
Neighbourhoods



A1

Growth Priorities

BL 19519
BL 19801

Establish priorities for accommodating population and employment growth

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

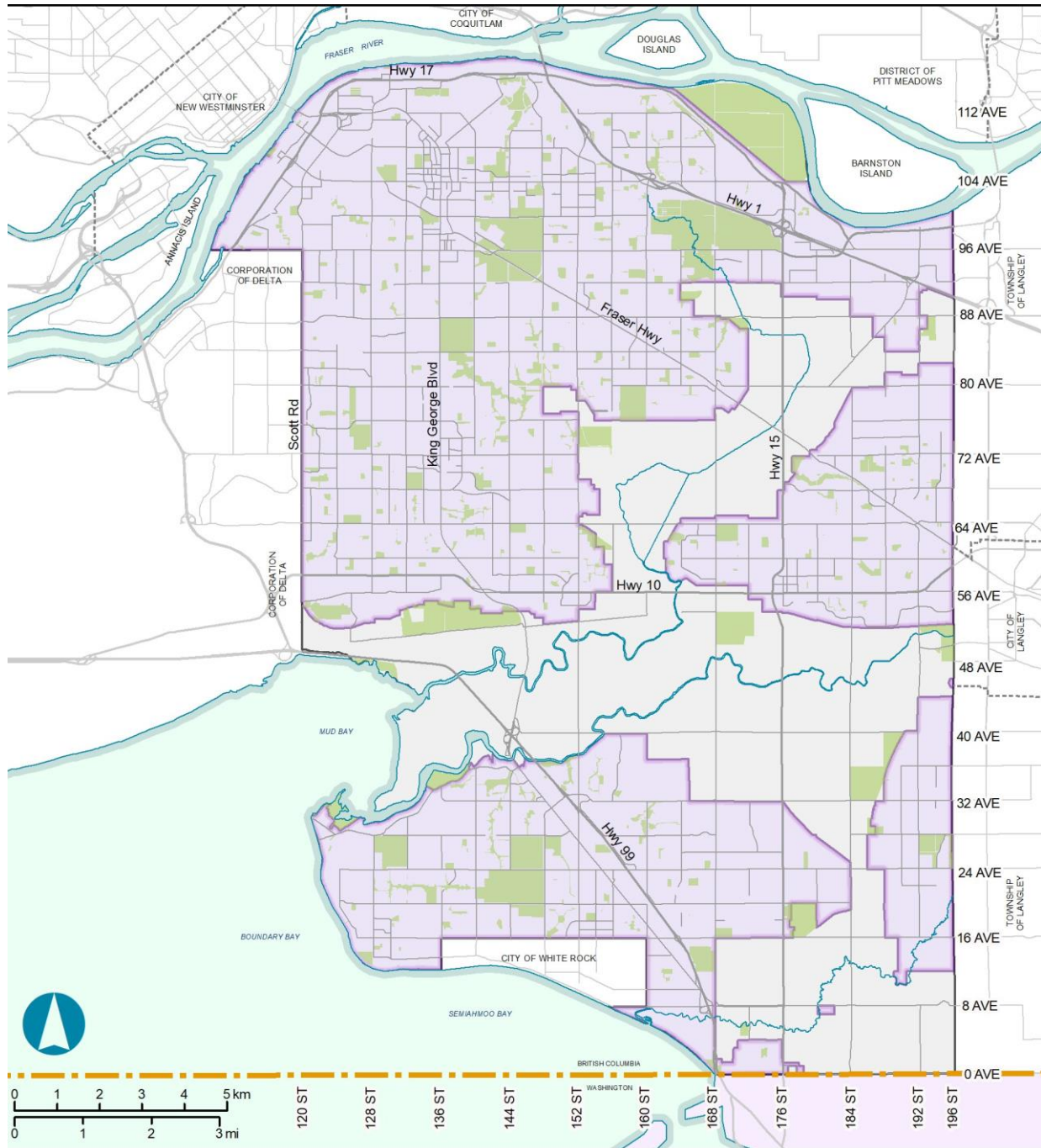
In order to meet Objective A1, the following policies apply:

A1 POLICIES: General

- A1.1 Support compact and efficient land development that is consistent with the Metro Vancouver *Regional Growth Strategy* (RGS) (2011).
- A1.2 Ensure that urban development occurs within the Urban Containment Boundary shown in Figure 17.
- A1.3 Accommodate urban land development according to the following order of growth management priorities:
 - a. City Centre, Town Centre, Urban Centre, Frequent Transit Development Area and Skytrain Corridor Planning Area locations well-served by local services, infrastructure and transit
 - b. Vacant or under-developed commercial, mixed-use and multi-family locations in existing urban areas, particularly along transit corridors and areas well-served by existing community amenities and infrastructure
 - c. Serviced infill areas and redevelopment sites in appropriate locations within existing residential neighbourhoods, when developed compatibly with existing neighbourhood character (see Figure 8)
 - d. Comprehensively-planned new neighbourhoods within approved Secondary Plan areas.
- A1.4 Strongly discourage applications for urban expansion into the Agricultural Land Reserve (ALR), consistent with policies outlined in Section E3 of this Official Community Plan.
- A1.5 Use the provision of municipal services and utilities as a means of supporting the growth management priorities, land use policies and community goals outlined in this Official Community Plan.
- A1.5a Support Frequent Transit Corridors, Frequent Transit Development Areas (FTDA) and Skytrain Corridor Planning Areas (Figure 22) as priority development areas for Surrey to accommodate an increased proportion of density and growth.

Figure 17: Surrey Urban Containment Boundary

BL 20393



LEGEND
 Metro Vancouver Urban Containment Boundary

BL 18787
BL 19519
BL 19801

A2 Accommodating Higher Density

Direct higher-density development into Surrey’s City Centre, Town Centres and Frequent Transit Corridors

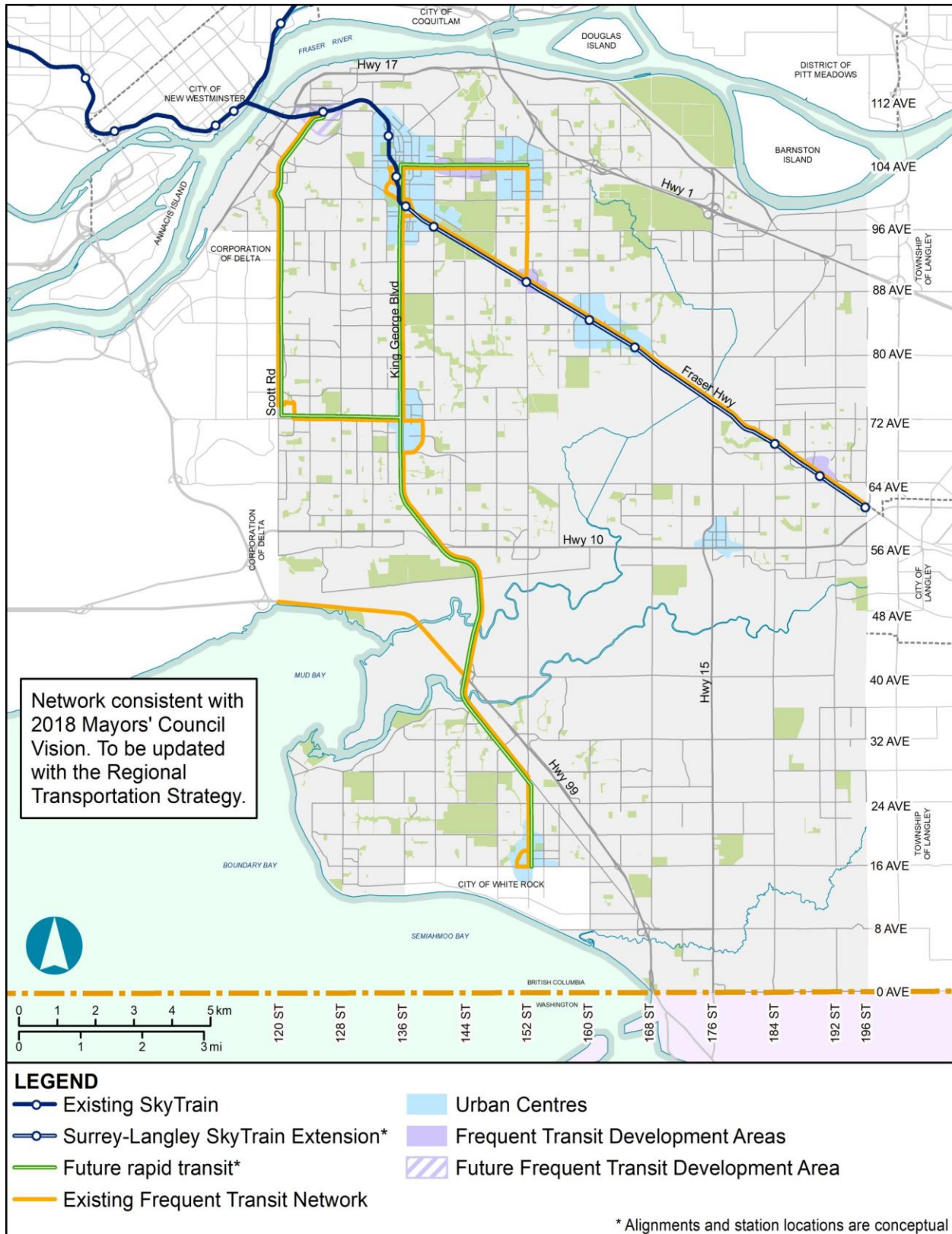
As Surrey responds to the challenges of urban growth, climate change and demographic shifts, it will become increasingly important to align land uses and development densities with significant and high-quality public transit investments. Directing higher-density residential and commercial development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

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

A2 POLICIES: General

- A2.1 Direct residential and mixed-use development into Surrey’s City Centre, Town Centres, Urban Centres, Skytrain Corridor Planning Areas along Frequent Transit Corridors (see Figure 18) and in approved Secondary Plan areas, at densities sufficient to encourage commercial development and transit service expansion.
- A2.2 Direct major, regional-serving, trip-generating commercial and retail centres and major institutional uses and facilities (e.g. health care, post-secondary education, government, recreation and culture) to locate within City Centre and along Frequent Transit Development Areas (FTDA) and not within Mixed Employment, or other areas.
- A2.3 Direct community-serving commercial and retail centres and institutional uses to locate within Town Centres in order to maximize their accessibility to the public.
- A2.4 Direct stand-alone office uses to locate within City Centre, Town Centres and in appropriate Frequent Transit Corridors where they are accessible by transit. Limit large-scale office development in employment areas where there is no easily accessible transit.
- A2.5 Concentrate high-rise buildings taller than six storeys to within Surrey’s City Centre and Town Centres, consistent with approved Secondary Plans.
- A2.6 Support the redevelopment of Frequent Transit Corridors that fall outside of Town Centres to a higher-density; concentrate these developments within Frequent Transit Development Areas (FTDA), Skytrain Corridor Planning Areas and within 400 metres of existing or planned Rapid Transit stops, as shown in Figures 18 and 22.
- A2.6a Ensure redevelopment along Frequent Transit Corridors, Frequent Transit Development Areas (FTDA) and Skytrain Corridor Planning Areas (Figure 22) are required to be sufficient enough to support rapid transit infrastructure investments.

Figure 18: Centres and Frequent Transit Areas and Corridors



BL 19801

A3

Sensitive Infill

BL 20231

Encourage infill development that is compatible with existing neighbourhoods

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

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

A3 POLICIES: General

- A3.1 Permit gradual and sensitive residential infill (see Figure 19) within existing neighbourhoods, particularly in areas adjacent to Town Centres, neighbourhood centres and transit corridors, in order to support significant transit improvements, utilize existing transportation infrastructure and implement improvements to the public realm.
- A3.2 Encourage the development of remaining vacant lands in urban neighbourhoods to utilize existing infrastructure and amenities and to enhance existing neighbourhood character and viability.
- A3.3 Require redevelopment and infill development to contribute to neighbourhood connectivity and walkability and to enhance public open spaces and greenspaces within existing neighbourhoods.
- A3.4 Retain existing trees and natural and heritage features in existing neighbourhoods, where possible, in order to preserve neighbourhood character and ecology.
- A3.5 Support infill development that is appropriate in scale and density to its neighbourhood context and that uses compatible design to reinforce neighbourhood character. Specifically, support including secondary suites into Single Family Zones where the size, depth and width of a lot supports the additional parking requirements of a secondary suite.
- A3.6 Encourage innovative housing and buildings including affordable units, energy-efficient and water-conserving designs and innovative waste reduction and sustainability features that are compatible with the scale and context of existing neighbourhoods.

A3 POLICIES: General (cont.)

- A3.7 Encourage local neighbourhood commercial centres and associated local gathering places to appropriately locate within existing neighbourhoods in order to increase walking and cycling options and contribute to neighbourhood character.
- A3.8 Seek partnerships with other governments and public and non-profit agencies, including School District No. 36, to enhance community facilities and meeting places within existing neighbourhoods.
- A3.9 Conduct neighbourhood planning processes with local residents to determine the appropriate density, scale, transition design, transportation improvements, style and character of infill development within each neighbourhood.



Appropriate design, material selection and building scale are all elements of good infill development.

Figure 19: Defining Sensitive Infill

Many planning documents, including this Official Community Plan, identify sensitive infill as an important element in accommodating future growth within existing residential urban neighbourhoods. Infill development is the process of developing vacant or under-used parcels within existing urban areas that are already largely developed. Defining “sensitive” can be difficult as it is community-specific and often reflects the values, design elements and visual identity held by existing residents. Although these values and identifiable qualities can change over time, generally speaking, sensitive infill uses the following development elements:

1. Density Increases—tend to be small and not overly dramatic (e.g. allowing multiple secondary suites or small clustered townhouse developments in single family neighbourhoods rather than large mass, multi-storey buildings)
2. Housing Forms—tend to be similar in style and form (e.g. developing larger family homes with multiple units in a single family neighbourhood rather than small apartment buildings).
3. Designs and Materials—tend to be similar in style with consistency in building materials (e.g. continued use of similar roof pitches, windows, colour palettes and finishing materials).
4. Site Transitions—tend to transition building massing on the edges of development (e.g. stepping-down building edges to meet the heights of adjacent existing structures).



Before and after graphics showing sensitive infill development in a single family neighbourhood. Image credit: Ron Walkey, from City of Surrey Sensitive Urban Infill Design Charrette Project Report

A4 Efficient New Neighbourhoods

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

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

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

A4 POLICIES: General

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

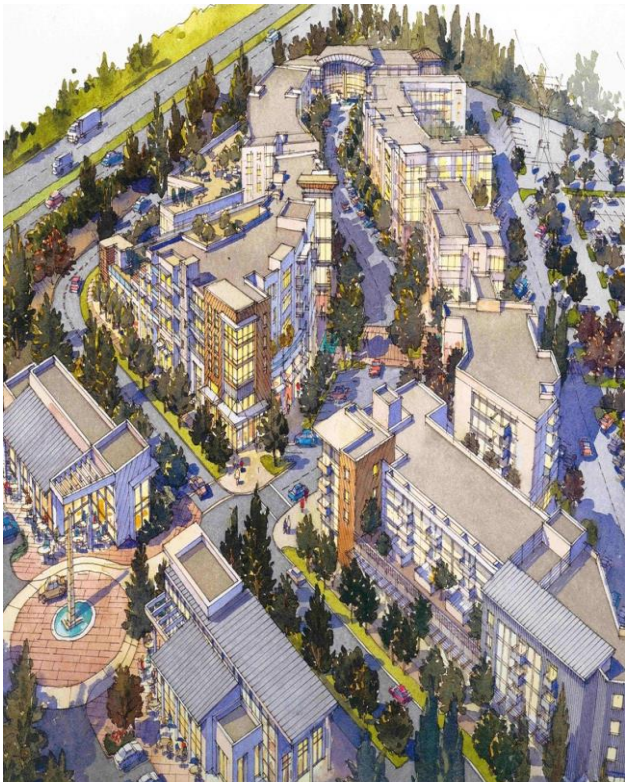


New residential development in Surrey.

A4 POLICIES: Secondary Plan Areas

- A4.4 Plan new urban neighbourhoods, in a sequential manner, through Neighbourhood Concept Plan (NCP) processes in areas with approved General Land Use Plans, including the Grandview Heights, Clayton and South Port Kells areas, as identified in Figure 7.
- A4.5 Conduct appropriate background studies in proposed NCP areas that examine issues and topics such as environmental and heritage resources, integrated stormwater management, servicing and traffic impacts, market analysis and other relevant information to ensure their effective consideration of the Neighbourhood Concept Plan process.
- A4.6 Support the initiation of new Neighbourhood Concept Plan processes where the following criteria can be demonstrated:
- existing approved NCPs within the subject General Land Use Plan area can accommodate less than five years of projected residential growth capacity
 - there is a demonstrated demand for new housing in a specific area of the City
 - there is demonstrated support for initiating an NCP, by affected land owners, consistent with the procedures outlined in the Implementation Section of this Official Community Plan
 - major infrastructure systems may be reasonably extended, including transit, in a logical and cost effective manner to service the proposed NCP area.
- A4.7 Engage the community in local planning processes through public meetings and Citizen Advisory Committees (CAC) made up of citizens representing the interests of local land-owners, surrounding neighbourhoods and the community-at-large.

- A4.8 Integrate servicing and financial strategies into Secondary Plans to ensure there are sufficient infrastructure services and development revenues to support the planned land uses and community amenities that are required for new development, on a “development pays” basis.
- A4.9 Receive and process land development applications for rezonings, Development Permits or subdivisions only after Stage 1 of a Neighbourhood Concept Plan is approved. Final approval of development applications that are consistent with the Neighbourhood Concept Plan will only be considered after Stage 2 of the NCP is approved and only as is consistent with the procedures outlined in the Implementation Section of this Official Community Plan.



Digital rendering of a proposed development within an Neighbourhood Concept Area.