



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



THEME B: Introduction



As a large and geographically diverse city, Surrey is made up of six communities focused around their own urban centres (City Centre and five Town Centres) with individual and distinct neighbourhoods and local focal points.



Surrey is committed to strengthening its City Centre and each Town Centre as the primary focus for social life, culture and commerce within each of their surrounding communities. This Official Community Plan recognizes that each Town Centre is unique and encourages each to develop their own distinctive character and community function. In addition, Surrey's City Centre is positioned as the primary social, cultural and commercial core for all of Surrey and the entire "South of the Fraser" region.



Surrey's urban centres are shaped and connected by Frequent Transit Corridors which are appropriate locations for development intended to mutually support the viability of public transit and active transportation.



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

THEME B: Objectives

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

THEME B: CENTRES, CORRIDORS and NEIGHBOURHOODS

Strengthen Surrey's City Centre, Town Centres and Neighbourhoods into a Connected Network of Vibrant, Sustainable and Liveable Places

Sections

- B1 Dynamic City Centre
- B2 Distinctive Town Centres
- B3 Transit Corridors
- B4 Healthy Neighbourhoods
- B5 Memorable Features
- B6 Urban Design



B1

Dynamic City Centre

Strengthen Surrey’s City Centre as a dynamic, attractive and complete Metropolitan Core

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

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

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

B1 POLICIES: General

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



New Civic Precinct, Surrey City Centre

B1 POLICIES: Land Uses

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

B1 POLICIES: Parks and Greenways

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



Gateway Office Tower public amenity space.

B1 POLICIES: Transit

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

B1 POLICIES: District Energy

- B1.19 Continue to expand the City's District Energy system to service all new development in City Centre in an effort to improve housing quality, provide energy resiliency and reduce greenhouse gas emissions.
- B1.20 Work with private property owners to connect existing City Centre development to the City's District Energy system to reduce greenhouse gas emissions and provide existing developments with energy resiliency.
- B1.21 Require new development in Surrey's City Centre to be compatible with and able to connect to the Surrey District Energy system, as set out in the *City of Surrey District Energy System By-law* (as amended).



Gateway Office Tower, Surrey City Centre

B1 POLICIES: Streets

- B1.22 Plan and develop a road network (see *Surrey City Centre Plan*) that supports high density development, fosters the convenient and safe movement of pedestrians and cyclists and allows for the efficient movement of vehicles.
- B1.23 Create an interconnected, short-block, finer-grained network of public streets and green lanes in Surrey's City Centre to support direct, pleasing and safe pedestrian and cycle movements and to distribute traffic efficiently.
- B1.24 Consider opportunities to expand on-street parking, wherever feasible, to provide a buffer between pedestrians and moving vehicles and to enhance street-fronting retail business viability.
- B1.25 Design King George Boulevard through Surrey's City Centre as a 'Great Street'. Create an attractive pedestrian environment while also maintaining King George Boulevard as an important traffic and transit corridor.
- B1.26 Support City Centre's role in Surrey's economic vitality by ensuring there is convenient and efficient goods movement into, within, and through City Centre while also supporting the long-term reduction of regional truck traffic along the City Centre portion of King George Boulevard.
- B1.27 Ensure new and existing streets in Surrey's City Centre accommodate as many street trees as possible. Redevelopment sites shall prioritize the provision of street trees through retention or new plantings and by taking steps to ensure planting conditions are suitable for long-term, healthy tree growth. Species chosen should be adaptable to increasingly warmer summer climates.



University Boulevard, Surrey's City Centre.

B1 POLICIES: Urban Design

- B1.28 Implement high architectural and urban design standards for development within Surrey’s City Centre and create a public realm that is safe, beautiful, active and vibrant.
- B1.29 Enhance the identity and definition of Surrey’s City Centre by creating strong and memorable gateways.
- B1.30 Develop a dramatic and engaging Surrey City Centre skyline appropriate to a major regional downtown. Support the construction of high-rise and landmark architecture buildings in appropriate locations.
- B1.31 Create comfortable, attractive, human-scaled streets at key locations, by using wide sidewalks, enhancing landscaping, adding quality street furniture and installing attractive, pedestrian-oriented lighting and public art.
- B1.32 Ensure individual developments integrate and coordinate building orientation, circulation systems and landscaping elements with adjacent sites.
- B1.33 Reduce the number and size of large surface parking lots in Surrey’s City Centre, particularly those located between a building and a street. Support zero-lot line development in City Centre to create pedestrian-friendly, urban-based development designs.
- B1.34 Consider opportunities to reduce parking requirements where developments are well-served by frequent transit service.

B1 POLICIES: Housing Diversity

- B1.35 Address the integrated affordable housing and social service needs of vulnerable residents in Surrey’s City Centre, in partnership with Provincial government agencies, BC Housing, the Fraser Health Authority and the non-profit sector.
- B1.36 Support a balanced demographic community in Surrey’s City Centre by maintaining a diversity of housing types and unit sizes, including housing for seniors and families with children.
- B1.37 Retain and increase the supply of affordable rental housing in City Centre, including larger units that accommodate families.
- B1.38 Support the retention of detached housing in Urban-designated neighbourhoods within the *City Centre Plan* area while discouraging the construction of low-density detached housing in areas of the *City Centre Plan* that are intended for higher density development.



Surrey City Centre Library, under construction.

B2 Distinctive Town Centres

Develop each Town Centre as the distinctive, social, cultural and commercial centre of its community

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

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

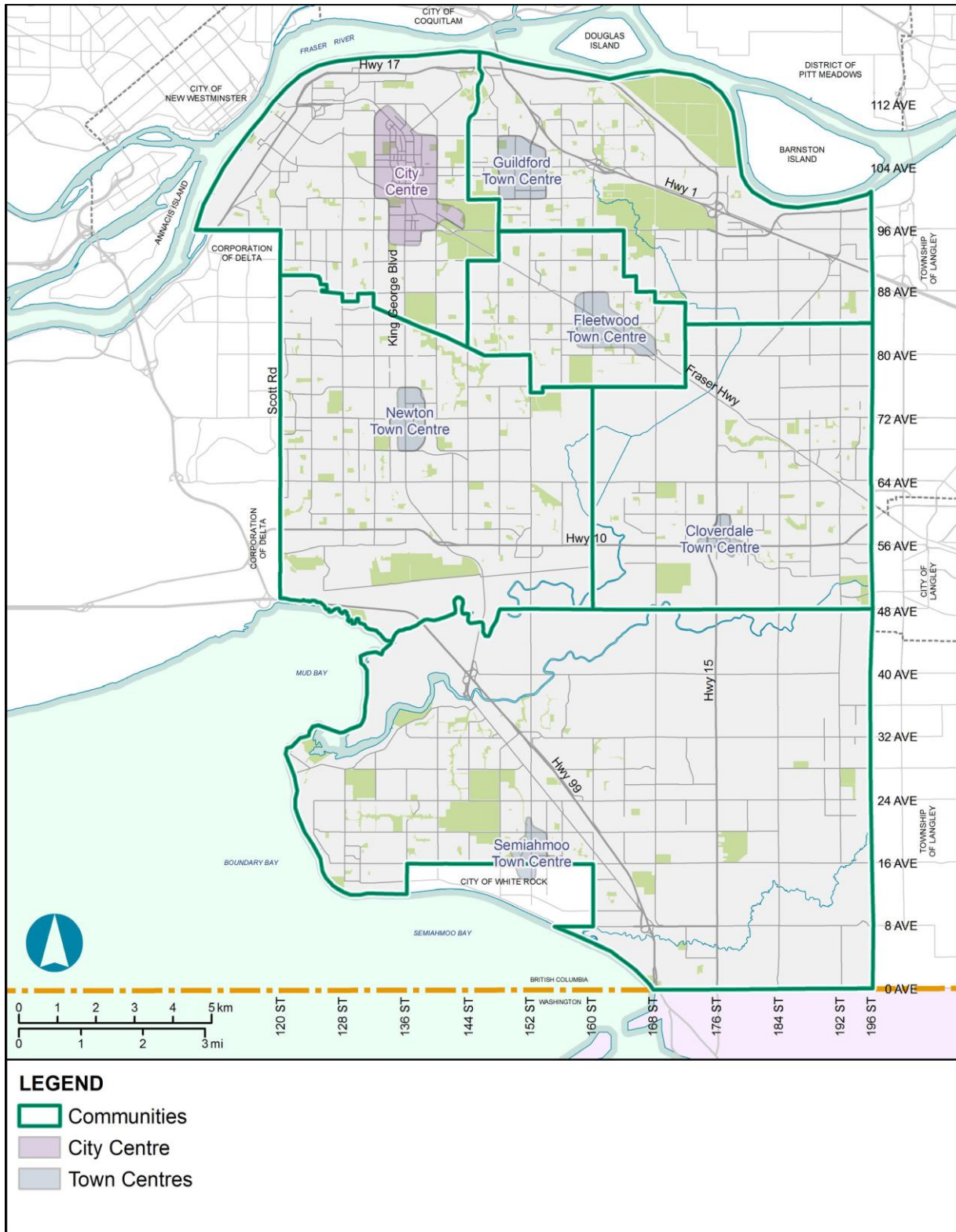
B2 POLICIES: General

- B2.1 Support each Town Centre (Guildford, Fleetwood, Newton, Semiahmoo and Cloverdale) (as shown on Figure 20) as the primary centre for its community, the location of higher intensity urban development, and the location of community-serving civic, cultural, social and recreational facilities. Support the City Centre as the Town Centre for the Whalley community as well as the primary centre for Surrey as a whole.
- B2.2 Complete and/or update secondary plans, as needed, to provide guidance on land use, density, urban design, transportation networks, infrastructure requirements, and a distinctive character for each Town Centre.
- B2.3 Densities for commercial, multi-family residential and mixed-use developments in Town Centres (see Land Use and Density Section) may be calculated based on gross site area where the City has requested land dedication for pathways, roadways, green spaces, amenities or utility installations. Where this density calculation conflicts with existing Town Centre plans, the policies within the Town Centre plan shall take precedence.



Cloverdale Town Centre

Figure 20: Town Centres



City Centre serves as a hub for rapid transit and frequent bus service and is the focus of significant high density residential and commercial development intended to accommodate 75,000 people by 2041. Extensive civic development has also taken place including a new Stadium, Senior's Centre, RCMP E Division Office, Hospital Outpatient Care Facility and Emergency Room expansion. Additionally, city-wide cultural events are held in City Centre such as Surrey's Winterfest and the ever-popular Fusion Festival.



CITY CENTRE

Guildford Town Centre is characterized by overall low-density commercial development, a few stand-alone high density commercial developments and older, walk-up style apartment buildings. Higher density residential and commercial development is expected to increase given its proximity to the Trans Canada Highway (Highway #1).



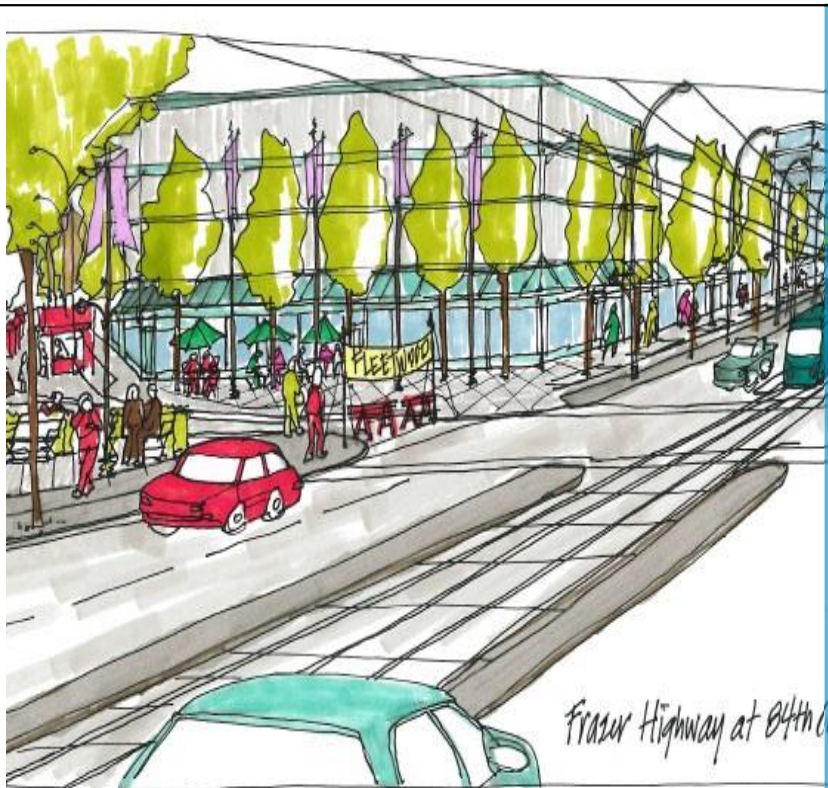
GUILDFORD

The Newton Town Centre hosts a variety of land uses including civic and recreational facilities, transit, retail, commercial, light industrial and medium-to-high density residential. This Town Centre will accommodate higher commercial and retail densities in conjunction with the extension of rapid transit infrastructure along King George Boulevard.



NEWTON

Surrey's Fraser Highway is designated as a Frequent Transit Corridor. This designation, coupled with the rapid growth of multiple family residential in the area, has increased the need to expand commercial uses within the Fleetwood Town Centre and to accommodate higher residential densities in those areas that would directly benefit from the extension of rapid transportation infrastructure.



FLEETWOOD

Fraser Highway at 84th Avenue

Cloverdale Town Centre is the heart of a community with a very rich historical past. With one of Surrey's more recognizable main streets, Cloverdale Town Centre has the advantage of using its distinctiveness to attract investment and remain a viable and important area for Surrey and Cloverdale residents alike.



CLOVERDALE

The Semiahmoo Town Centre is vibrant and pedestrian-friendly with a mix of shopping, services, entertainment and amenities. Expanding all of these elements and increasing residential densities is the intended vision for Semiahmoo while also sustaining the unique character of South Surrey's Town Centre.



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B2 POLICIES: Land Uses

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

B2 POLICIES: Transportation

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



Add identifiable street signs and street furniture to further delineate Town Centres, e.g. Cloverdale street signage

B2 POLICIES: Place-Making

- B2.16 Create a distinct character for each of Surrey’s Town Centres, consistent with its community context, by building on existing natural and cultural assets. Enhance each of Surrey’s Town Centre’s distinctiveness by:
- Promoting, preserving and enhancing unique characteristics such as architectural styles, built and natural heritage, cultural heritage, social gathering spaces, places of worship, landmark buildings, landscapes or signs
 - Creating distinctive gateways and identification signs at main entrances
 - Coordinating a characteristic and defining design style by coordinating the use of signs, banners, public art, paving materials and patterns, street trees, street lights and site furnishings
 - Emphasizing a high standard of urban, landscaping and architectural design
 - Identifying and implementing branding and beautification efforts.

B2 POLICIES: Parks and Greenspace

- B2.17 Develop a central, universally-accessible urban park in each of Surrey’s Town Centres. Where possible, locate the park adjacent to community facilities (e.g. libraries and recreation centres) and design and program it for community events and gatherings.
- B2.18 Use linear corridors, walkways, greenways, streets and other functional open spaces to connect the public to private outdoor spaces such as plazas and squares.
- B2.19 Link Surrey’s Town Centre parks and open spaces to the city-wide network of greenways.



Walkways and greenways used to promote pedestrian cycle movements.

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B3 Transit Corridors

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

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

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

B3 POLICIES: General

- B3.1 Support higher-density residential, commercial and mixed-use development in appropriate locations along existing and planned Frequent Transit Corridors and Skytrain Corridor Planning Areas (see Figure 22) outside of Surrey's Town Centres.



King George Boulevard Transit Corridor; accommodates pedestrians, cyclists, rapid transit, bus transit, vehicles and commercial trucks.

Figure 21: Frequent Transit Development Types

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For the purposes of the policies represented in this OCP, the following classifications apply:

Frequent Transit Development Areas

These areas are located outside of Town Centres (as shown on Figure 9) where higher densities may be expected to be permitted and in accordance with the Land Use and Density Section of this Official Community Plan.

Frequent Transit Corridors

These are urban areas located along TransLink's Frequent Transit Network (as shown on Figure 22).

Rapid Transit Station Areas

These areas are urban nodes generally located within 800 metres of existing or planned rapid transit stations. These station areas may be located within the City Centre, a Town Centre, a Frequent Transit Development Area or along other parts of a Frequent Transit Corridor.



Image credit: Ron Walkey, from the City of Surrey Sensitive Urban Infill Design Charrette Report

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B3 POLICIES: Land Use and Density

- B3.2 Encourage mixed-use development within Commercial and Multiple Residential land use designations along Frequent Transit Corridors (see Figure 22), particularly within 400 metres of existing or planned Rapid Transit stops and within Skytrain Corridor Planning Areas.
- B3.3 Support redevelopment opportunities for medium-density, street-oriented, mixed-use infill within identified Frequent Transit Development Areas (see Figure 9), that is sensitive to the character of existing residential areas (see Figure 19).
- B3.4 Encourage the retention and development of affordable housing along transit corridors, particularly along Frequent Transit Corridors (see Figure 22), and within existing or planned Rapid Transit Station Areas (urban nodes located within 400 m of an existing or planned rapid transit station).
- B3.5 Ensure that densities along Frequent Transit Corridors and within FDTA and Skytrain Corridor Planning Areas are sufficient to support rapid transit infrastructure investments.
- B3.6 Define appropriate land uses and densities for areas along Frequent Transit Corridors, including in Skytrain Corridor Planning Areas, (as shown in Figure 22) through a community engagement and consultation process. These processes may result in defining additional FTDA's within Surrey.

Example of Multiple Family development within Surrey

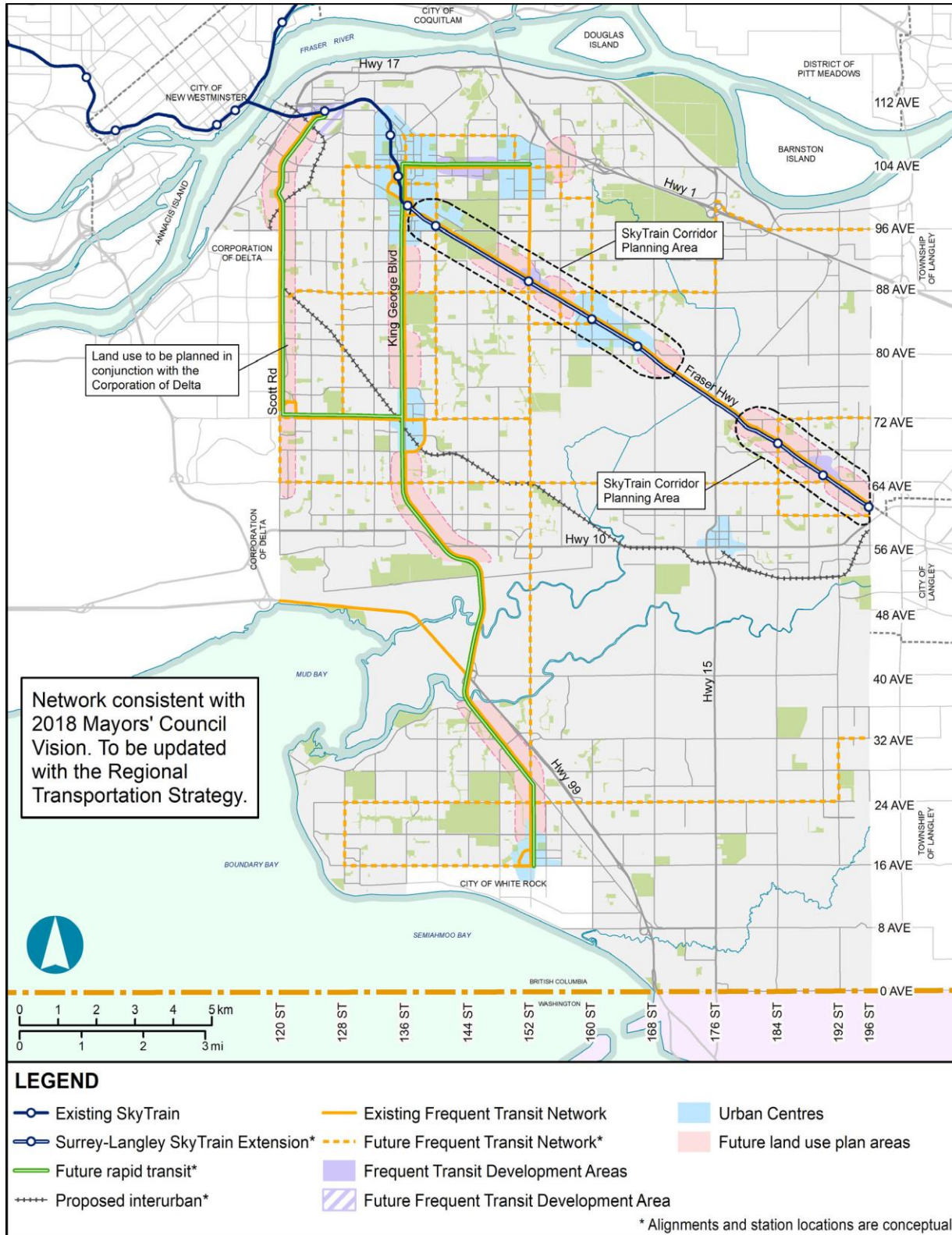


B3 POLICIES: Urban Design

- B3.7 Orient new buildings to directly face and front onto streets along all transit corridors, providing convenient access to residences and businesses from transit routes.
- B3.8 Ensure safe, convenient and universally-accessible pedestrian and cycle access from adjacent neighbourhoods to bus stops and transit stations.
- B3.9 Encourage development that supports increased transit, pedestrian and cycle use along existing or planned Frequent Transit Corridors, including in Skytrain Corridor Planning Areas, by:
 - Creating attractive public places at major arterial intersections and/or major development sites that are accessible to the public and serve as neighbourhood gathering places
 - Providing generous sidewalk widths that are free of obstacles and are finished with a high level of pedestrian amenities such as street lighting, street trees, landscaped boulevards, transit shelters, benches and seating areas
 - Considering transit-priority measures such as reserved lanes, signal pre-emption and bus bulges to increase passenger comfort and reduce delays
 - Placing parking underground or at the rear of buildings
 - Minimizing the number and width of driveway entrances on arterial roads or along existing or planned Frequent Transit Corridors (see Figure 22).
- B3.10 Ensure development in Skytrain Corridor Planning Areas (Figure 22) is designed to create vibrant streetscapes that contribute to complete and sustainable communities and neighbourhoods.

Figure 22: Frequent Transit Corridors

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B4 Healthy Neighbourhoods

Build complete, walkable and green neighbourhoods

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

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

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

B4 POLICIES: General

- B4.1 Develop complete, accessible and walkable green neighbourhoods through the planning and development of new neighbourhoods and through sensitive redevelopment within existing neighbourhoods (see Figure 19).
- B4.2 Plan and design urban neighbourhoods with sufficient densities to support a high-quality transit system that is accessible to most residents.
- B4.3 Clearly define neighbourhood centres, including appropriately-scaled commercial and community facilities. Where appropriate, several adjacent neighbourhoods may share a neighbourhood centre.
- B4.4 Foster safe and socially-cohesive neighbourhoods by supporting neighbourhood design and community-building initiatives that bring people together in public spaces.



Crescent Beach Coach House, Surrey.

B4 POLICIES: Housing

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



Multiple Family development is required to support Surrey's growing population.

B4 POLICIES: Neighbourhood Services

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



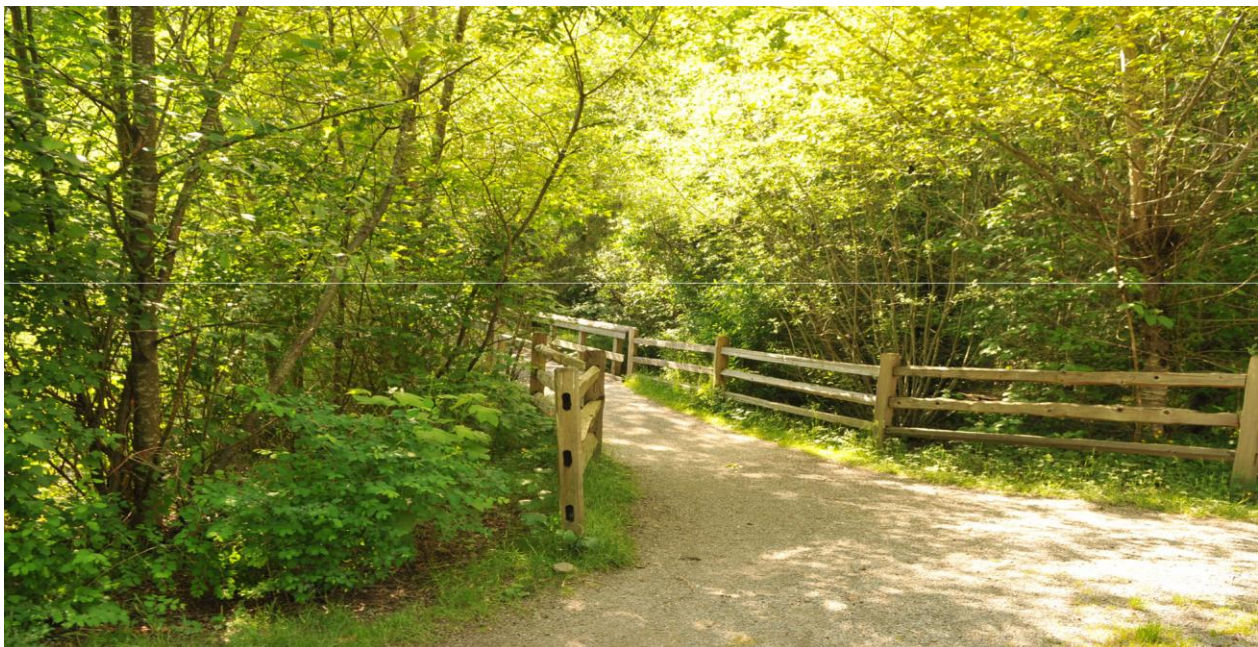
Fraser Heights Recreation Centre.

B4 POLICIES: Nature and Green

- B4.22 Provide residents with visual and physical access to natural areas by establishing trail systems that connect Surrey’s neighbourhoods with natural areas.
- B4.23 Maintain natural ecosystem connections within neighbourhoods by minimizing road crossings through natural habitat corridors and riparian areas.
- B4.24 Protect and retain significant trees, forest stands and other natural features within new and existing neighbourhoods.
- B4.25 Incorporate natural open drainage systems and green infrastructure features into neighbourhood plans.
- B4.26 Encourage developers of neighbourhoods to pursue certification through LEED-ND (Neighbourhood Development) or similar “green development” programs.

B4 POLICIES: Street and Walkways

- B4.27 Design local streets to allow multiple modes of travel and enhanced pedestrian and cycling opportunities. Wherever feasible, sidewalks and treed boulevards shall be located on both sides of all streets.
- B4.28 Support the easy, fluid, unobstructed movement of pedestrians throughout urban areas by planning local street networks using a finer-grained, modified grid pattern (as shown on Figure 23) and by strongly discouraging walled and gated neighbourhoods.
- B4.29 Where necessary, provide pedestrian connections mid-block or through private and/or strata developments to facilitate neighbourhood access to transit stops, shops, local services and amenities. Connect on-site pathways on private property with public walkways and streets.
- B4.30 Consider implementing traffic calming methods and devices, where warranted, with an emphasis on elementary schools.
- B4.31 Limit direct access to arterial roads by supporting the use of rear lanes to provide private property vehicle access.



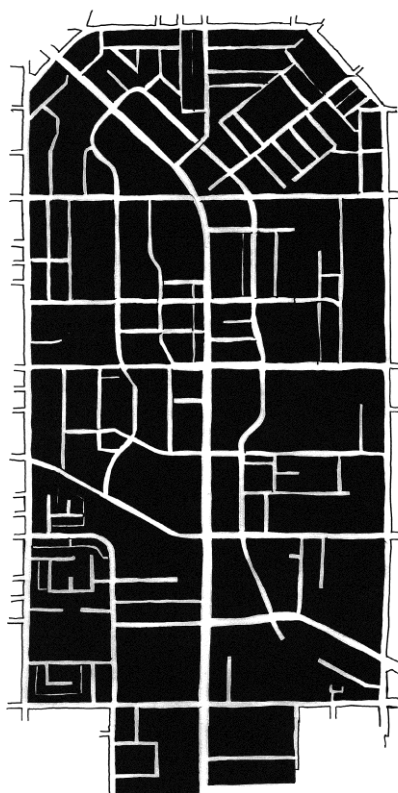
Green spaces and natural area are available throughout all neighbourhoods in Surrey.

Figure 23: Finer Grained Road Network

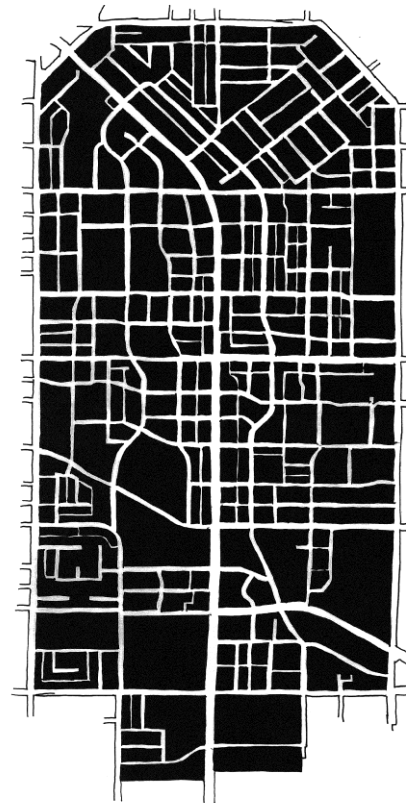
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As Surrey continues to evolve and grow into a large metropolitan centre, it slowly transforms from a landscape of large tracks of agricultural and suburban land into a dense urban environment. A significant part of this transformation involves creating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

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



**Existing
City Centre Road
Network**



**Proposed
City Centre Finer Grain
Network**

B5

Memorable Features

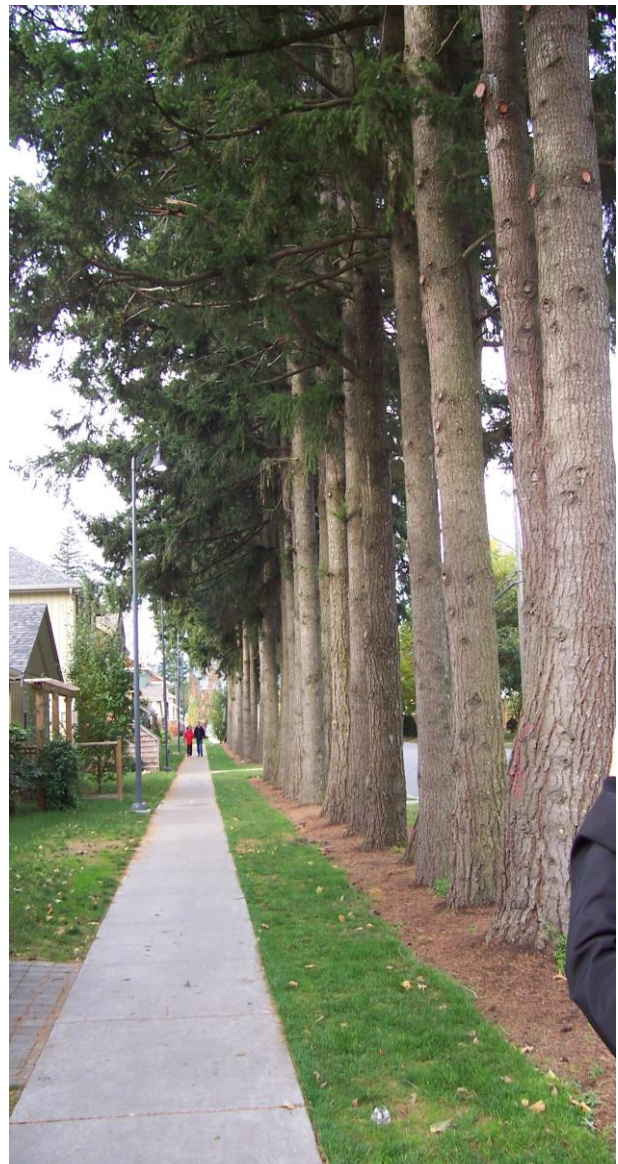
Retain and enhance memorable natural and built features and places

“Sense of Place” is a characteristic of a specific geographic area that has a recognizable, unique or particular identity. Surrey’s Sense of Place is a product of its location within the lower Fraser Valley where the natural landscape is defined by the wide, mostly flat, agricultural lowlands of the Little Campbell, Nicomekl and Serpentine River valleys, framed by upland areas with wooded escarpments. Memorable views are available from many locations within Surrey and along linear, treed, road corridors. Key views into Surrey from across the Fraser River and from the major bridges include the Fraser River shoreline with a wooded North Slope escarpment and an emerging City Centre skyline. These features are particularly important to retain as Surrey continues to grow. The City is committed to identifying, retaining and protecting significant landscapes, historic centres and places and the built and natural features that provide Surrey its Sense of Place.

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

B5 POLICIES: General

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



Significant tree stands create memorable features in many areas of Surrey.

B5 POLICIES: Gateways and Corridors

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- B5.3 Identify distinctive and high-quality entrances and gateways into Surrey through landscape design, public art installations and consistent City signage on both public and private property.
- B5.4 Retain and enhance attractive natural and cultivated landscapes and built structures along major highways and roads throughout Surrey by protecting native vegetation and significant trees, avoiding blank walls and outdoor storage in development and by ensuring high quality signage.
- B5.5 Create a cohesive, high quality interface along all municipal boundaries in collaboration with neighbouring municipalities.

B5 POLICIES: Views and Viewpoints

- B5.6 Identify and protect significant views, where possible, from public lands and gathering places as an amenity for Surrey residents. Consider the following as significant views to promote:
- Mt Baker and the North Cascade Mountains
 - The North Shore Mountains and the Golden Ears
 - The Fraser River, including its islands, log booms and marine features
 - Semiahmoo Bay, the Georgia Straight and the Gulf Islands
 - Crescent Beach, Boundary Bay and Mud Bay
 - Alex Fraser, Pattullo, Port Mann and SkyTrain Bridges
 - The agricultural valleys of the Little Campbell, Nicomekl and Serpentine Rivers
 - The wooded escarpments along the Fraser River (North Slopes), the Semiahmoo Peninsula (Ocean Park Bluffs) and the agricultural lowlands
 - The City Centre skyline
 - Boundary Bay-Roberts Bank-Sturgeon Bank (Fraser River Estuary) Important Bird Area.

Surrey boasts spectacular views from many vantage points and neighbourhoods



B5 POLICIES: Rivers and Escarpments

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

B5 POLICIES: Rural Landscapes

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



Surrey Bend, Fraser River

B5 POLICIES: Natural Heritage

BL 19364

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

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

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

Spectacular views of Mount Baker can be seen from many areas and locations throughout Surrey.



B6

Urban Design

Encourage beautiful and sustainable urban design

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

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

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

B6 POLICIES: General

BL 18423

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

B6 POLICIES: Public-Private Interface

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

B6 POLICIES: Public Realm

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



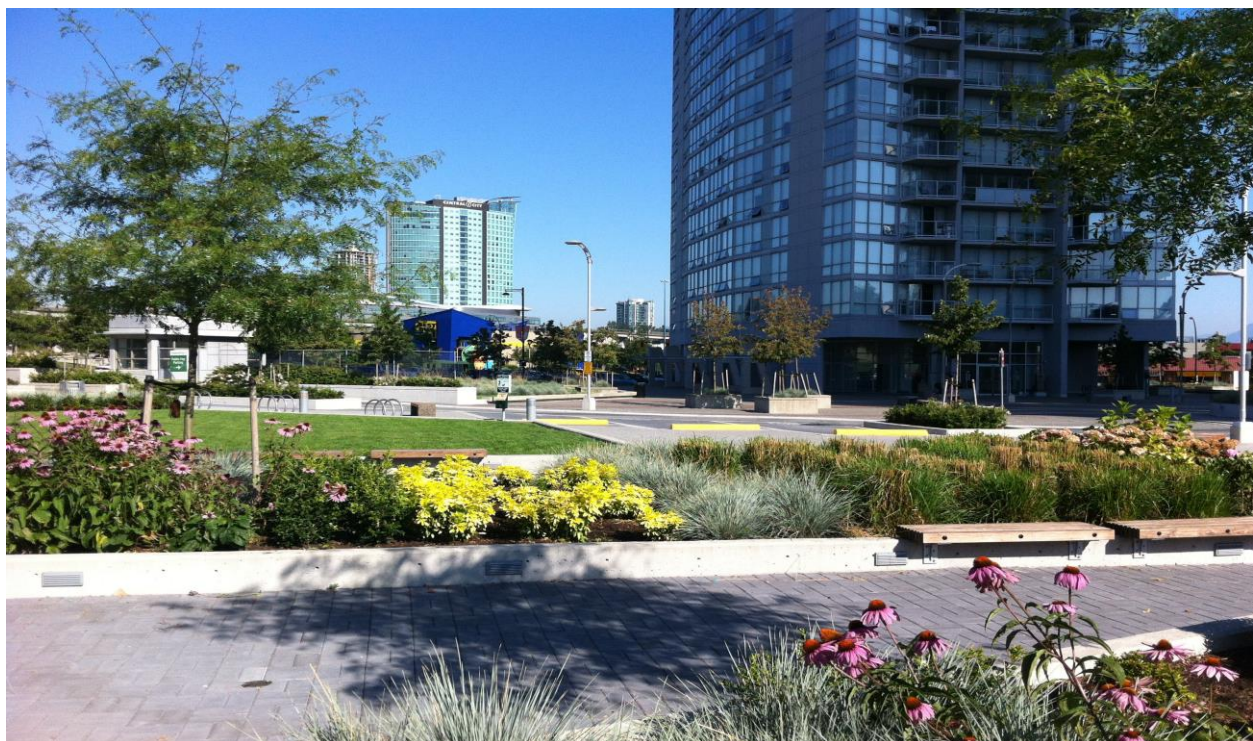
Holland Park, Surrey City Centre

B6 POLICIES: Street Networks and Circulation

- B6.10 Achieve a finer-grained network of streets, lanes and walkways when developing neighbourhood plans and when redeveloping larger properties to create interesting urban spaces and high quality pedestrian experiences (as shown on Figure 23).
- B6.11 Provide wide sidewalks, bike lanes and treed boulevards to create a safe and more attractive streetscape.
- B6.12 Where feasible, encourage on-street parking to support retail viability.
- B6.13 Ensure street widths and designs facilitate safe and convenient pedestrian travel.

B6 POLICIES: Innovative Design

- B6.14 Use Development Permits, where feasible, to ensure the incorporation of green elements into the design of public spaces, including:
 - Sufficient boulevard widths and areas able to support large-canopy street trees
 - Existing trees retained and incorporated into new and redevelopment projects
 - Attractive public and private gardens and landscaped areas that provide areas of shade and that use drought-tolerant plants
 - Well-managed community gardens on residential, commercial and institutional sites
 - Green roofs, walls and screen plantings that are integrated into buildings and structures
 - Sustainable rainwater management features
 - Use of native plants for landscaping, including coniferous species.



Park Place, Surrey City Centre

B6 POLICIES:

Comfort, Accessibility and Safety

- B6.15 Maximize public access to sunlight by managing and shaping the mass, setback, height and bulk of new development.
- B6.16 Consider human scale and comfort by providing continuous weather protection, where feasible.
- B6.17 Ensure universal accessibility within the public realm by fully integrating accessibility and adaptable design into buildings, site development and public spaces.
- B6.18 Where there is underground parking, ensure it is safe and accessible.
- B6.19 Consider planting shade trees, particularly in areas with extensive hard surfaces, to provide shade, increase comfort and reduce heat island effect.
- B6.20 Incorporate Crime Prevention Through Environmental Design (CPTED) principles and guidelines into the design and review of development projects.
- B6.21 Promote healthy and comfortable urban areas and environments, work places and health care centres by providing adequate access to trees and natural landscapes.
- B6.22 Ensure a clear and easily understood urban environment by using appropriate wayfinding and signage.
- B6.23 Create a safe and comfortable pedestrian environment in urban areas by ensuring crosswalks, crossing signals, reduced crossing distances and boulevard separation from traffic are considered during development.



PARKit, a City initiative provides vibrant and comfortable pedestrian-focused activities.