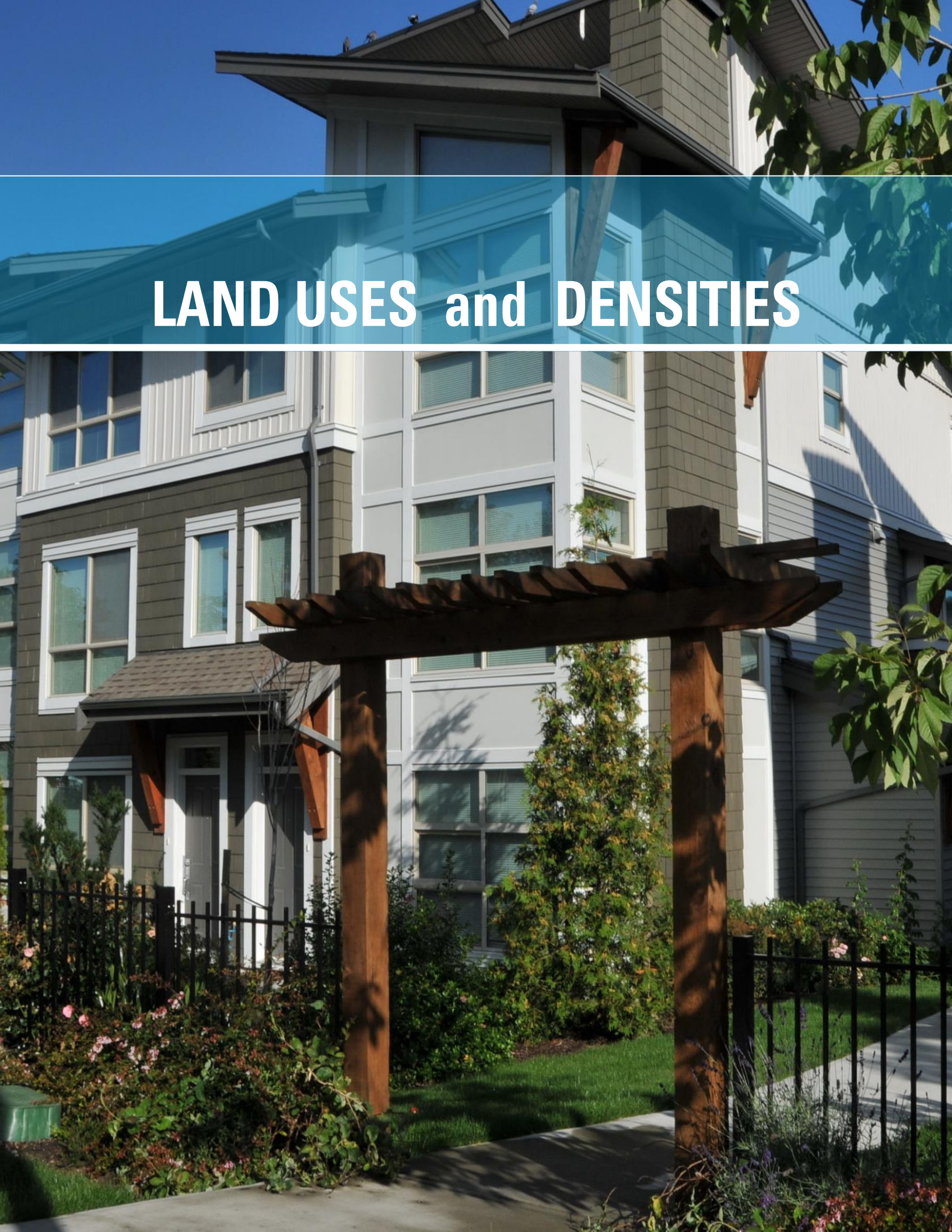
# LAND USES and DENSITIES



BL 19364

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

This Section outlines the intended character, generalized land uses and expected development densities within each Land Use Designation. Implementation of the information provided here is intended to take place over time through the rezoning of land (in accordance with Surrey's *Zoning By-law)* and through construction (in accordance with other City bylaws and permit processes). Zoning regulations specify permitted land uses and densities on a property-by-property basis and are intended to be generally consistent with the provisions outlined in this Section and with City Centre, Town Centre and Frequent Transit Development Areas as shown on Figure 9.

## Densities

Densities within this Section are to be used as a general guide and determined as follows:

1) In selected areas, including Urban Centres and Frequent Transit Development Areas (see Figure 9), and where specifically noted in approved Secondary Plans, densities expressed as Floor Area Ratio (FAR) are calculated on a gross site basis, before dedications for roadways or other public purposes are accounted for, and unless otherwise noted. For the purposes of density calculations, undevelopable areas such as riparian areas, parks, or utility corridors, etc., are not included in the gross site area, and

2) In all other circumstances, densities expressed as either FAR or Units Per Hectare (Units Per Acre) are calculated on a net site basis, after dedications for roadways or other public purposes are accounted for, unless otherwise noted.

## Secondary Plans

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

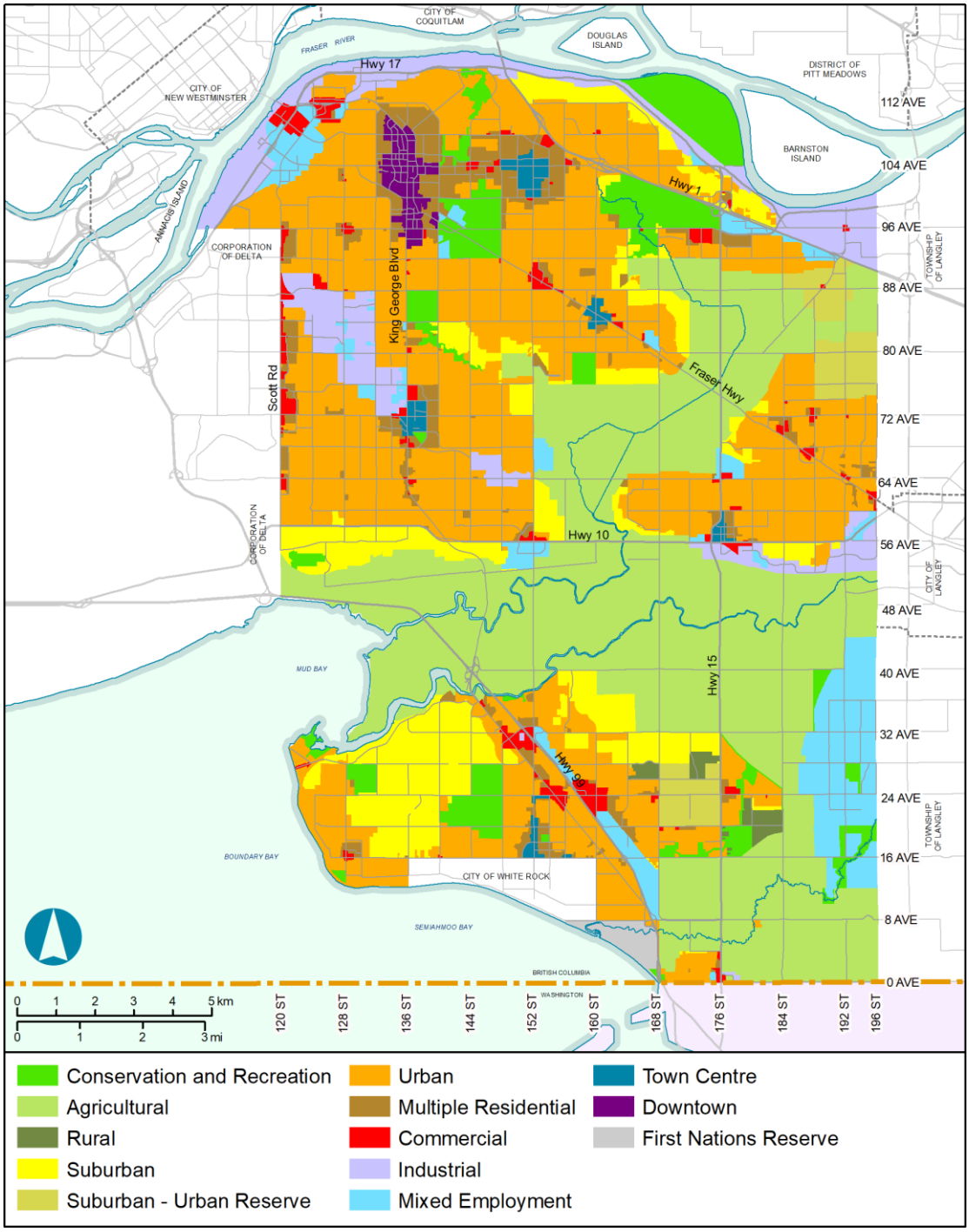
Areas outside of Secondary Plans that are scheduled for future urban development are shown on Figure 7, Future Development Areas. These areas are intended to remain as Suburban until such time as Secondary Plans are initiated and approved by Council.

BL 21275

## Transit-Oriented Areas

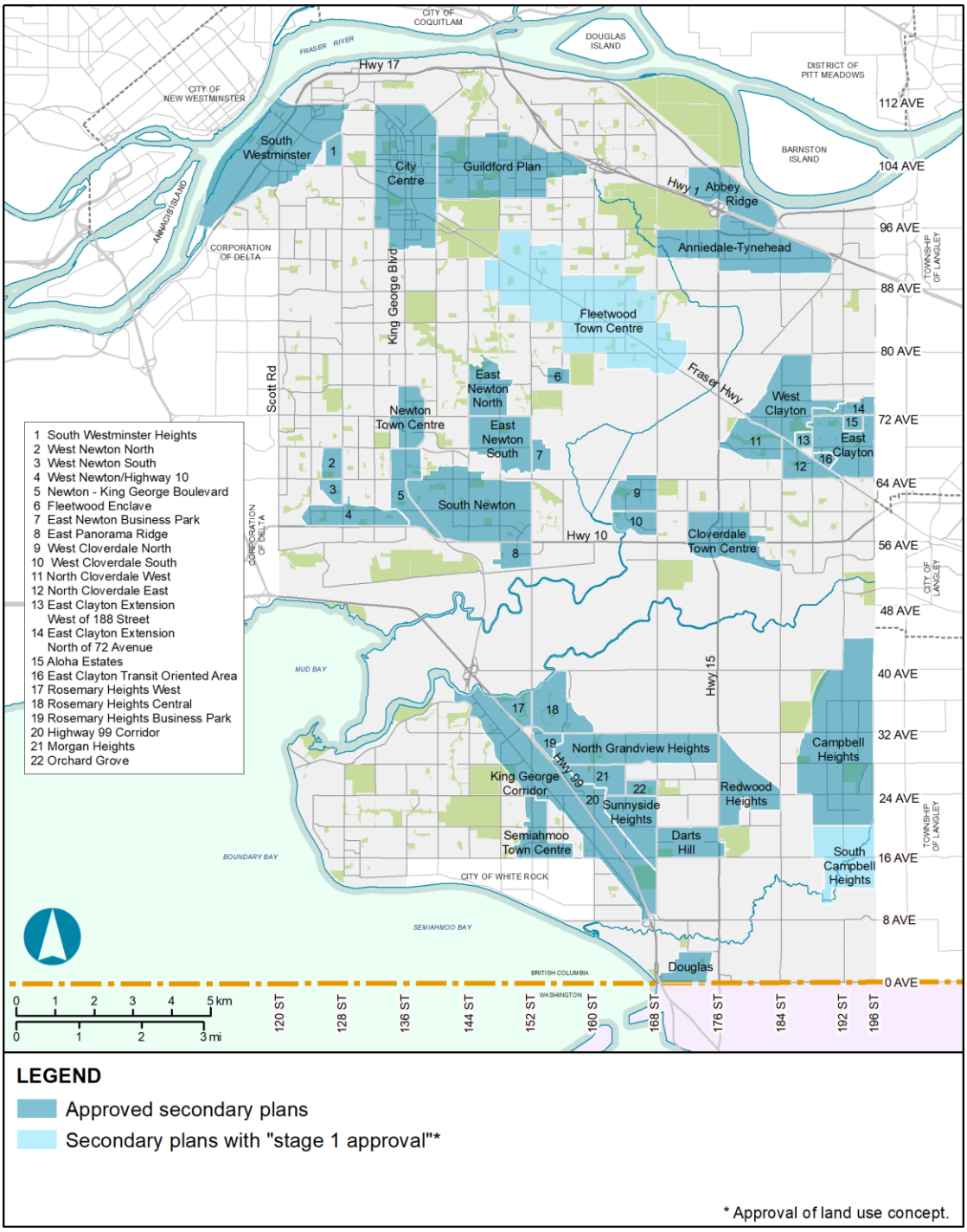
Transit-Oriented Areas (TOAs) have been designated to comply with Provincial requirements. Sites within TOAs are subject to the provisions outlined on pages 60.1through 60.19.

# Figure 3: General Land Use Designations



# Figure 4: Secondary Plan Areas

BL 18423
BL 18498
BL 18787
BL 19996
BL 20340
BL 20292
BL 20554
BL 20393
BL 20658
BL 20340
BL 20658
BL 20935
BL 21086
BL 21104
BL 21183



# Conservation -Recreation

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

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

## DEVELOPMENT CONSIDERATIONS FOR CONSERVATION-RECREATION:

⇒ There are no specific development considerations applicable to this designation at this time.

*Example of Conservation-Recreation Designation: Green Timbers Lake in Green Timbers Urban Forest*

# Agricultural

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

For property located within the Agricultural Land Reserve, uses are permitted in accordance with the *Agricultural Land Commission Act,* the regulations and the orders of the Agricultural Land Commission (ALC) and the *Farm Practices Protection Act.* Non-farm uses re- quire the approval of the ALC.

ALR land exclusion applications are not supported except where there is a demonstrated clear benefit to agriculture within Surrey and where, for every 1 hectare of land removed from Surrey's ALR, a minimum of 2 hectares of land is added into the ALR within Surrey.

For property not located within the Agricultural Land Reserve, uses are restricted to farming, rural residential and those uses compatible with farming.

## DEVELOPMENT CONSIDERATIONS FOR AGRICULTURAL:

**Subdivision (Property Within ALR):**

⇒ Subdivision that creates new lots is discouraged without a demonstrated clear net benefit to agriculture.

**Subdivision (Property Outside of ALR):**

⇒ Subdivision of land is generally limited to the creation of lots 2 hectares (5 acres) or larger.

*Example of Agricultural Designation: Active farmland*

# Rural

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

## DEVELOPMENT CONSIDERATIONS FOR RURAL:

BL 18423

**Lot Sizes:**

⇒ Lots in RURAL designated areas are generally restricted to a minimum of 0.8 hectares (2 acres) or larger, in size.

*Example of Rural Designation: Single Family Residential on large lot*

BL 18423
BL 18833

# Suburban

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

## DEVELOPMENT CONSIDERATIONS FOR SUBURBAN:

**Densities:**

⇒ Densities within the SUBURBAN designation may range up to a maximum of 5 units per hectare (2 units her acre).

⇒ Densities within the SUBURBAN designation may increase up to 10 units per hectare (4 units per acre).

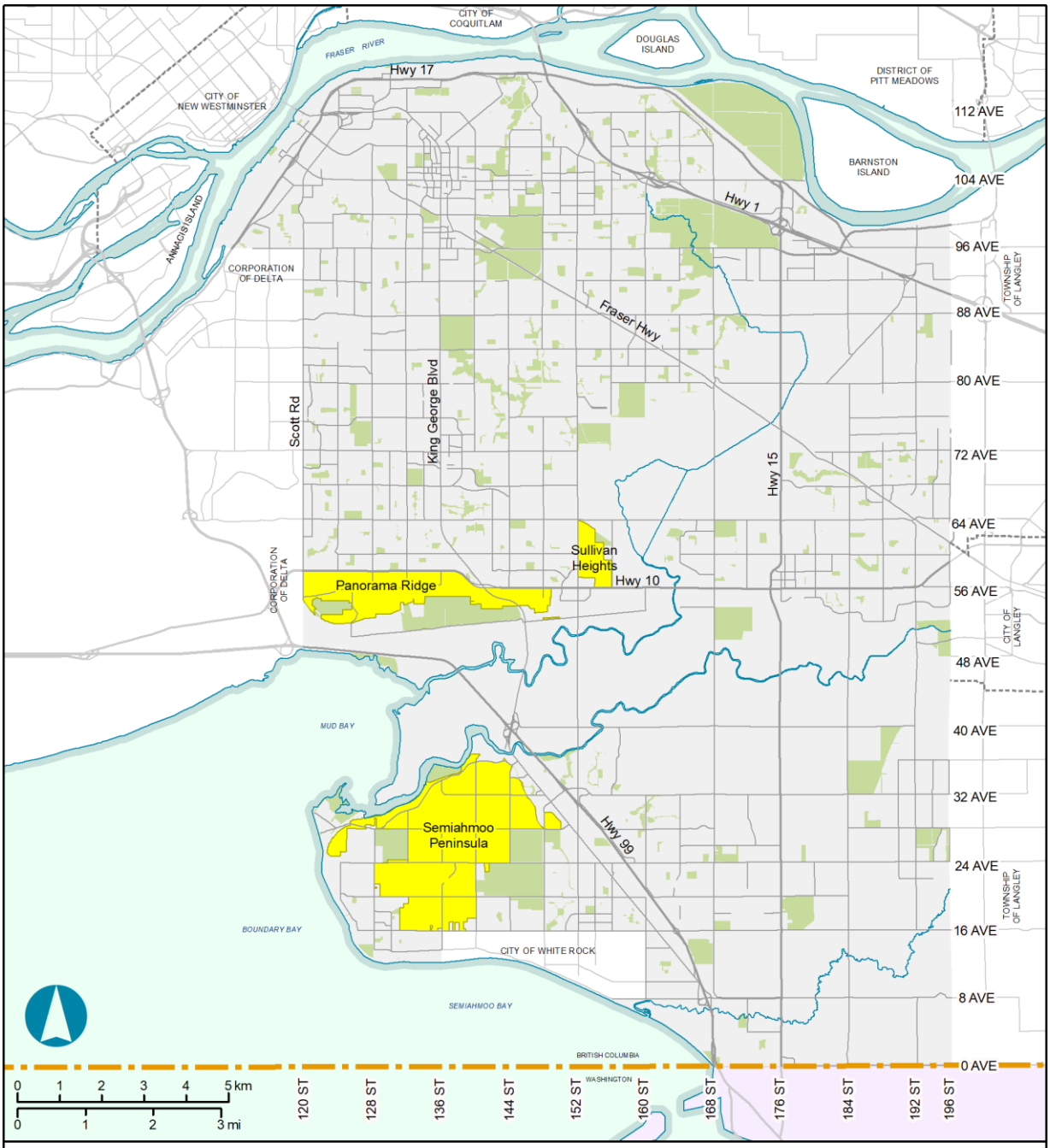
EXCEPT:
For areas within 200 m of the Agricultural Land Reserve (ALR) edge, and for those SUBURBAN areas shown in Figure 5, densities are a maximum of 5 units per hectare (2 units per acre). For development sites that have portions both within and beyond 200 m of the ALR edge, the allowable density within each portion may be averaged over the entire site area, subject to compatibility with adjacent existing lot sizes.

⇒ Densities within the SUBURBAN designation may be calculated on a gross site area where sufficient parkland and/or a community benefit are provided.

*Example of Suburban Designation: large single family homes widely spaced apart*

# Figure 5: Suburban Density Exception Areas

BL 18423
~~BL 21104~~
BL 21016




**LEGEND**

Suburban density exception areas

Note: This map is for general reference only.

## Figure 6: Suburban Subdivision Exception Areas

BL 18423

DELETED

# Suburban—Urban Reserve

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

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

## DEVELOPMENT CONSIDERATIONS FOR SUBURBAN-URBAN RESERVE:

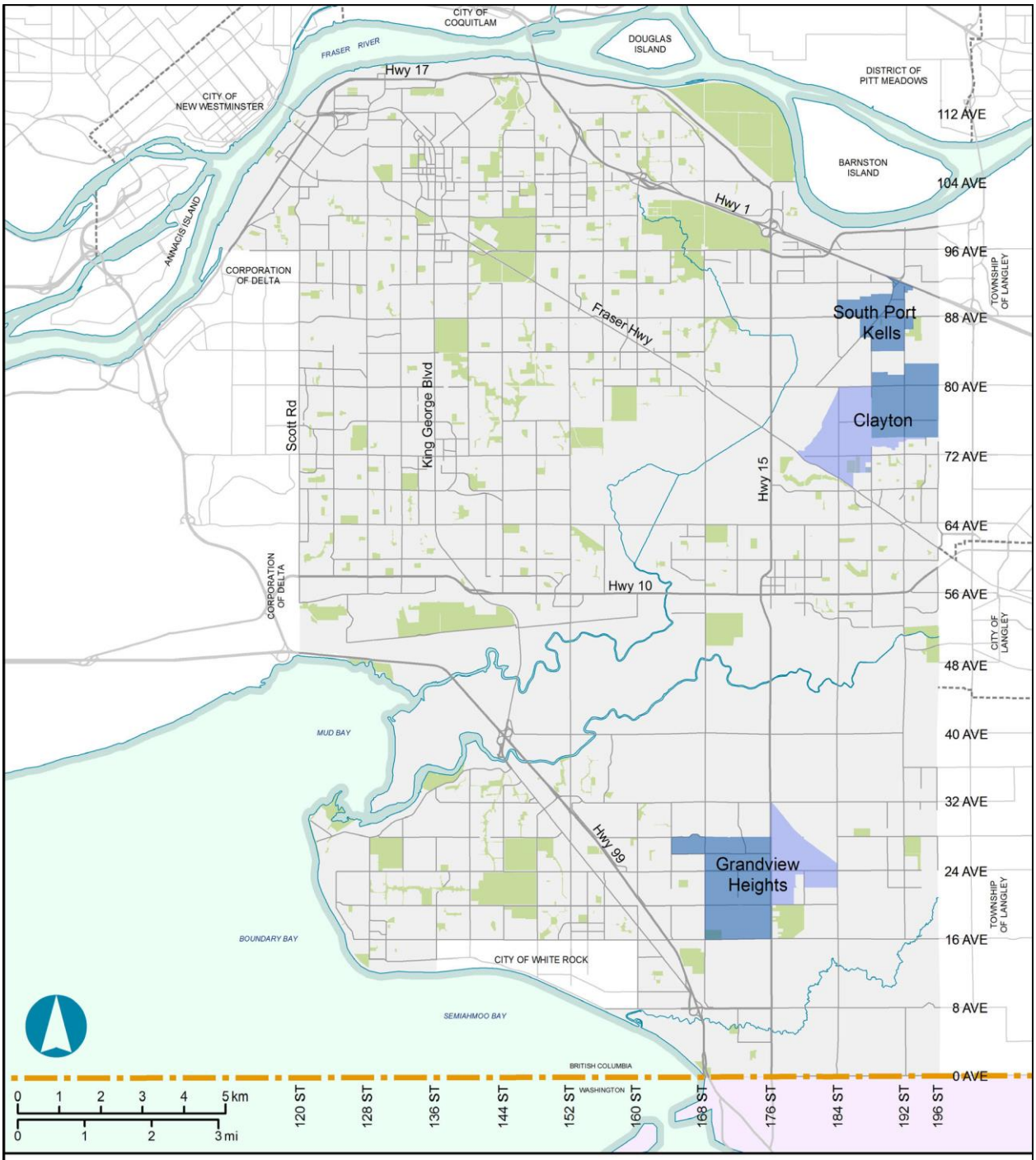
BL 18423

Lot Sizes:

⇒ In order to facilitate the efficient and effective development of planned urban neighbourhoods well into the future—new lots in SUBURBAN-URBAN RESERVE designated areas (see Figure 3 and 7) are generally restricted to a minimum of 2 hectares (5 acres), or larger, in size.

*Example of Suburban-Urban Reserve Designation: A Secondary Plan detailing how an area of land designed suburban will eventually evolve and change to an Urban designation*

## Figure 7: Future Development Areas




**LEGEND**

- Neighbourhood Concept Plans under development
- Future Neighbourhood Concept Plans

Note: This map is for general reference only.

# Urban

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

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

## DEVELOPMENT CONSIDERATIONS FOR URBAN:

BL 18423
BL 18787
BL 20008
BL 20109
BL 20292

**Densities:**

⇒ Subject to neighbourhood compatibility (see Figure 8), densities within the URBAN designation support up to 37 units per hectare (15 units per acre) for development taking place within established or existing residential neighbourhoods, which may be increased to 49 units per hectare (20 units per acre) in exchange for provision of sufficient community amenities in accordance with approved City Council and Department policies.

⇒ Referencing Figure 9, densities within the URBAN designation may range up to 72 units per hectare (30 units per acre) in FTDAs, Urban Centres and sites abutting a Frequent Transit Network and, where specifically noted, in approved Secondary Plan Areas (Figure 4).

**Development Permits:**

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

*Example of Urban Designation: smaller and narrower single family lots with smaller front yard setbacks and direct access to the street from the front door*

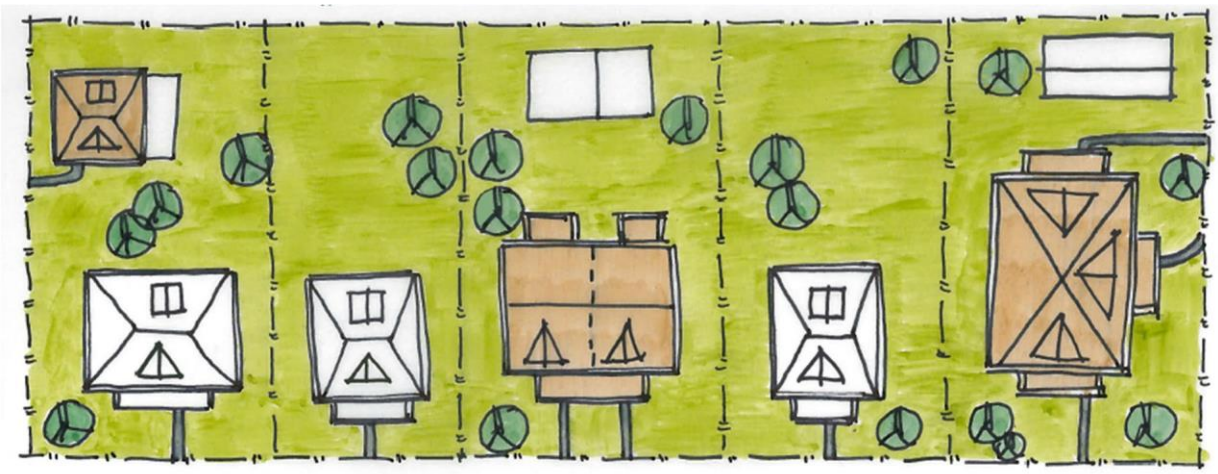
## Figure 8: Neighbourhood Compatibility

Typically an issue during times of transition or when working to accommodate higher densities, neighbourhood compatibility is a concept used in the development of cities to promote quality design and to encourage new or infill development to be appropriate and relevant to the existing and established character of a surrounding area or neighbourhood. New development is considered compatible with existing neighbourhoods when its design has taken into consideration, and attempts to replicate, follow or copy, the following elements:

**Number of storeys**
**Lot size**
**Architectural style and features Window style and material Roof design, pitch and material Siding material**
**Setbacks**
**Entry features**

Other neighbourhood impacts such as retaining views, privacy and tree canopy should also be examined when determining the neighbourhood compatibility of new development in existing areas.

In general, neighbourhood compatibility refers to the inherent quality, feel, look and style of an area that is dominant *before* new or infill development takes place. In the context of development in Surrey, neighbourhood compatibility should be used to determine appropriate development where there is no existing Secondary Plan in place.




INFILL EXAMPLE: A) USE SIMILAR SETBACKS; B) RETAIN VEHICLE ACCESS POINTS; C) MAINTAIN PRIVACY OF ADJACENT HOMES; D) DEFINE EACH NEW UNIT INDIVIDUALLY BY PROVIDING INDIVIDUAL FRONT ENTRANCE POINTS ; F) PROVIDE FOR APPROPRIATE TRANSITIONS, PARTICULARLY WITH BUILDING HEIGHT, BUILDING DESIGN AND SECOND STOREY SETBACKS.

# Multiple Residential

The MULTIPLE RESIDENTIAL designation is intended to support higher-density residential development including local, neighbourhood-serving commercial and community uses. These higher-density neighbourhoods are typically located adjacent to COMMERCIAL, TOWN CENTRE or DOWNTOWN designations to support the vitality of these areas or along Frequent Transit Corridors.

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

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

## DEVELOPMENT CONSIDERATIONS FOR MULTIPLE RESIDENTIAL:

BL 18787
BL 19364
BL 20109
BL 20658
BL 21086

**Densities:**
Except as shown in Table 7a, the following densities apply:

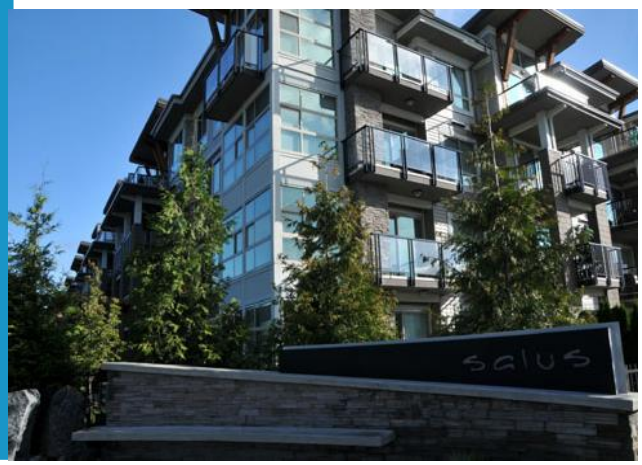
⇒ Densities within the MULTIPLE RESIDENTIAL designation may range up to 1.5 FAR, subject to an appropriate interface (see Figure 10) with adjacent lower-density residential developments

⇒ Referencing Figure 4 and Figure 9, densities within the MULTIPLE RESIDENTIAL designation may range up to 2.5 FAR in Frequent Transit Development Areas, Urban Centres, sites abutting a Frequent Transit Network, within the City Centre Plan area, and where specifically noted in an approved Secondary Plan Area.

⇒ Additional bonus densities may be granted in select areas in exchange for the provision of sufficient community amenities in accordance with approved City Council and Department policies.

**Development Permits:**

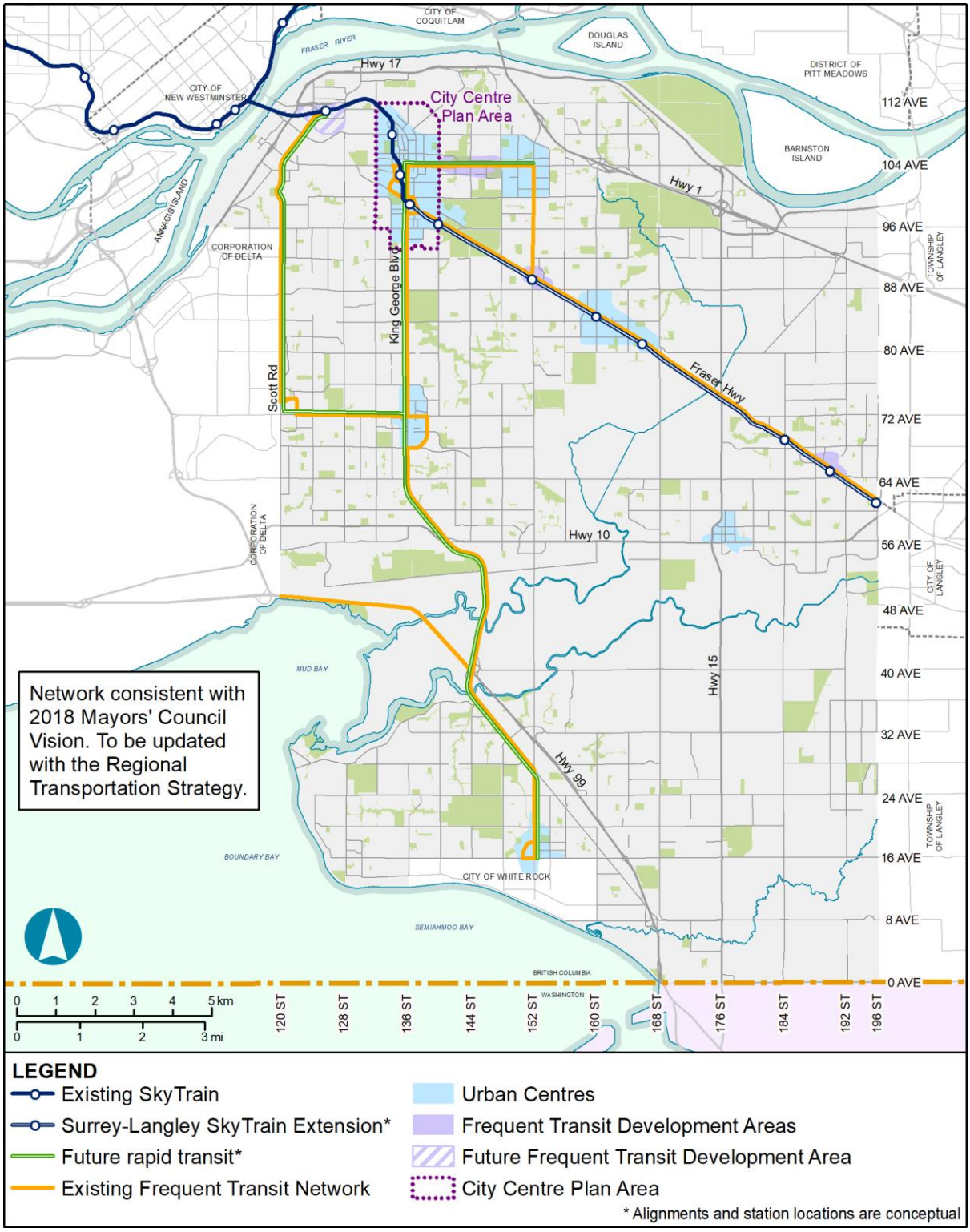
⇒ Commercial, multiple unit residential and mixed-use development within this land use designation is subject to the issuance of a Development Permit in accordance with DP1 of the Implementation Section of this OCP.




*Example of Multiple Residential Designation: Higher density developments including stacked townhouses and condo buildings*

# Figure 9: Centres and RapidTransit Areas and Corridors

BL 19801
BL 21104



# Commercial

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

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

Exceptions to ground-level commercial apply only to those areas of the building located away from street frontages; these areas may support residential uses by accommodating indoor amenities or parking (for example) but specifically are not to include dwelling units.

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

## DEVELOPMENT CONSIDERATIONS FOR COMMERCIAL:

BL 18787
BL 20292
BL 20658
BL 20292
BL 21086

### Densities:

⇒ Densities within the COMMERCIAL designation may range up to 1.5 FAR, subject to an appropriate interface (see Figure 10) with adjacent residential areas

⇒ Referencing Figure 9, densities within the COMMERCIAL designation may range up to 2.0 FAR for sites abutting a Frequent Transit Network and, where specifically not- ed, in approved Secondary Plan Areas (Figure 4)

⇒ Referencing Figure 9, densities within the COMMERCIAL designation may range up to 2.5 FAR in Frequent Transit Development Areas (FTDA) and in Urban Centres, provided a minimum of 0.5 FAR is used for commercial purposes

⇒ Referencing Figure 4, densities within the COMMERCIAL designation within the Guildford Plan area may range up to 3.5 FAR where specifically noted in the plan.

⇒ Additional bonus densities may be granted in select areas in exchange for the provision of sufficient community amenities in accordance with approved City Council and Department policies

### Development Permits:

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

*Example of Commercial Designation: Ground-level commercial uses with upper storey multiple residential development.*

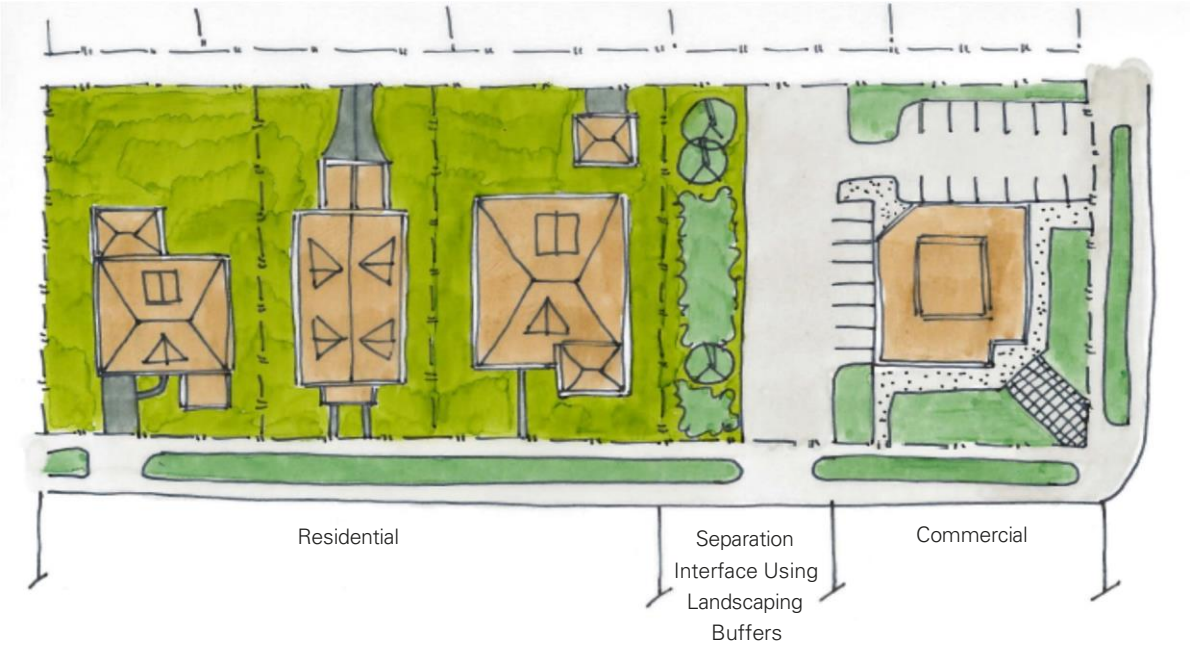
## Figure 10: Appropriate Interfaces

Urban environments contain a mixture of different land uses required to support a highly-functioning residential base and workforce. Similar uses are typically located together so as to reduce conflicts that may arise between non-compatible uses. To create a truly healthy, vibrant and pedestrian-oriented city mixing use types is required. Mixing uses can however, result in negative impacts imposed on one group over another by virtue of close proximity. In order to continue to successfully mix uses in an urban environment, efforts are required to ensure the interface between two opposing uses is addressed appropriately to reduce negative impacts. The design of these interface areas, for example, between residential and commercial properties, can greatly influence quality of life and transportation options.

In order to appropriately address issues that arise from mixing uses, special attention should be made to design and locate the following items so as to reduce or eliminate their negative impacts on adjacent properties:

**Loading areas/bays**
**Ventilation units**
**External lighting**
**Driveways (particularly for drive-thrus)**
**Commercial Garbage bins**

Adjusting setbacks and landscaping areas can also greatly help in creating effective interfaces between commercial and residential land uses.



# Industrial

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

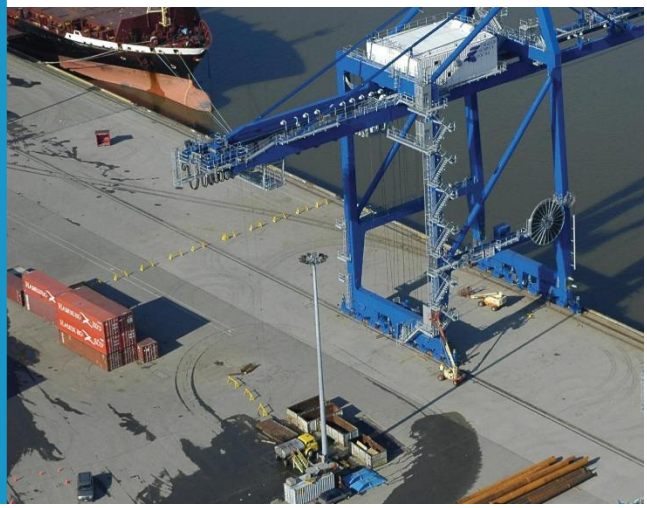
## DEVELOPMENT CONSIDERATIONS FOR INDUSTRIAL:

**Densities:**

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

**Development Permits:**

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



*Example of Industrial Designation: Fraser Surrey Docks*

BL 18423
BL 20658

# Mixed Employment

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

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

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

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

## DEVELOPMENT CONSIDERATIONS FOR MIXED EMPLOYMENT:

**Densities:**

⇒ Development within the MIXED EMPLOY- MENT designation may range up to 1.0 FAR and up to 1.5 FAR within Frequent Transit Development Areas and in Urban Centres, as shown in Figure 9.

⇒ Development densities are subject to designing an appropriate interface with adjacent lower-density residential neighbourhoods.

**Development Permits:**

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

*Example of Mixed Employment: Morgan Creek Business Park*

# Town Centre

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

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

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

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

## DEVELOPMENT CONSIDERATIONS FOR TOWN CENTRE:

**Densities:**

⇒ Densities within the TOWN CENTRE designation differ according to each unique Town Centre as shown in Figures 11 through 15.

⇒ Densities within the TOWN CENTRE designation are calculated on a gross site area basis and may exceed the densities shown in Figure 11 through 15 where sites are adjacent to existing or planned rapid transit station locations (shown in Figure 9).

⇒ Additional bonus densities may be granted in exchange for the provision of sufficient community amenities in accordance with approved City Council and Department Policies.

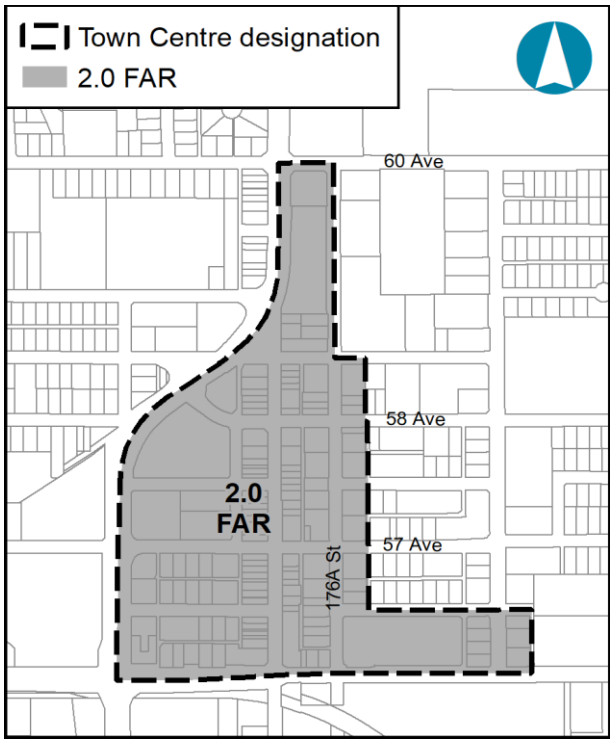
**Development Permits:**

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

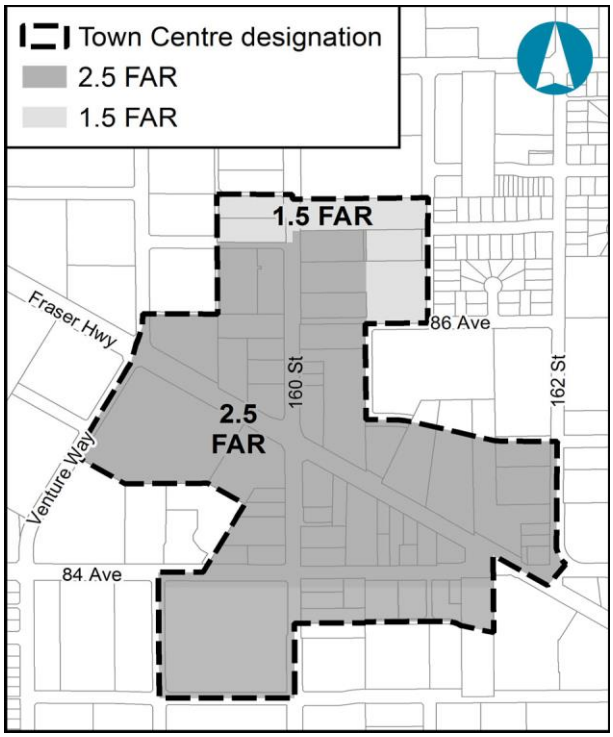
*Example of Town Centre: Semiahmoo Town Centre, 152 Street*

BL 18787
BL 19996

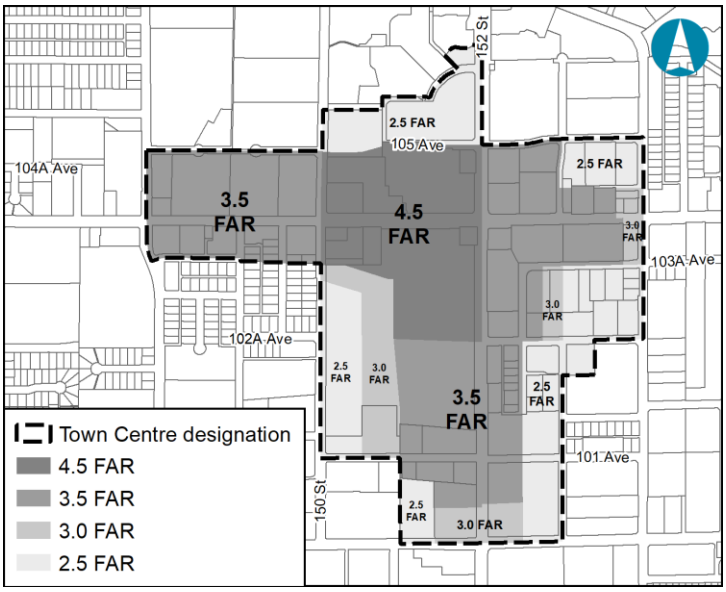
## Figure 11: Cloverdale Town Centre Densities



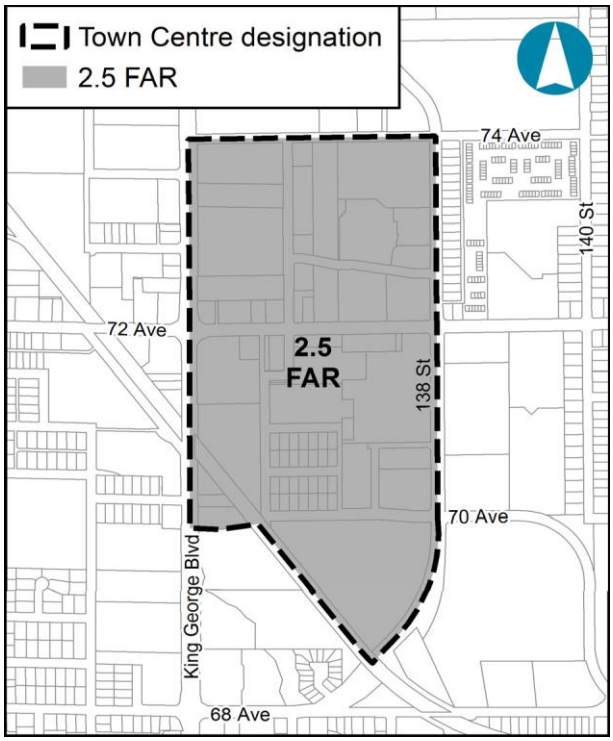

## Figure 12: Fleetwood Town Centre Densities



## Figure 13: Guildford Town Centre Densities

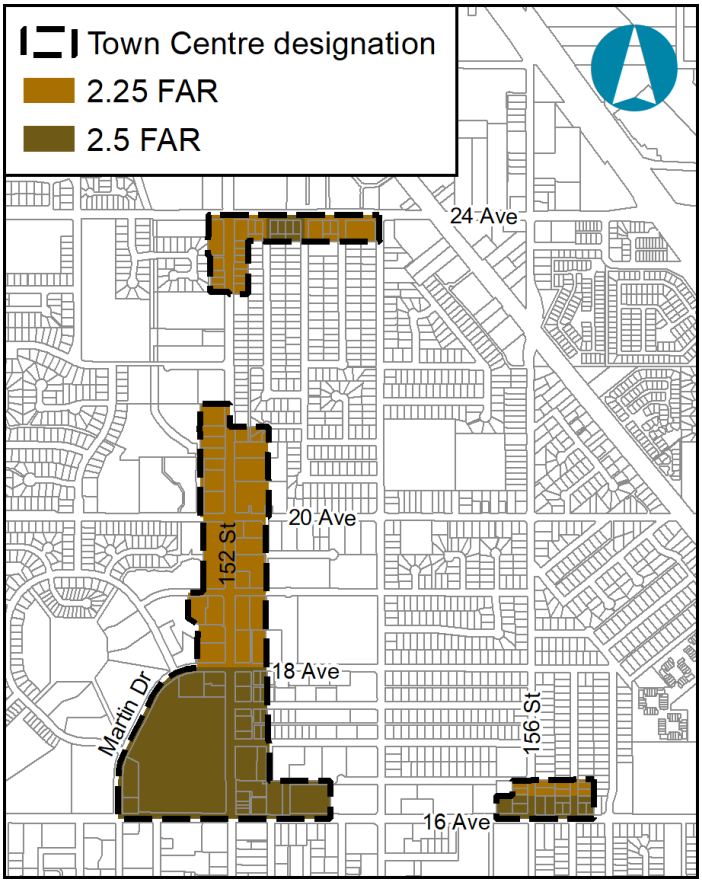



## Figure 14: Newton Town Centre Densities



## Figure 15: Semiahmoo Town Centre Densities

BL 20554
BL 20966



# Downtown

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

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

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

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

## DEVELOPMENT CONSIDERATIONS FOR DOWNTOWN:

**Densities:**

⇒ Development is permitted to be 3.5 FAR and up to 7.5 FAR, as shown in Figure 16.

⇒ Densities within the DOWNTOWN are calculated on gross site area before dedications for public purposes such as streets, parks or plazas are identified.

⇒ Additional bonus densities may be granted in exchange for the provision of sufficient community amenities in accordance with approved City Council or Department policies.

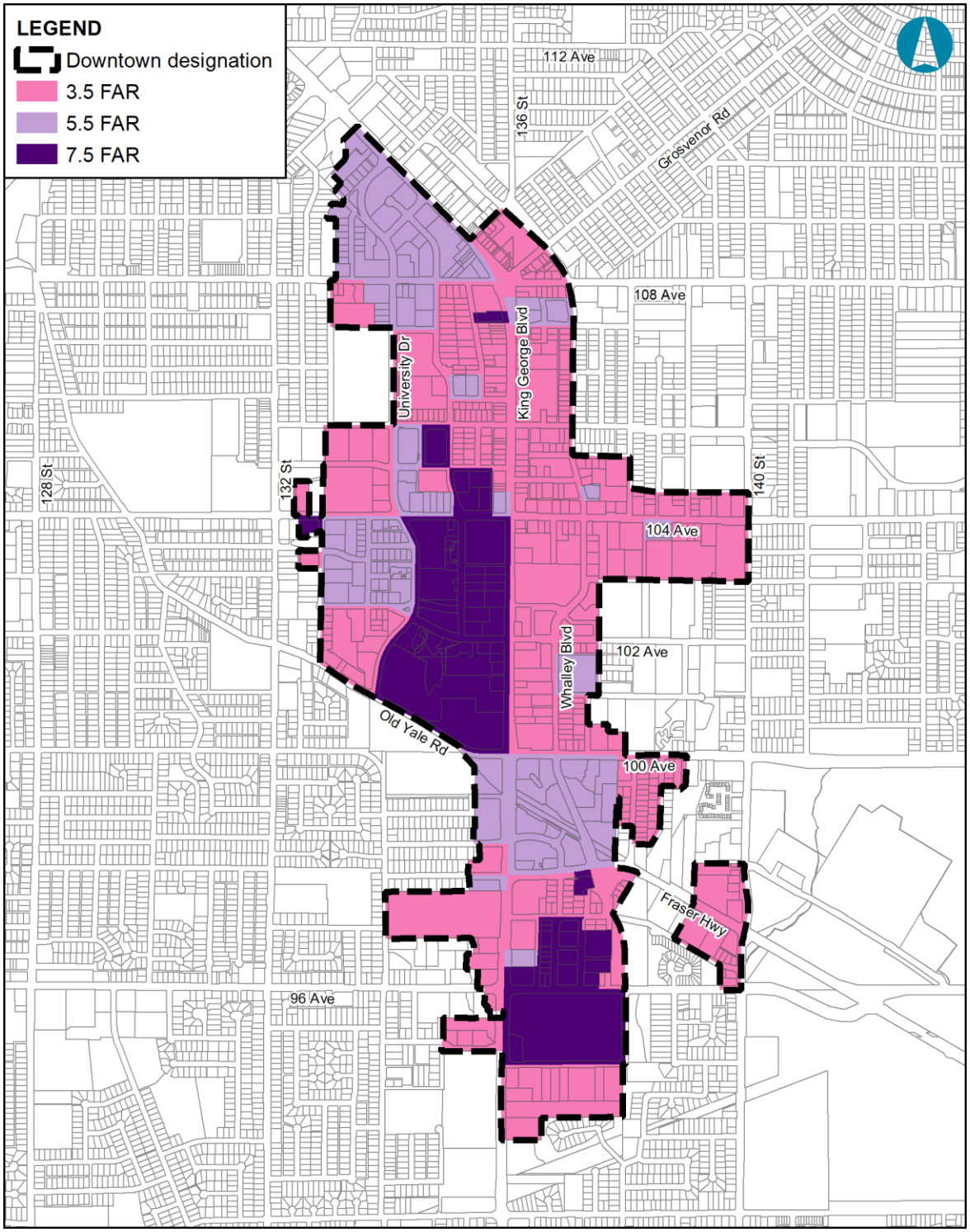
**Development Permits:**

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

*Example of Central Business District Designation: Central City Office Tower*

BL 19324
BL 19627
BL 19372
BL 19611
BL 19298
BL 20009
BL 20113
BL 20141
BL 20160
BL 20190
BL 20192
BL 20649
BL 20658
BL 20678
BL 20705
BL 20651

## Figure 16: Downtown Densities



# Table 7a: **Land Use Designation Exceptions**

The following use or density exceptions are permitted for the following properties, or any lots created from these properties, in the identified Land Use Designation, on a site-specific basis only:

BL 18787
BL 19243
BL 18716
BL 19487
BL 19886
BL 19863
BL 19751
BL 20565
BL 20695
BL 20966
BL 20547
BL 20958
BL 20843

| BYLAW NO. | LAND USE DESIGNATION | SITE SPECIFIC PROPERTY | SITE SPECIFIC PERMISSION |
|---|---|---|---|
| 19243 | Multiple Residential | **12661—110 Avenue**<br>(Lot 1, Section 17, Blk. 5N, Range 2W, NWD, Plan EPP39522) | Density permitted up to 2.0 FAR (gross calculation) |
| 18716 | Multiple Residential | 14150 Green Timbers Way<br>(Blk. H, Sec. 36, Blk. 5 N, Range 2W, NWD, Except Plan BCP51681); and<br>9900 140 Street<br>(Blk. I, Sec. 36. Blk. 5 N, Range 2W, NWD, Except Plan BCP51681) | Density permitted up to 2.5 FAR |
| 19487 | Multiple Residential | 17505 and 17515 64 Avenue<br>(Lot 4 and 5, except part Dedicated Road on Plan BCP15284, Sec. 18, Twp. 8, NWD, Plan 14338); and<br>Portion of 6455 176 Street<br>(Lot 6, except part on Plan BCP10827, Sec. 18, Twp. 8, NWD, Plan 24144) | Density permitted up to 1.86 FAR |
| 19886 | Multiple Residential | 14706—104 Avenue<br>(Lot 151, Sec. 30, Blk 5N, Range 1W, NWD, Plan 50505, Except Part in Plan BP33452) | Density permitted up to 2.8 FAR (gross calculation) |
| 19863 | Multiple Residential | 8109, 8123 and 8135 King George Boulevard | 2.52 FAR |
| 19751 | Multiple Residential | Portion of 8205 King George Boulevard | 2.83 FAR |
| 20565 | Mixed Employment | 6611 – 152A Street<br>(Lot 4 Sec. 14 Township 2 NWD Plan BCP49715) | 1.3 FAR (net calculation) |
| 20725 | Mixed Employment | **15290 – 66 Avenue**<br>(Lot 5 Section Township 2 NWD Plan 1442) | 1.3 FAR (net calculation) |
| 20695 | Multiple Residential | **14744 - 106 Avenue**<br>(Lot 137 Section 19 Block 5 North Range 1 West NWD Plan 41515)<br>**14754 - 106 Avenue**<br>(Lot 136 Section 19 Block 5 North Range 1 West NWD Plan 41515)<br>**14764 - 106 Avenue**<br>(Lot 135 Section 19 Block 5 North Range 1 West NWD Plan 41515)<br>**14774 - 106 Avenue**<br>(Portion of Lot 134 Section 19 Block 5 North Range 1 West NWD Plan 41515) | Density permitted up to 2.38 FAR |

| BYLAW NO. | LAND USE DESIGNATION | SITE SPECIFIC PROPERTY | SITE SPECIFIC PERMISSION |
|---|---|---|---|
| 20966 | Multiple Residential | **2350 – 152A Street**<br>Lot 78 Section 14 Township 1 NWD Plan 13327<br><br>**2360 – 152A Street**<br>South Half Lot 31 Section 14 Township 1 NWD Plan 8492<br><br>**2355 – 153 Street**<br>Lot 79 Section 14 Township 1 NWD Plan 13327<br><br>**2365 – 153 Street**<br>The South Half Lot 30 Section 14 Township 1 NWD Plan 8492 | Density permitted up to 2.48 FAR (net calculation) |
| 20547 | Multiple Residential | **8293 King George Boulevard**<br>Lot 67 Section 29 Township 2 NWD Plan 51521<br><br>**8345 – 135A Street**<br>Lot 71 Section 29 Township 2 NWD Plan 57624<br><br>**That 54.3 sq. m. portion of closed road** | Density permitted up to 2.21 FAR |
| 20958 | Multiple Residential | **11054 – 132 Street**<br>Lot 1, Except Part Dedicated Road on Plan LMP41027, Section 15 Block 5 North Range 2 West NWD Plan 8791<br><br>**11066 – 132 Street**<br>Lot 2, Except Part Dedicated Road on Plan LMP41027, Section 15 Block 5 North Range 2 West NWD Plan 8791<br><br>**11080 – 132 Street**<br>Lot 3, Except Part Dedicated Road on Plan LMP41027, Section 15 Block 5 North Range 2 West NWD Plan 8791<br><br>**11037 Ravine Road**<br>Lot 80 Except: Parcel H (Bylaw Plan 87021) Section 15 Block 5 North Range 2 West NWD Plan 34840<br><br>**11049 Ravine Road**<br>Lot 5 Section 15 Block 5 North Range 2 West NWD Plan 9739<br><br>**11057 Ravine Road**<br>Lot 4 Section 15 Block 5 North Range 2 West NWD Plan 9739<br><br>**11069 Ravine Road**<br>Lot 3 Section 15 Block 5 North Range 2 West NWD Plan 9739 | Density permitted up to 2.7 FAR" |
| 20843 | Multiple Residential | **10620 – 138A Street**<br>Lot 74 Section 23 Block 5 North Range 2 West NWD Plan 49290<br><br>**10628 – 138A Street**<br>Lot 81 Section 23 Block 5 North Range 2 West NWD Plan 57467<br><br>**10619 – 139 Street**<br>Lot 75 Section 23 Block 5 North Range 2 West NWD Plan 49290<br><br>**10631 – 139 Street**<br>Lot 82 Section 23 Block 5 North Range 2 West NWD Plan 57467 | Density permitted up to 3.1 FAR" |

# LAND USES and DENSITIES

## 1 TRANSIT-ORIENTED AREAS

1.1 The *Local Government Act* requires municipalities to designate Transit-Oriented Areas (TOAs) around existing and planned transit stations. TOAs are areas within a prescribed distance of a transit station, within which minimum allowable densities and heights are applicable. The *Local Government Transit-Oriented Areas Regulation* prescribes the applicable transit stations as well as distances that define the geographic extent of TOAs and classes of land within TOAs, called tiers. The regulation also establishes minimum allowable densities and heights within TOAs and associated applicability criteria. Unless otherwise provided in relation to Transit-Oriented Areas under this Part of the Official Community Plan, the definitions in the *Local Government Act* and regulations thereunder apply to this Part.

## 2 TRANSIT STATIONS

2.1 Transit-Oriented Areas are designated for the following twelve SkyTrain stations:

(a) **Scott Road Station** located above the Scott Road on-ramp to King George Boulevard north of 110 Avenue (see Figure 16a);

(b) **Gateway Station** located on the east side of University Drive at 108 Avenue (see Figure 16b);

(c) **Surrey Central Station** located on the west side of City Parkway between 102 Avenue and Central Avenue (see Figure 16c);

(d) **King George Station** located at 9904 King George Boulevard (see Figure 16d);

(e) **Green Timbers Station** located at the northeast corner of Fraser Highway and 140 Street (see Figure 16e);

(f) **152 Street Station** located at the northwest corner of Fraser Highway and 152 Street (see Figure 16f);

(g) **Fleetwood Station** located at the northeast corner of Fraser Highway and 160 Street (see Figure 16g);

(h) **Bakerview-166 Street Station** located at the northwest corner of Fraser Highway and 166 Street (see Figure 16h);

(i) **Hillcrest-184 Street Station** located at the northwest corner of Fraser Highway and 184 Street (see Figure 16i);

(j) **Clayton Station** located on the north side of Fraser Highway between 189 Street and 191A Street (see Figure 16j);

(k) **Willowbrook Station** located at the northeast corner of Fraser Highway and 196 Street in the City of Langley (see Figure 16k); and

(l) **Columbia Station** located at 425 Columbia Street in the City of New Westminster (see Figure 16l).

2.2 Transit-Oriented Areas are designated for the following three bus exchanges:

(a) **Guildford Mall Exchange** located on 104 Avenue between 150 Street and 152 Street (see Figure 16m);

(b) **Newton Exchange** located at 13736 72 Avenue (see Figure 16n); and

(c) **Scottsdale Exchange** located at 7414 120 Street (see Figure 16o).

## 3 EXTENT OF TRANSIT-ORIENTED AREAS

3.1 For the purpose of defining TOAs, the *Local Government Transit-Oriented Areas Regulation* prescribes the following distances which apply according to the type of transit station:

(a) 800 metres for a SkyTrain station; and

(b) 400 metres for a bus exchange.

3.2 For each transit station, a TOA encompasses those areas within the prescribed distance of the transit station. The prescribed distance is measured horizontally from the coordinates identified for each transit station in the regulation.

3.3 Where the boundary of a TOA bisects a lot, the lot is deemed to be wholly within the TOA.

## 4 TRANSIT-ORIENTED AREA TIERS

4.1 For the purpose of setting minimum allowable densities and heights within TOAs, multiple classes of land, called tiers, are established within TOAs, according to the type of transit station and the distance from the transit station. Minimum densities and heights vary between tiers as described in Section 5 below.

4.2 For SkyTrain stations, three tiers are established as follows:

(a) Tier 1, encompassing lands up to 200 metres from the SkyTrain station;

(b) Tier 2, encompassing lands more than 200 metres and up to 400 metres from the SkyTrain station; and

(c) Tier 3, encompassing lands more than 400 metres and up to 800 metres from the SkyTrain station.

4.3 For bus exchanges, two tiers are established as follows:

(a) Tier 4, encompassing lands up to 200 metres from the bus exchange; and

(b) Tier 5, encompassing lands more than 200 metres and up to 400 metres from the bus exchange.

4.4 Where a lot falls within more than one tier, the tier allowing the greatest density and height (of the relevant tiers) applies to that lot.

4.5 Where a lot falls within different tiers with respect to more than one TOA, the tier allowing the greatest density and height (of the relevant tiers) applies. This may occur where TOAs overlap or are near one another.

## 5 MINIMUM ALLOWABLE DENSITY FRAMEWORK

5.1 The Minimum Allowable Density Framework (MD Framework) establishes minimum densities and heights that must be allowed, subject to Section 6.2, in relation to land within a TOA that is zoned to permit a residential use (either standalone or combined with other uses). The MD Framework applies on the basis of each lot's zoning classification as of the date of the designation of a relevant TOA. The figures on pages 60.5 to 60.19 reflect zoning classifications prior to the introduction of a bylaw amending the Official Community Plan to insert this Transit-Oriented Areas section.
The figures may not reflect any subsequent Zoning Bylaw amendments granted final adoption prior to final adoption of the Official Community Plan amendment bylaw. The status of a lot with respect to the MD Framework should be confirmed with the City of Surrey Planning & Development Department.

5.2 The minimum allowable density is expressed as a Floor Area Ratio (FAR), as defined in the Zoning Bylaw, which represents the ratio of a building's gross floor area to the area of the lot on which the building is constructed. The minimum allowable height is expressed in terms of the number of storeys (i.e. floors) wholly or partly above ground. According to the MD Framework, municipalities must not reject projects on the basis of density where the proposed density is up to the minimum allowable density or on the basis of height where the proposed height is up to the minimum allowable height. The following minimum allowable densities and heights, subject to Section 6.2, are established for Tiers 1 through 5:

| Tier | Minimum Allowable Density | Minimum Allowable Height |
|---|---|---|
| Tier 1 | 5.0 FAR | 20 storeys |
| Tier 2 | 4.0 FAR | 12 storeys |
| Tier 3 | 3.0 FAR | 8 storeys |
| Tier 4 | 4.0 FAR | 12 storeys |
| Tier 5 | 3.0 FAR | 8 storeys |

5.3 The MD Framework applies in conjunction with applicable land use designations in the Official Community Plan and approved secondary plans. The minimum allowable density is inclusive of all uses and tenures which may be permitted or required by such land use designations. For clarity, the minimum density that must be allowed within a TOA may be required to be comprised of specific uses including, without limitation, residential, commercial, office, and

institutional uses. Each specific use may also be allocated a density of use. In addition, all or a portion of a residential use may be required as rental.

5.4 Within TOAs where a land use designation in the Official Community Plan or approved secondary plan allows for a level of density or height below the minimum allowable density and height, as specified in Section 5.2, the latter prevails, subject to Section 6.2.

5.5 Within TOAs, where an approved secondary plan supports residential uses on a lot not zoned to permit such uses, and where a rezoning application consistent with the secondary plan is proposed, the MD Framework applies, subject to Section 6.2. In such event, an update to the applicable TOA map is not required. Instead, TOA maps will be updated on a periodic basis to reflect any such rezoning applications that are approved.

5.6 For the purposes of Capital Project Contributions, as set out in Schedule G of the Zoning Bylaw, the density permitted by a land use designation in the Official Community Plan or approved secondary plan remains the density up to which the Capital Project Contribution applies. For the purposes of Community Specific Capital Project Contributions, also as set out in Schedule G of the Zoning Bylaw, the density permitted by a land use designation in the Official Community Plan or approved secondary plan remains the density above which the Community Specific Capital Project Contribution applies. For clarity, the minimum allowable density, as specified in Section 5.2, does not impact the calculation of community amenity contributions.

## 6 EXEMPTIONS AND LIMITATIONS

6.1 As described above, the MD Framework applies to land within a TOA that is zoned to permit a residential use. However, a lot zoned to permit a residential use that is ancillary to an agricultural or industrial use and where no other residential use is permitted is exempt from the MD Framework.

6.2 The MD Framework within a TOA is subject to the following:

(a) Compliance with all Federal legislation, as amended, including without limitation, the *Fisheries Act* and the *Railway Safety Act*, and regulations under those Acts*;*

(b) Compliance with all Provincial legislation, as amended, including without limitation, the *Local Government Act*, the *Community Charter*, the *Land Title Act*, the *Riparian Areas Protection Act*, the *Transportation Act*, the *Railway Act*, the *British Columbia Railway Act*, and the *Agricultural Land Commission Act*, and regulations under those Acts;

(c) Compliance with all City of Surrey bylaws, policies, and regulations, as amended, including without limitation, the Official Community Plan Bylaw, Hazard Lands Development Permit Guidelines, Sensitive Ecosystem Development Permit Guidelines, the Surrey Zoning Bylaw, the Surrey Subdivision and Development Bylaw, the Surrey Sign Bylaw, the Surrey Building Bylaw, and the Surrey Tree Protection Bylaw;

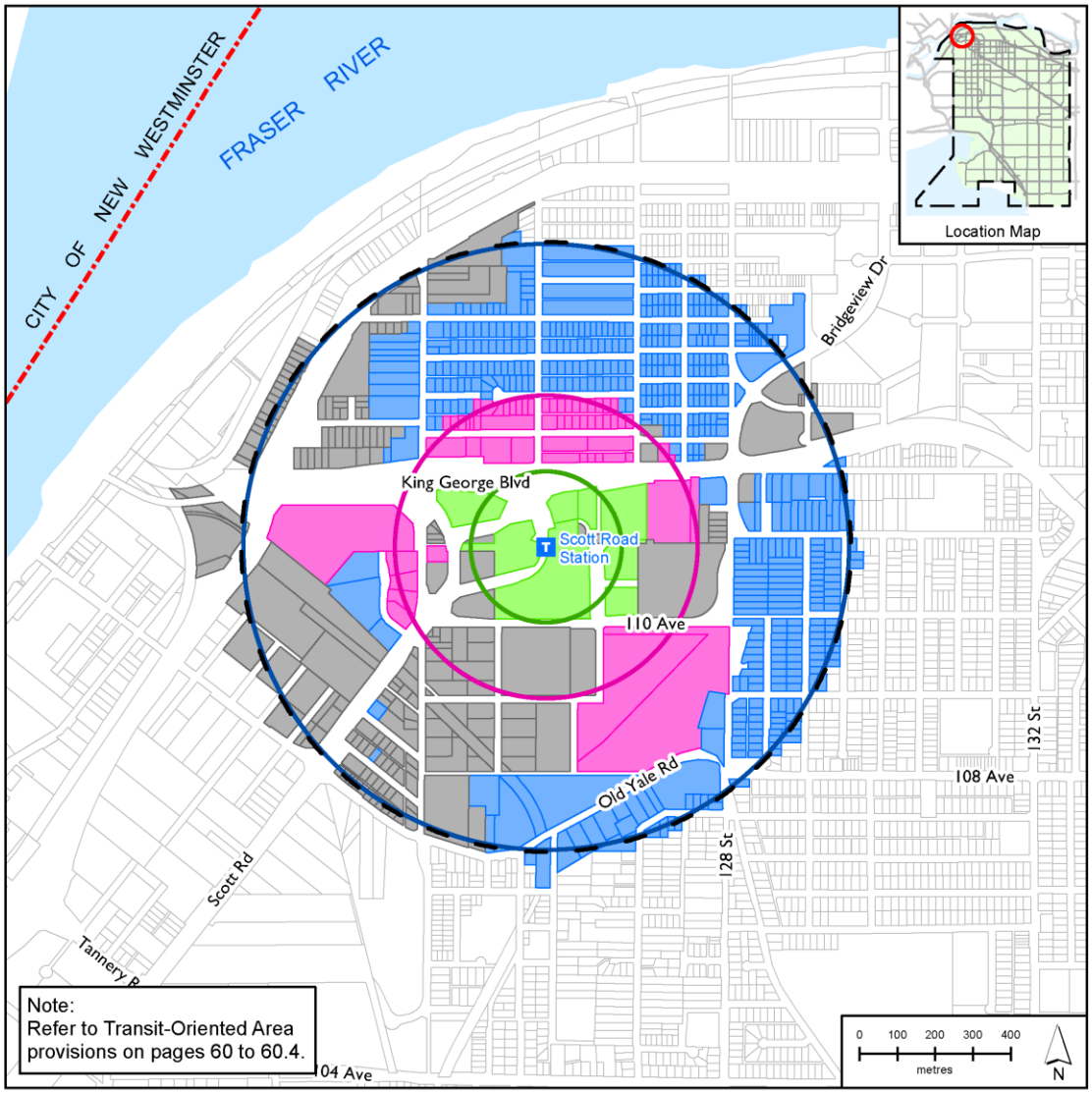
(d) Compliance with subdivision requirements of the Approving Officer;

(e) Compliance with heritage designation bylaws and heritage revitalization agreements except that a heritage designation bylaw adopted by December 7, 2023 may not restrict or prohibit small housing density; and

(f) Compliance with statutory and restrictive covenants registered in the Lant Title Office in favour of the City.

Figure 16a: **Scott Road Station Transit-Oriented Area**

## Scott Road SkyTrain Station Transit-Oriented Area




**Transit Stations**

- SkyTrain Stations

**Transit-Oriented Areas**

- Scott Road

**Transit-Oriented Area Tiers**[1]

- Tier 1 (up to 200 m)
- Tier 2 (more than 200 m and up to 400 m)
- Tier 3 (more than 400 m and up to 800 m)

**Lots Zoned to Permit Residential Use**[2]

- Tier 1
- Tier 2
- Tier 3

**Lots Not Zoned to Permit Residential Use**[3]

**SkyTrain Station located above the Scott Road on-ramp to King George Boulevard north of 110 Avenue**

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
3. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.

Figure 16b: **Gateway Station Transit-Oriented Area**

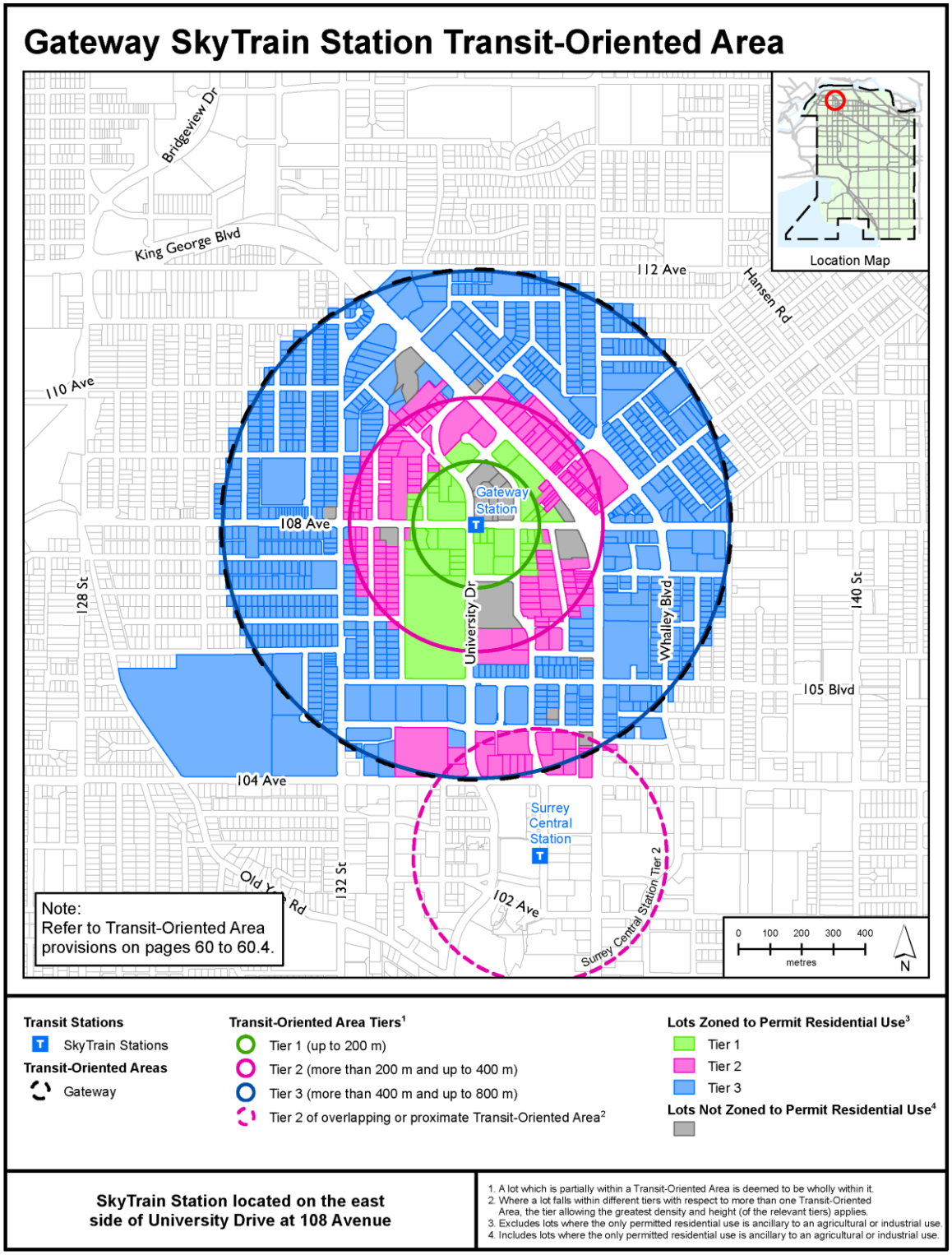
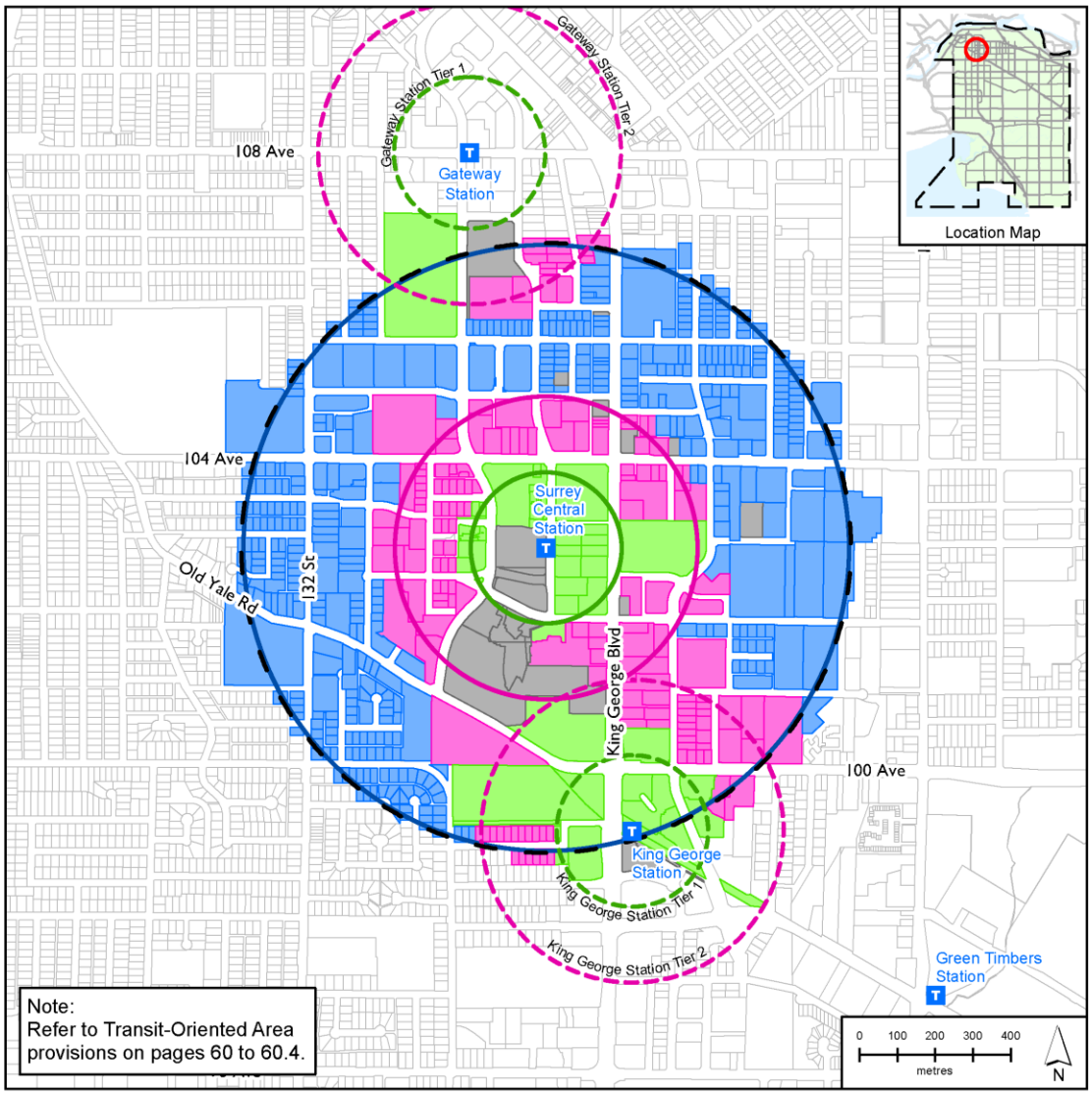


Figure 16c: **Surrey Central Station Transit-Oriented Area**

# Surrey Central SkyTrain Station Transit-Oriented Area




**Transit Stations**

- SkyTrain Stations

**Transit-Oriented Areas**

- Surrey Central

**Transit-Oriented Area Tiers[1]**

- Tier 1 (up to 200 m)
- Tier 2 (more than 200 m and up to 400 m)
- Tier 3 (more than 400 m and up to 800 m)
- Tier 1 of overlapping or proximate Transit-Oriented Area[2]
- Tier 2 of overlapping or proximate Transit-Oriented Area[2]

**Lots Zoned to Permit Residential Use[3]**

- Tier 1
- Tier 2
- Tier 3

**Lots Not Zoned to Permit Residential Use[4]**

**SkyTrain Station located on the west side of City Parkway between 102 Avenue and Central Avenue**

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Where a lot falls within different tiers with respect to more than one Transit-Oriented Area, the tier allowing the greatest density and height (of the relevant tiers) applies.
3. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
4. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.

Figure 16d: **King George Station Transit-Oriented Area**

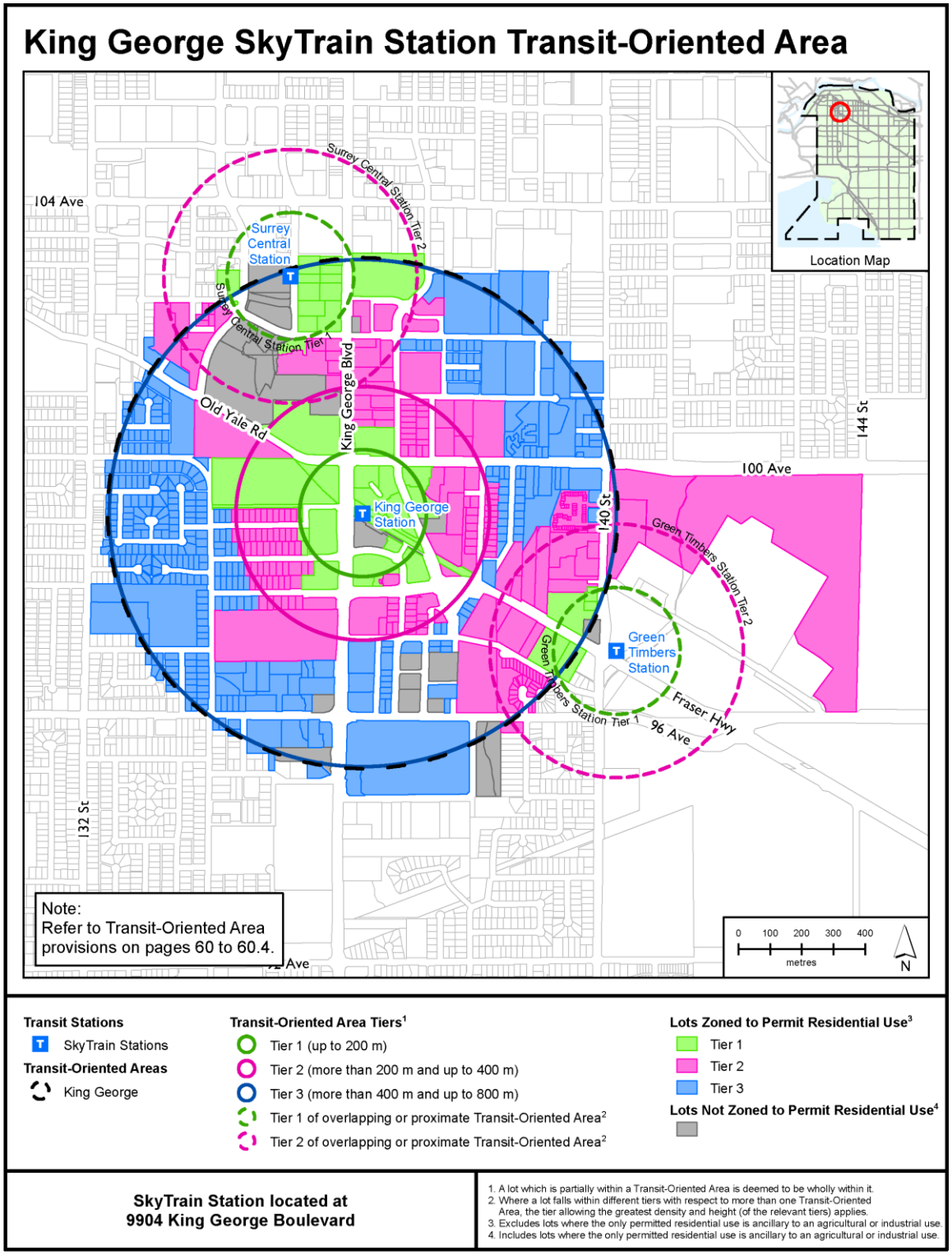
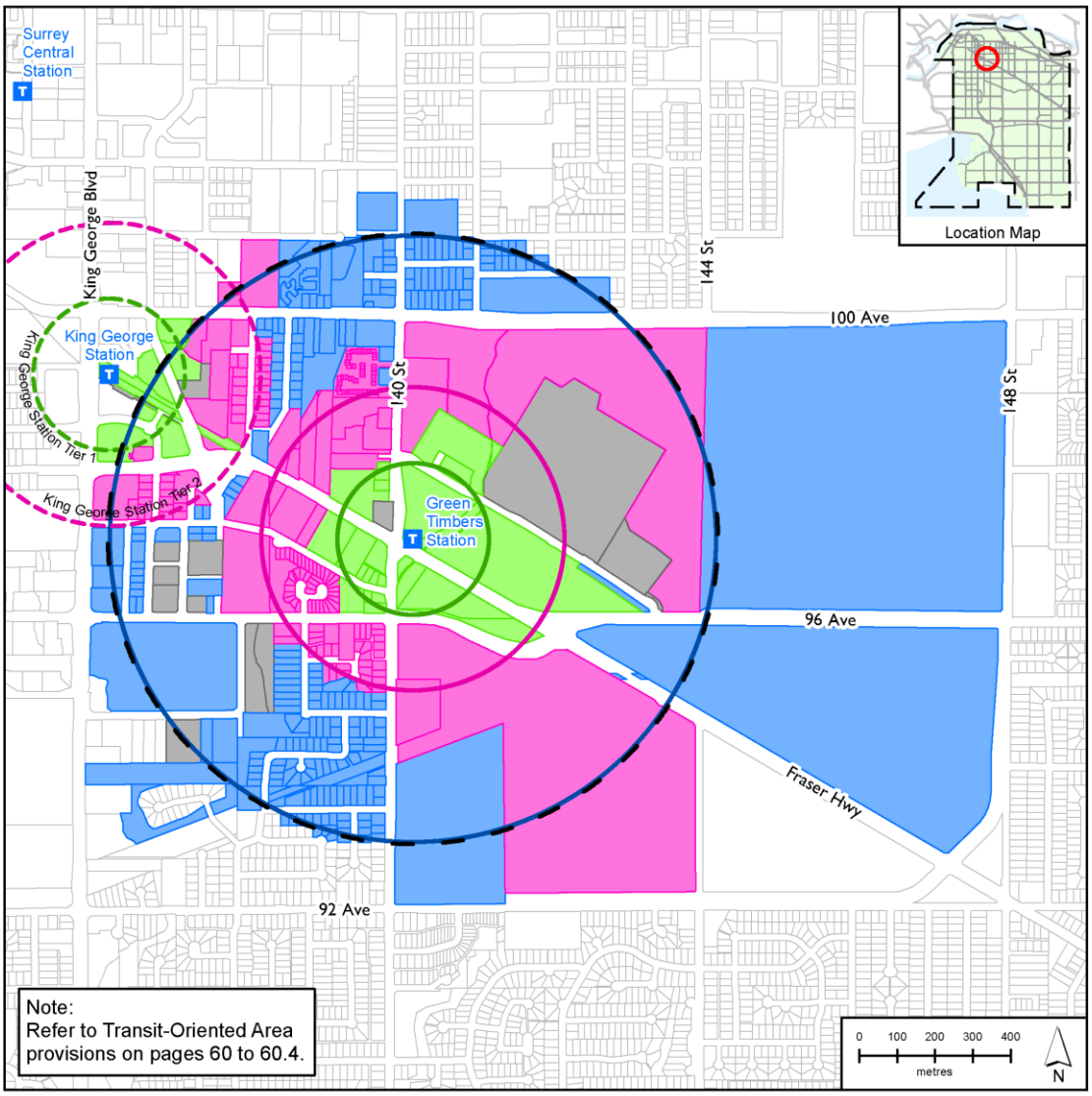


Figure 16e: **Green Timbers Station Transit-Oriented Area**

# Green Timbers SkyTrain Station Transit-Oriented Area




**Transit Stations**

- SkyTrain Stations

**Transit-Oriented Areas**

- Green Timbers

**Transit-Oriented Area Tiers[1]**

- Tier 1 (up to 200 m)
- Tier 2 (more than 200 m and up to 400 m)
- Tier 3 (more than 400 m and up to 800 m)
- Tier 1 of overlapping or proximate Transit-Oriented Area[2]
- Tier 2 of overlapping or proximate Transit-Oriented Area[2]

**Lots Zoned to Permit Residential Use[3]**

- Tier 1
- Tier 2
- Tier 3

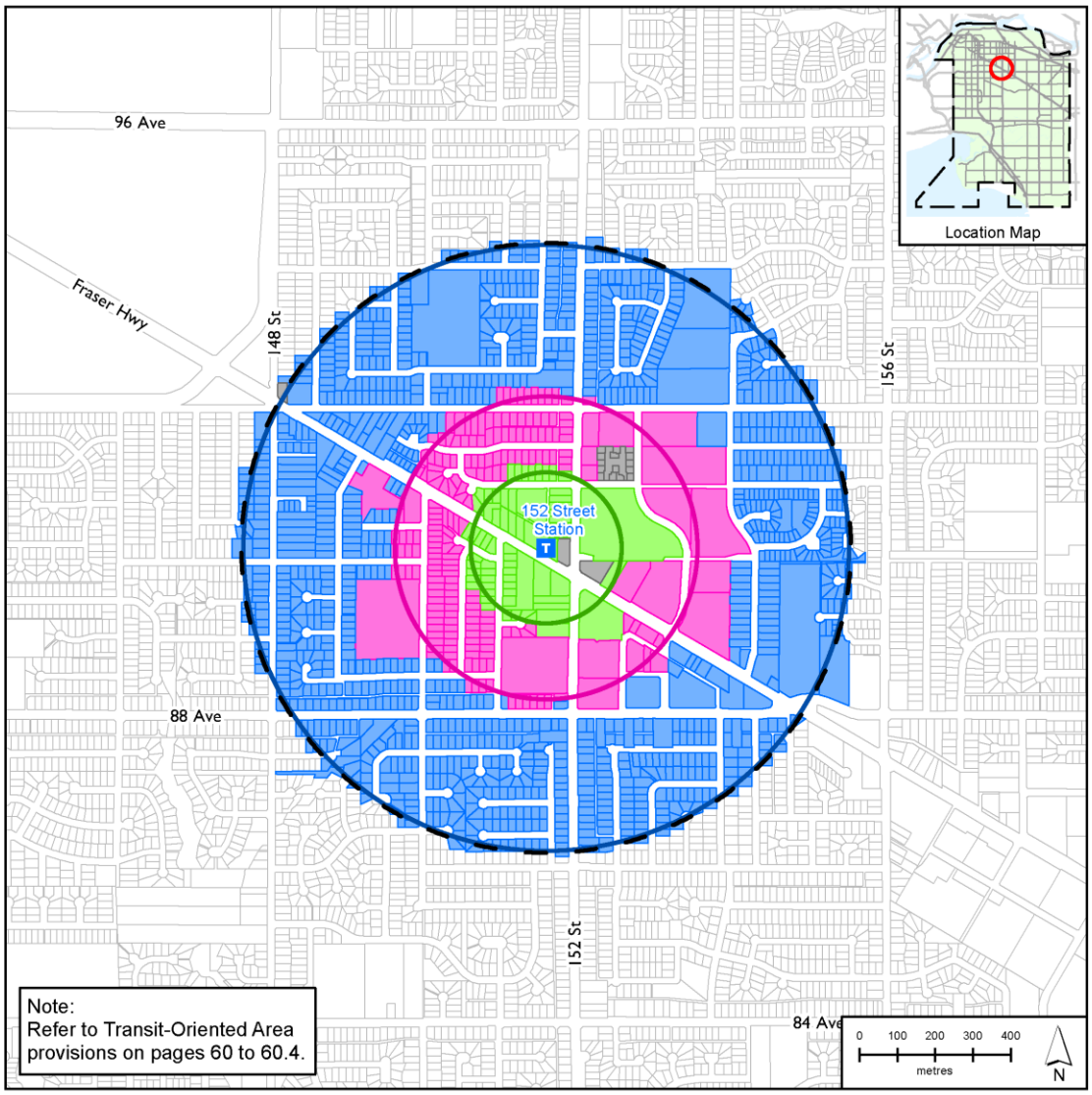
**Lots Not Zoned to Permit Residential Use[4]**

**SkyTrain Station located at the northeast corner of Fraser Highway and 140 Street**

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Where a lot falls within different tiers with respect to more than one Transit-Oriented Area, the tier allowing the greatest density and height (of the relevant tiers) applies.
3. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
4. Includes lots where the only permited residential use is ancillary to an agricultural or industrial use.

Figure 16f: **152 Street Station Transit-Oriented Area**

# 152 Street SkyTrain Station Transit-Oriented Area




**Transit Stations**

- SkyTrain Stations

**Transit-Oriented Areas**

- 152 Street

**Transit-Oriented Area Tiers[1]**

- Tier 1 (up to 200 m)
- Tier 2 (more than 200 m and up to 400 m)
- Tier 3 (more than 400 m and up to 800 m)

**Lots Zoned to Permit Residential Use[2]**

- Tier 1
- Tier 2
- Tier 3

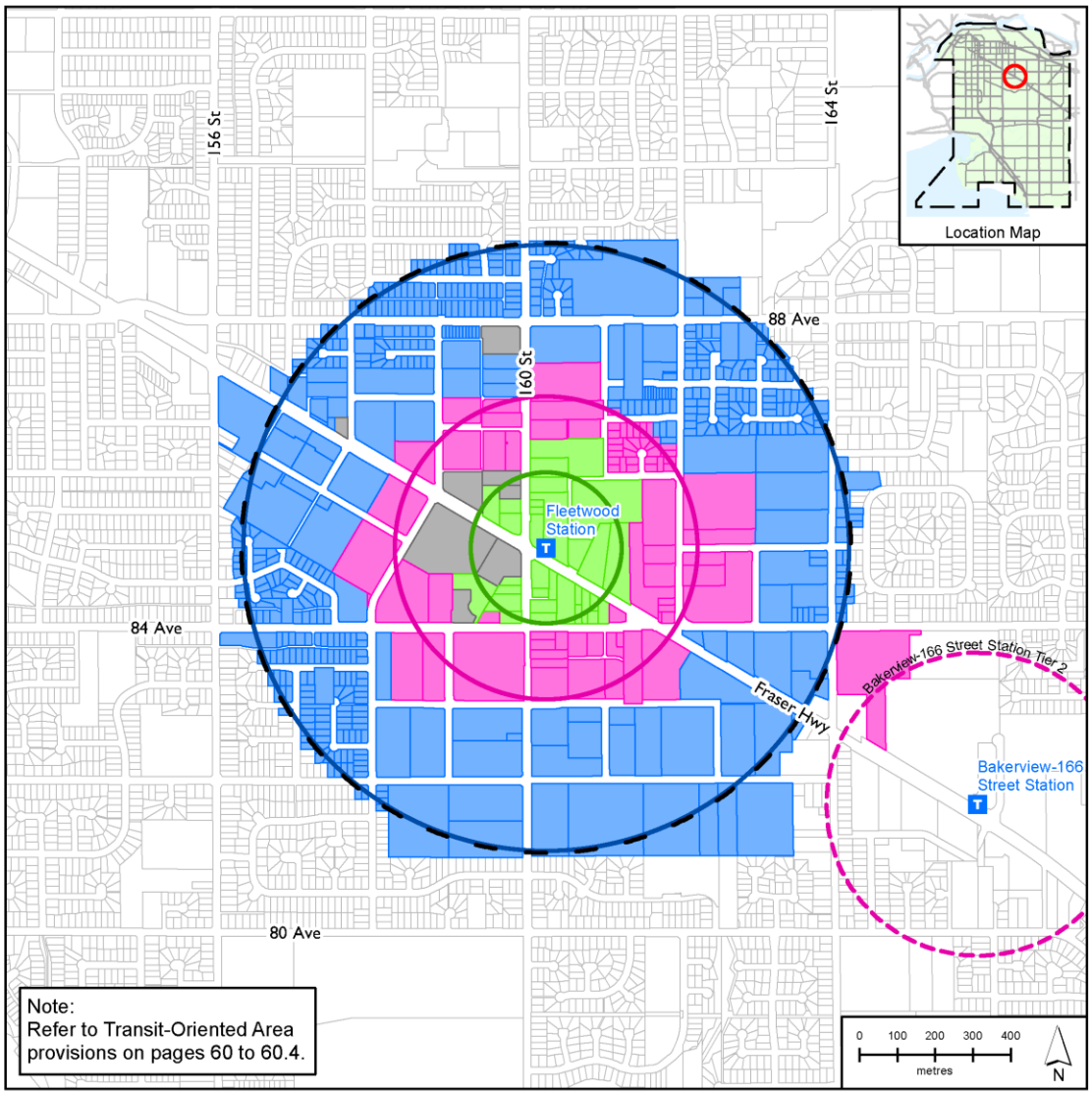
**Lots Not Zoned to Permit Residential Use[3]**

**SkyTrain Station located at the northwest corner of Fraser Highway and 152 Street**

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
3. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.

Figure 16g: **Fleetwood Station Transit-Oriented Area**

# Fleetwood SkyTrain Station Transit-Oriented Area




**Transit Stations**

SkyTrain Stations

**Transit-Oriented Areas**

Fleetwood

**Transit-Oriented Area Tiers[1]**

Tier 1 (up to 200 m)

Tier 2 (more than 200 m and up to 400 m)

Tier 3 (more than 400 m and up to 800 m)

Tier 2 of overlapping or proximate Transit-Oriented Area[2]

**Lots Zoned to Permit Residential Use[3]**

Tier 1

Tier 2

Tier 3

**Lots Not Zoned to Permit Residential Use[4]**

**SkyTrain Station located at the northeast corner of Fraser Highway and 160 Street**

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Where a lot falls within different tiers with respect to more than one Transit-Oriented Area, the tier allowing the greatest density and height (of the relevant tiers) applies.
3. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
4. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.

Figure 16h: **Bakerview-166 Street Station Transit-Oriented Area**

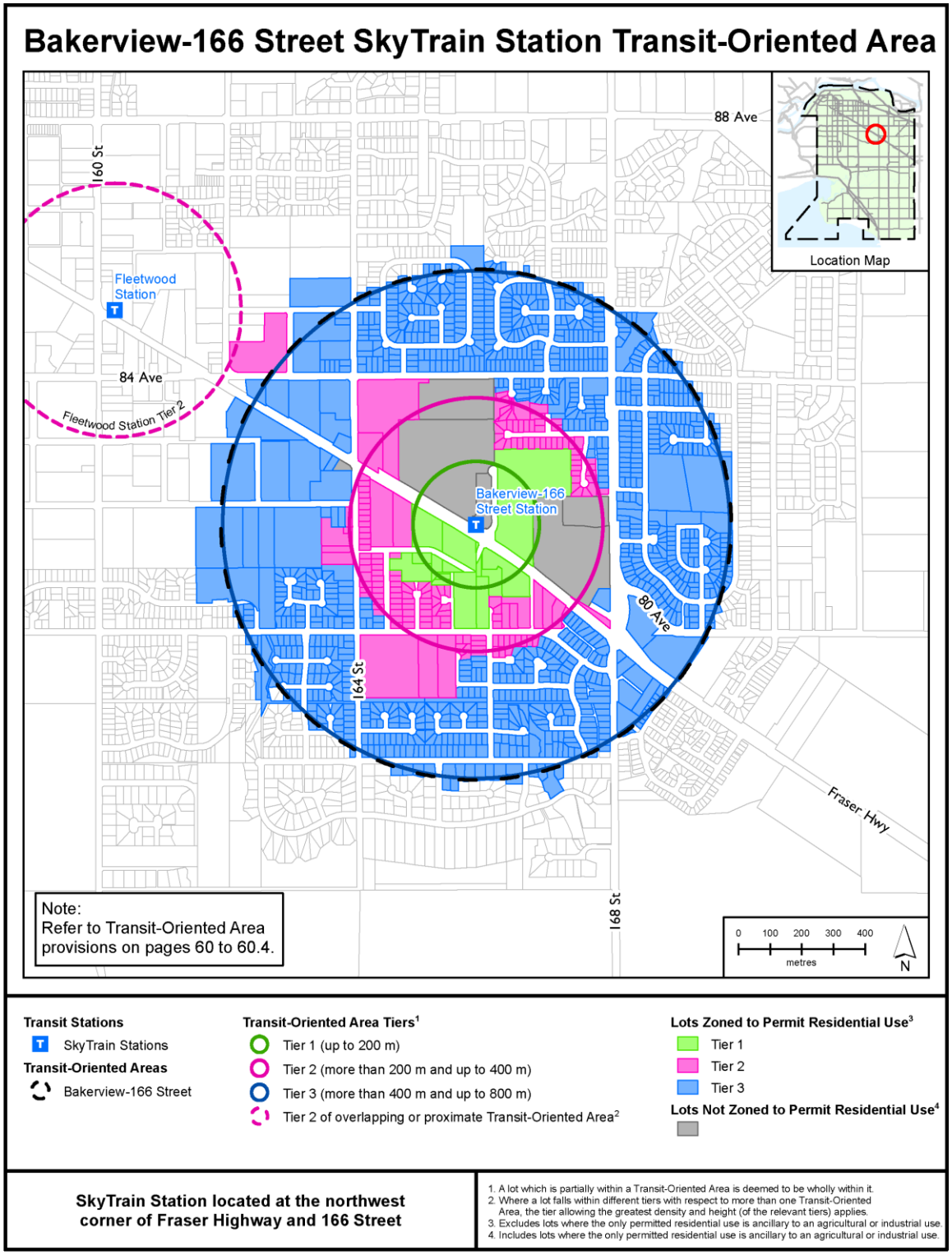
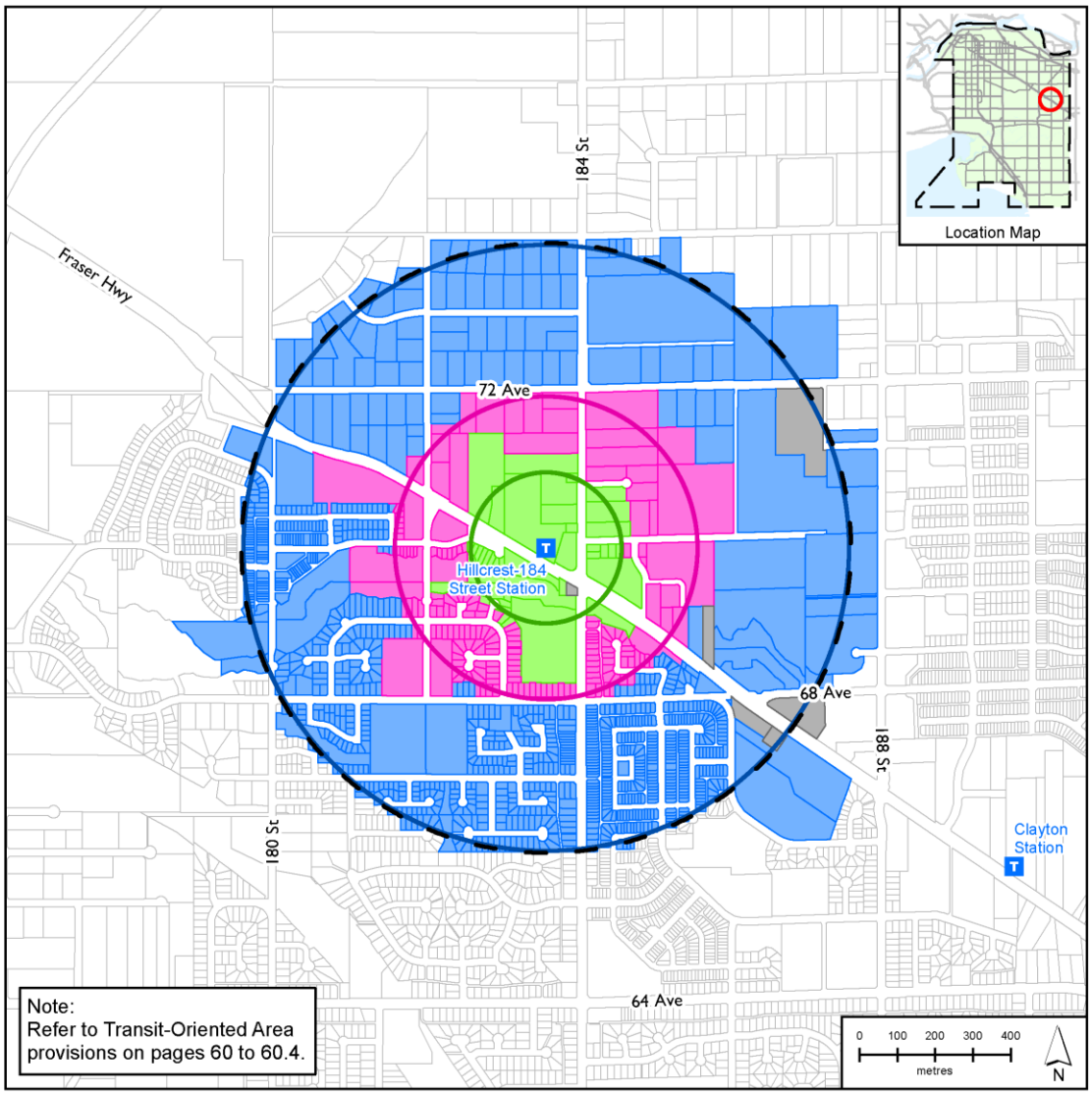


Figure 16i: **Hillcrest-184 Street Station Transit-Oriented Area**

## Hillcrest-184 Street SkyTrain Station Transit-Oriented Area




**Transit Stations**
- SkyTrain Stations

**Transit-Oriented Areas**
- Hillcrest-184 Street

**Transit-Oriented Area Tiers[1]**
- Tier 1 (up to 200 m)
- Tier 2 (more than 200 m and up to 400 m)
- Tier 3 (more than 400 m and up to 800 m)

**Lots Zoned to Permit Residential Use[2]**
- Tier 1
- Tier 2
- Tier 3

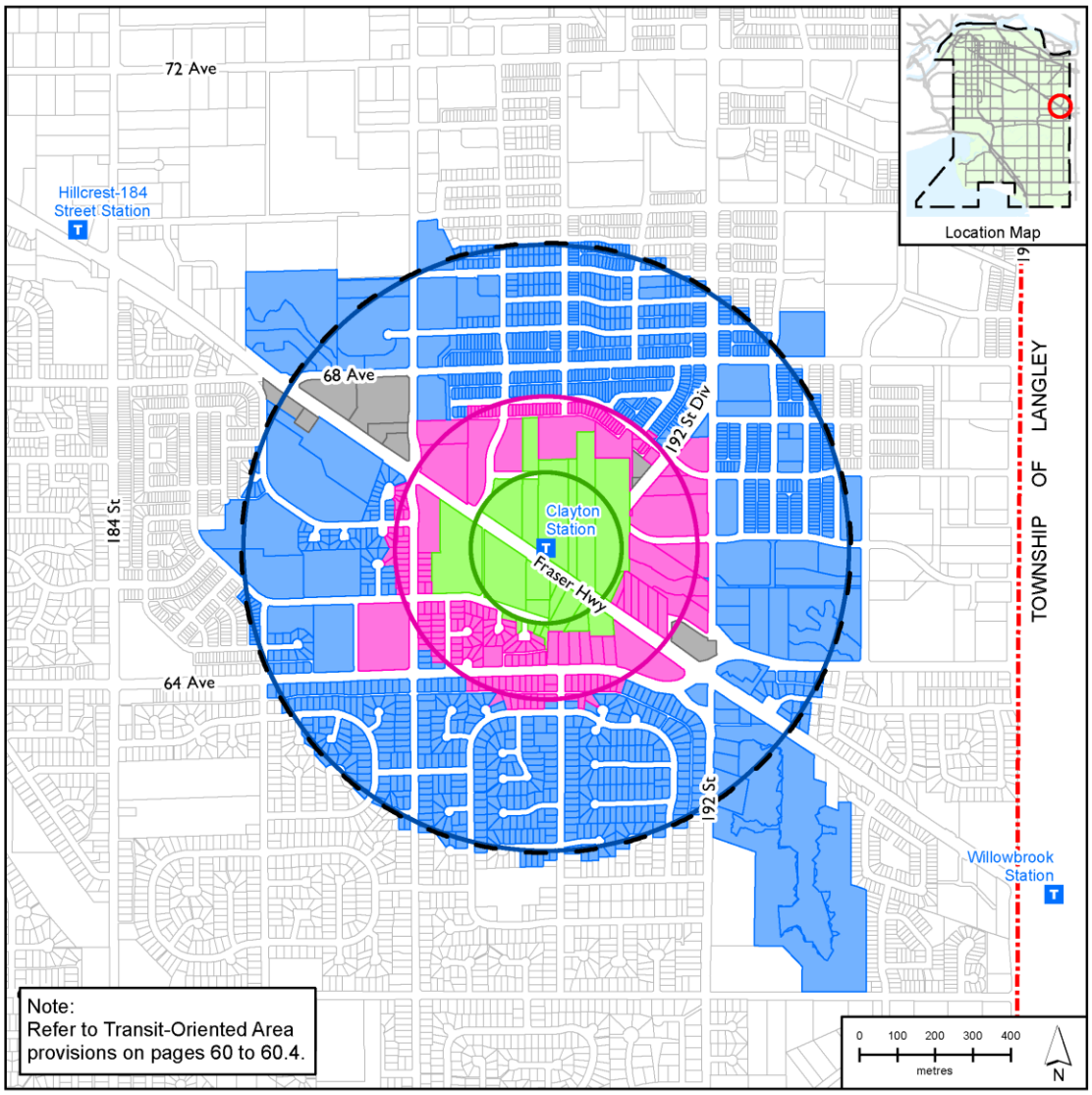
**Lots Not Zoned to Permit Residential Use[3]**

**SkyTrain Station located at the northwest corner of Fraser Highway and 184 Street**

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
3. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.

Figure 16j: **Clayton Station Transit-Oriented Area**

# Clayton SkyTrain Station Transit-Oriented Area




**Transit Stations**

SkyTrain Stations

**Transit-Oriented Areas**

Clayton

**Transit-Oriented Area Tiers[1]**

Tier 1 (up to 200 m)

Tier 2 (more than 200 m and up to 400 m)

Tier 3 (more than 400 m and up to 800 m)

**Lots Zoned to Permit Residential Use[2]**

Tier 1

Tier 2

Tier 3

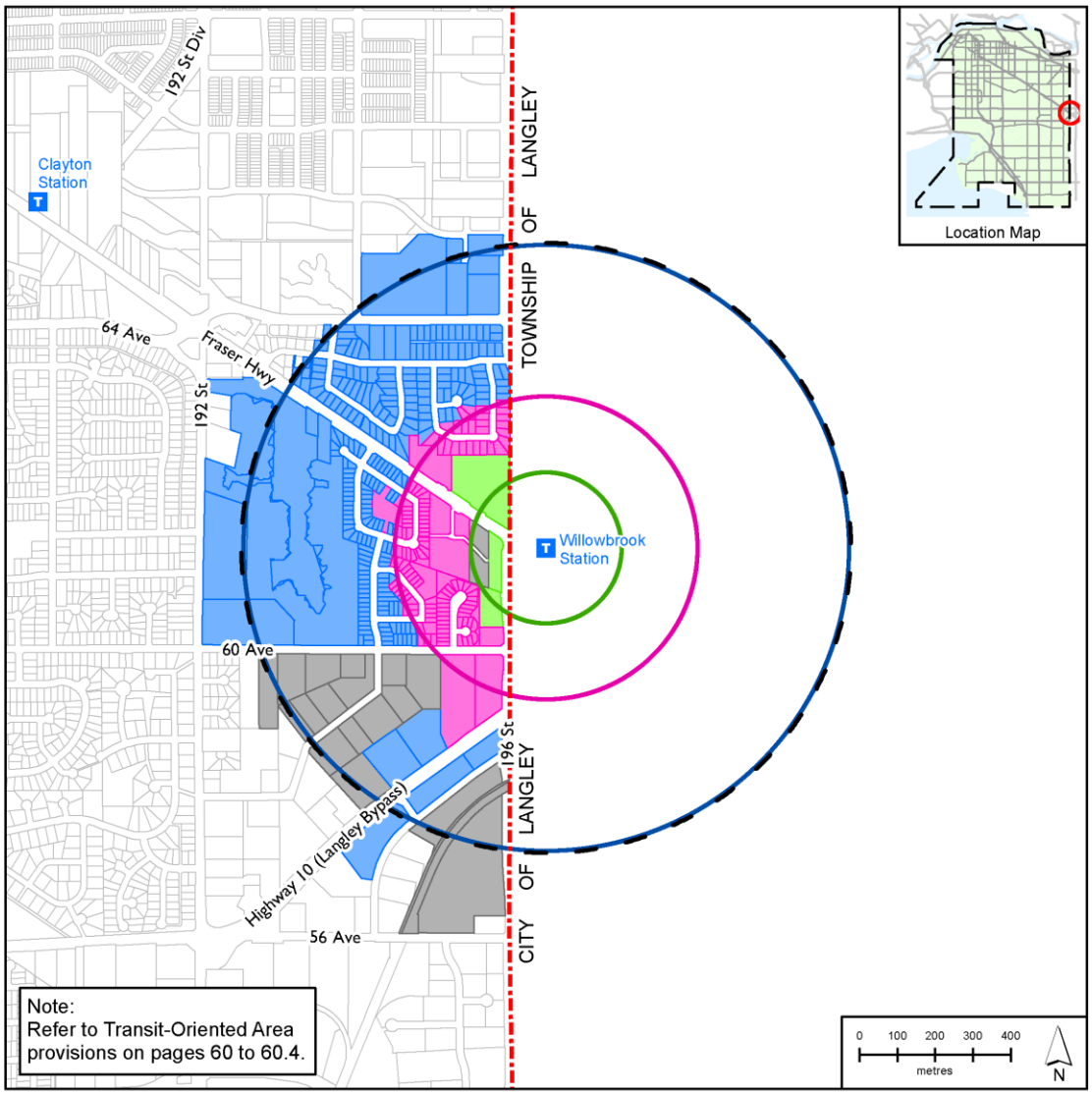
**Lots Not Zoned to Permit Residential Use[3]**

**SkyTrain Station located on the north side of Fraser Highway between 189 Street and 191A Street**

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
3. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.

Figure 16k: **Willowbrook Station Transit-Oriented Area**

# Willowbrook SkyTrain Station Transit-Oriented Area




Note:
Refer to Transit-Oriented Area provisions on pages 60 to 60.4.

**Transit Stations**
- SkyTrain Stations

**Transit-Oriented Areas**
- Willowbrook

**Transit-Oriented Area Tiers**[1]
- Tier 1 (up to 200 m)
- Tier 2 (more than 200 m and up to 400 m)
- Tier 3 (more than 400 m and up to 800 m)

**Lots Zoned to Permit Residential Use**[2]
- Tier 1
- Tier 2
- Tier 3

**Lots Not Zoned to Permit Residential Use**[3]

**SkyTrain Station located at the northeast corner of Fraser Highway and 196 Street in the City of Langley**

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
3. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.

Figure 16l: **Columbia Station Transit-Oriented Area**

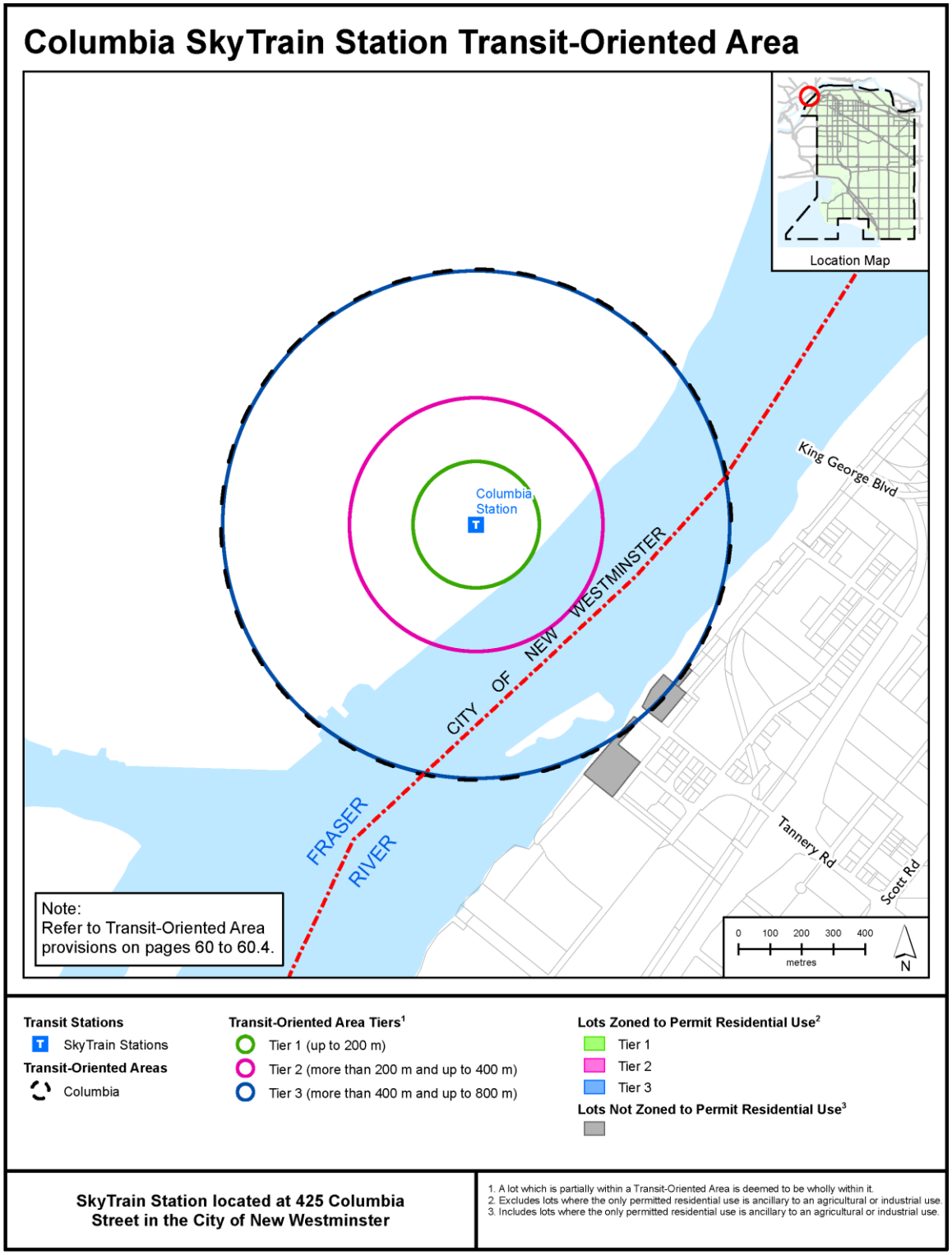


Figure 16m: **Guildford Mall Exchange Transit-Oriented Area**

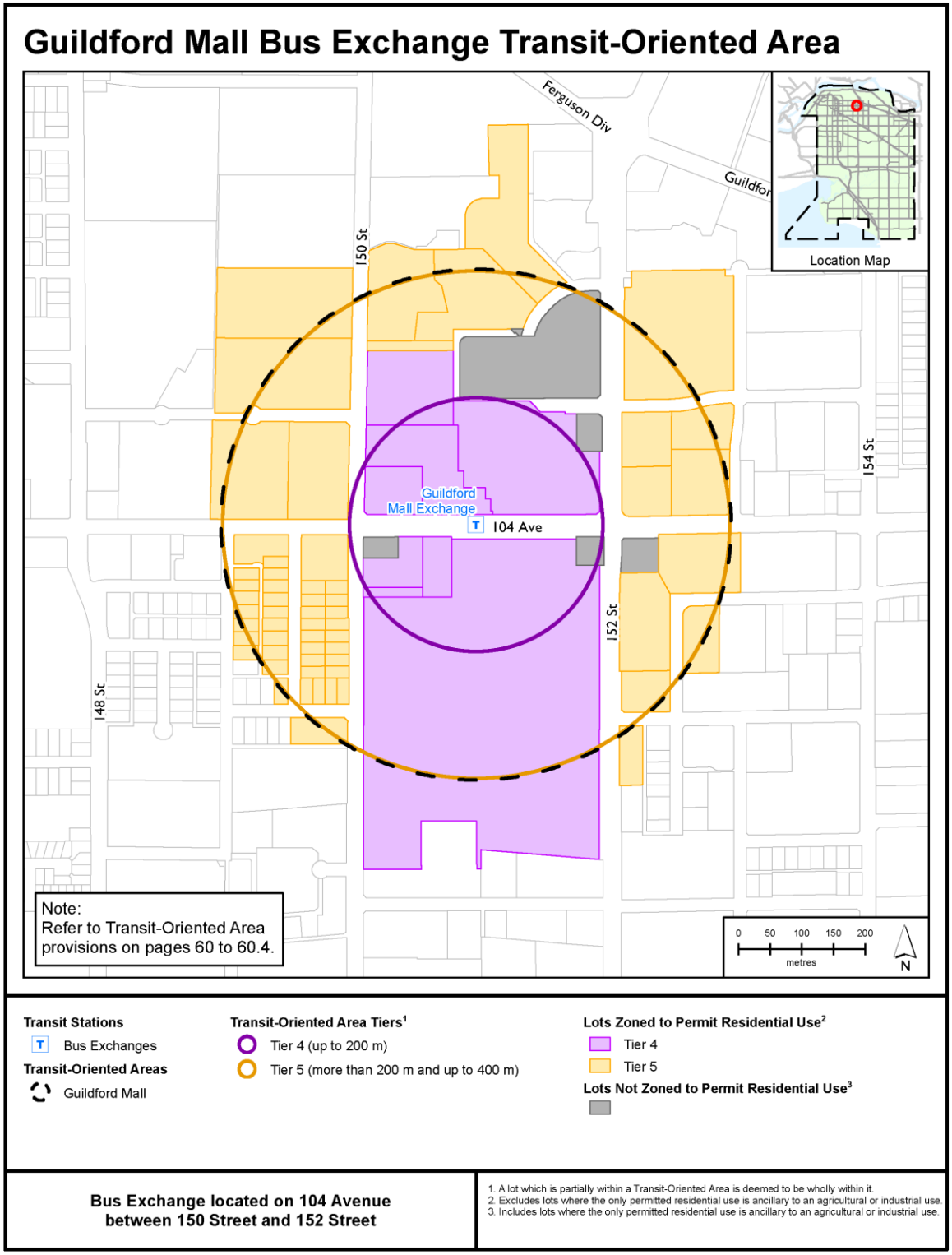


Figure 16n: **Newton Exchange Transit-Oriented Area**

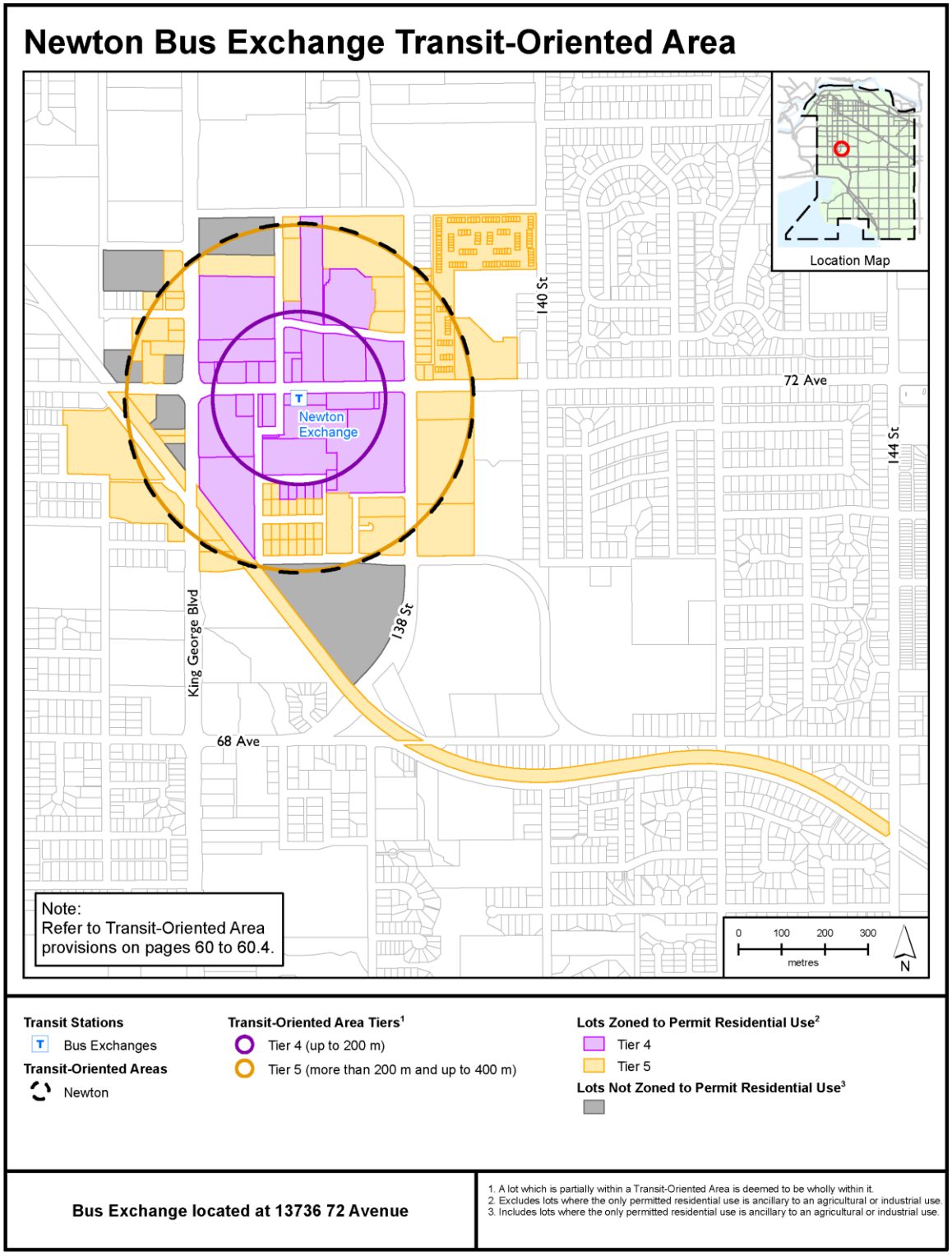
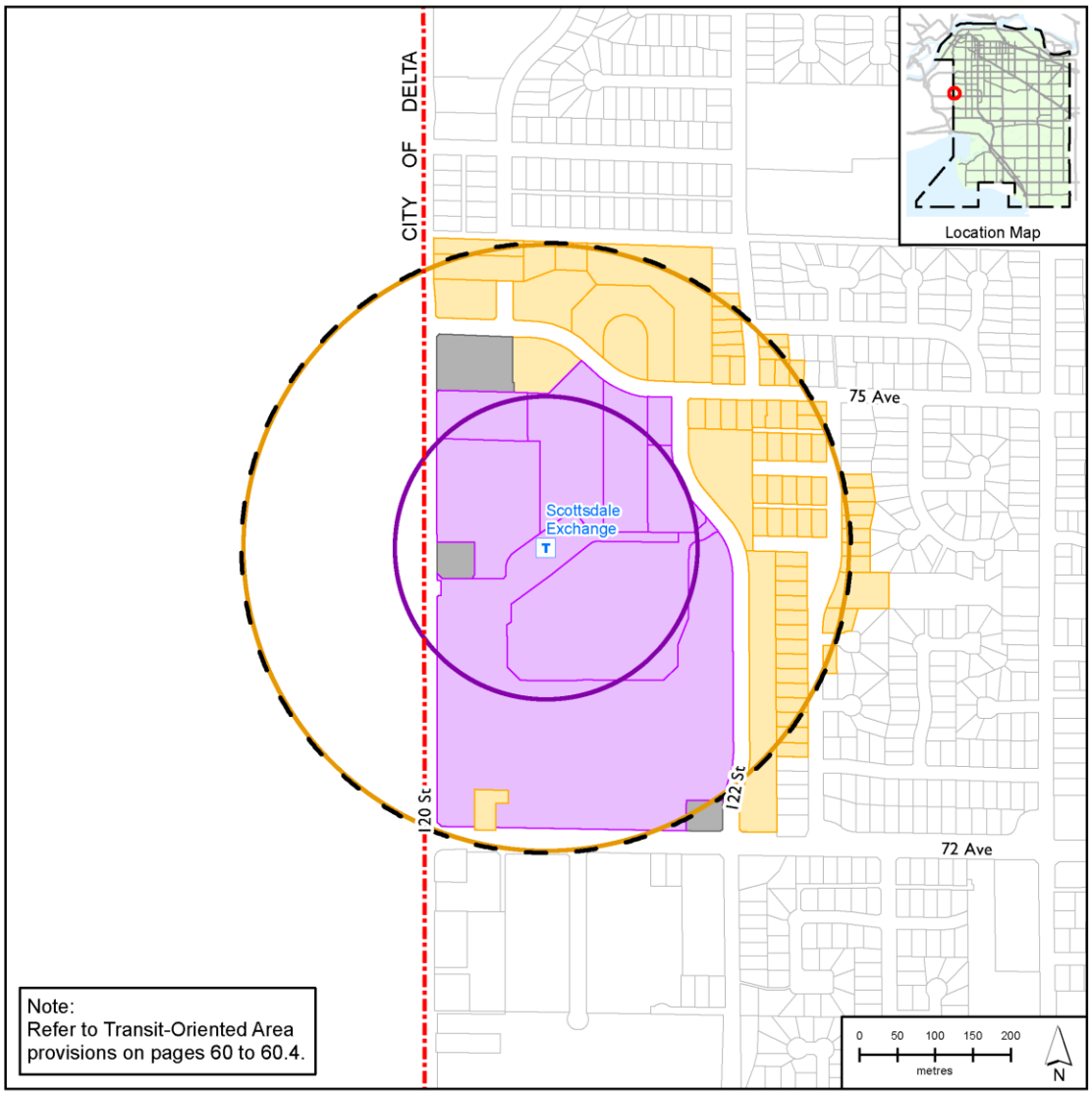


Figure 16o: **Scottsdale Exchange Transit-Oriented Area**

# Scottsdale Bus Exchange Transit-Oriented Area




Note:
Refer to Transit-Oriented Area provisions on pages 60 to 60.4.

**Transit Stations**
- T Bus Exchanges

**Transit-Oriented Areas**
- Scottsdale

**Transit-Oriented Area Tiers**[1]
- Tier 4 (up to 200 m)
- Tier 5 (more than 200 m and up to 400 m)

**Lots Zoned to Permit Residential Use**[2]
- Tier 4
- Tier 5

**Lots Not Zoned to Permit Residential Use**[3]

**Bus Exchange located at 7414 120 Street**

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
3. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.