

PART VII - SPECIAL BUILDING SETBACK

A. GENERAL

Amended

B/L [10602](#)

1. Notwithstanding the provisions of previous sections 11/10/90

of this By-law, setback of buildings and structures on

a property abutting existing or future Provincial highways, or existing or future arterial roads as designated on the drawing "Surrey Arterial, Major Collector & Grid Roads Plan, Drawing R-91, and attached as Schedule D of Surrey Subdivision By-law, 1986 No. 8830", shall not be less than the required setback set forth in the "YARDS AND SETBACKS" section of the zone in which the said property is located, and such setback shall be measured at right angles to the setback base line as hereinafter defined and established for the roads specified in Section B of this Part of the By-law.

2. For the purpose of this Part of the By-law, a setback base line shall mean a line which is parallel to the centreline of the ultimate right-of-way lines of an arterial road as designated on the an existing or future Provincial highway, or an existing or future arterial road as designated on the drawing "Surrey Arterial, Major Collector, & Grid Roads Plan, Drawing R-91, and attached as Schedule D of Surrey Subdivision By-law No. 8830", and which is established for the reservation of right-of-way for the purpose of future road widening. The said centreline of the highway or a road may not coincide with the centreline of the existing road or right-of-way.

3. Where ninety (90) per cent or more of the lots in the same block of land fronting on the same road are occupied by buildings at the date coming into effect of this By-law, no building or part thereof, hereafter erected, shall be so situated on a site that any main wall will be closer to the street line than the average of the setback of the said ninety (90) percent of the buildings.

B. ESTABLISHMENT OF SETBACK BASE LINES FOR SPECIFIC ROADS

1. A setback base line shall be fixed on both sides of all roads as hereinafter set forth, and such setback base line shall be twelve (12) metres [40 ft.] as measured at right angles to the centrelines of the said roads:

(a) East-West Roads:

- 112 Avenue from the King George Highway to Hansen Road

- 110 Avenue from Scott Road to 128 Street

Amended

- 110 Avenue to 108 Avenue from Highway No. 1 B/L 9604

Interchange to 160 Street

07/25/88

- 104 Avenue from the Highway No. 1 Interchange to the Parson's Channel and from Scott Road at Tannery Road to the West Whalley Ring Road

- 102 Avenue from 134A Street to the East Whalley Ring Road

- 100 Avenue from 154 Street to 160 Street

- 96 Avenue from River Road to Scott Road; from the Fraser Highway to 176 Street; and from Barnston Drive to the Surrey-Langley Boundary

- 88 Avenue from Scott Road to the Surrey-Langley Boundary

Inserted

- 84 Avenue from 132 Street to the Fraser Highway B/L 8160

03/04/85

- 80 Avenue from Scott Road to the King George and Highway from the Fraser Highway to the Surrey- Langley Boundary

- 72 Avenue from the Fraser Highway to the Surrey-Langley Boundary

- 64 Avenue from Scott Road to the Surrey-Langley Boundary

- 60 Avenue from 176 Street to 184 Street

- 56 Avenue from the Langley By-Pass to the Surrey-Langley Boundary

- 40 Avenue from the King George Highway to 184 Street

- 32 Avenue from 152 Street to the Surrey-Langley Boundary

- 24 Avenue from 128 Street to 192 Street

- 16 Avenue from 128 Street to the Surrey-Langley Boundary

- 8 Avenue from 160 Street to Highway 99, and from the Pacific Highway to the Surrey-Langley Boundary

- Barnston Drive from 176 Street to 96 Avenue
- Colebrook Road from the King George Highway to 152 Street
- Crescent Road from Sullivan Street to the King George Highway
- Hansen Road from 112 Avenue to 140 Street
- Marine Drive from 128 Street to the Surrey-White Rock Boundary
- Old Yale Road from Scott Road to 108 Avenue and from 104 Avenue to the King George Highway
- Tannery Road from the proposed Provincial connection between River Road and Bridge Road to Scott Road

(b) North-South Roads:

- 128 Street from Highway No.10 to 108 Avenue; from 110 Avenue to 116 Avenue (North Perimeter Road); and from Marine Drive to Crescent Road
- 132 Street from Highway No. 10 to the King George Highway
- 136 Street from Highway No. 10 to the King George Highway
- 140 Street from 72 Avenue to Hansen Road, and from 16 Avenue to Crescent Road
- 144 Street from Highway No. 10 to the Fraser Highway, and from 100 Avenue to 108 Avenue
- 148 Street from 16 Avenue to the King George Highway, and from 96 Avenue to Wallace Drive
- 150 Street from 100 Avenue to 108 Avenue
- 152 Street from 16 Avenue to 88 Avenue
- 153 Street (North Slope Connection) from 152 Street/Highway No. 1 Interchange to the North Perimeter Road (location to be determined)

- 154 Street from 100 Avenue to Guildford Drive Amended
B/L 9604
- 156 Street from the Fraser Highway to 110 Avenue 07/25/88
- 160 Street from 8 Avenue to the King George Highway and from the Highway No. 1 Interchange to 108 Avenue
- 168 Street from 8 Avenue to 96 Avenue
- 176 Street from Highway No. 1 to the North Perimeter Road
- 184 Street from 8 Avenue to 80 Avenue
- 192 Street from 24 Avenue to 88 Avenue, and from Harvie Road to the North Perimeter Road
- East Whalley Ring Road from the King George Highway (location to be determined) to 108 Avenue then along 137 Street, 137A Street and 136A Street to 100 Avenue
- Grace Road from the proposed Provincial Highway Connection between River Road and Bridge Road to Scott Road
- Grosvenor Road from the East Whalley Ring Road to McBride Drive
- Harvie Road from Fraser Highway to 192 Street
- McBride Drive from Grosvenor Road to the North Perimeter Road
- Newton Ring Road from King George Highway along 76 Avenue then along 138 Street, 138A Street to 68 Avenue then back to King George Highway
- River Road from 96 Avenue to Grace Road Amended
BL 10000
05/23/89
- Surrey Road from Wallace Drive to the North Perimeter Road
- Wallace Drive from 148 Street to Surrey Road

2. A setback base line shall be fixed on both sides of all roads as hereinafter set forth, and such setback base line shall be thirteen decimal five (13.5) metres [44 ft.] as measured at right angles to the centreline of the said roads:

(a) East-West Roads:

- 116 Avenue from Industrial Road to King Road
- 108 Avenue from 128 Street to Ferguson Diversion
- 104 Avenue from the West Whalley Ring Road to 160 Street
- 100 Avenue from the King George Highway to 154 Street
- 96 Avenue from Scott Road to the Fraser Highway
- 72 Avenue from Scott Road to 152 Street
- Ferguson Diversion from 108 Avenue to 152 Street
- Guildford Drive from 152 Street to 156 Street
- Industrial Road from Bridge Road to 116 Avenue
- King Road from 116 Avenue to the North Perimeter Road (location to be determined)
- North Perimeter Road from King Road to 192 Street (location to be determined)

(b) North-South Roads:

- 152 Street from 88 Avenue to the Highway No. 1 Interchange
- 156 Street from 104 Avenue to Guildford Drive
- 160 Street from the Fraser Highway to the Highway No. 1 Interchange
- West Whalley Ring Road from Old Yale Road along 134A Street, 134 Street to 108 Avenue then to the King George Highway (location to be determined)

C. ESTABLISHMENT OF SETBACK BASE LINE AT INTERSECTIONS

1. Notwithstanding the provisions set forth in Section B above, a setback base line shall be fixed at the intersections of all roads specified in Section B.1 above, and at intersections of the said roads with Provincial Highways. Such setback base line shall be established on both sides of the said road for a distance of one hundred and fifty (150) metres [490 ft.] from the setback base line of the intersecting road, and the said setback base line of all the intersecting roads shall be thirteen decimal five (13.5) metres as measured at right angles to the centreline of the said road.

2. For the remaining section of all the intersecting roads the provisions set forth in Section B of this Part of the By-law shall apply.