



# Corporate Report

NO: C018

COUNCIL DATE: September 26, 2006

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## COUNCIL-IN-COMMITTEE

TO: **Mayor & Council** DATE: **September 19, 2006**  
FROM: **Acting General Manager, Planning and Development** FILE: **6520 – 20**  
(Semiahmoo Town Centre)  
SUBJECT: **Stage 1 Land Use Concept Component of the Updated Semiahmoo Town Centre Plan**

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## RECOMMENDATION

It is recommended that Council:

1. Receive this report as information;
2. Approve the Stage 1 Land Use Concept of the Semiahmoo Town Centre Plan (the "Plan"), attached as Appendix I to this report;
3. Authorize staff to undertake the Stage 2 component for the Plan, based on:
  - the Stage 1 Land Use Concept;
  - the resolution of outstanding land use issues identified in this report; and
  - the completion of an engineering servicing strategy and comprehensive financial plan that will provide adequate funding provisions for engineering servicing infrastructure, phasing of development and the provision of community amenities;and to report back to Council at appropriate milestones through the Stage 2 process;
4. Authorize staff to proceed with the processing of development applications in the Semiahmoo Town Centre area on the basis of conformity with the recommended Stage 1 Land Use Concept, with final approval of such applications being held in abeyance pending completion of the Stage 2 component of the Plan;

5. Authorize staff to work with City of White Rock staff to develop joint design and development guidelines for the White Rock/Semiahmoo Town Centre area for consideration by Council; and
6. Authorize staff to present the sustainability aspects of the Plan to the Environmental Advisory Committee (the "EAC") and address any issues raised by the EAC as part of the work of the Stage 2 component of the Neighbourhood Concept Plan amendment.

## **INTENT**

The purpose of this report is to:

- Provide a synopsis of the results of the public open house held on May 31, 2006, regarding the Stage 1 component of the Plan, to present and receive feedback on the second phase of work to the Plan;
- Identify measures to address the comments and concerns received through the public consultation process;
- Provide an overview and seek Council's approval of the Stage 1 – Land Use Concept component of the Plan, as the basis for more detailed planning necessary to complete the Stage 2 component of the Plan; and
- Provide Council with a summary of the outstanding issues to be addressed as part of the Stage 2 component of the Plan.

## **BACKGROUND**

On July 5, 2004, Council directed staff to proceed with a review of the Semiahmoo Town Centre Development Concept Plan. The objective was to prepare a revised Town Centre plan that would promote the continued vibrancy of this area. A map of the study area is shown in Appendix I of this report. The study was divided into two phases:

- **Phase 1** - included a market analysis, the development of planning principles, a review of existing land uses, a review of the capacity of existing utility services, improvements for traffic circulation and identification of development opportunities.
- **Phase 2** - based on the results of Phase 1, the Phase 2 work included an examination of opportunities for increased residential densities and the revitalization of commercial and office uses within the Semiahmoo Town Centre, including attention to potential redevelopment options. The results included a revised urban design concept and design guidelines intended to enhance the character, liveability and pedestrian/automobile environment of the Town Centre. The study examined parking opportunities and constraints and transportation system improvements (bicycle, pedestrian, transit, and vehicular).

On October 17, 2005, Council considered the results of Phase 1 of the review of the Plan as contained in Corporate Report No. R235. That report outlined the history behind the

development of the current concept plan, including the associated issue of limiting building height in the area to four storeys.

The results of Phase 2 were presented to Council on May 15, 2006 in Corporate Report No. C008 (attached at Appendix II to this report, without Appendices) and staff were authorized to present the findings in a public open house, which was held on May 31, 2006.

Following the Phase 2 public open house, staff has worked with consultants to address issues raised as part the public consultation process. Staff has also consulted with the School District to consider the impacts of the proposed changes on school infrastructure, has held additional meetings with White Rock staff on issues of traffic planning, utility servicing, and transit, has met with TransLink representatives, regarding future transit service to the area, and has met with various landowners, regarding opportunities and impacts on their properties.

## **DISCUSSION**

### **The Vision for the Town Centre**

The Semiahmoo Town Centre is envisioned as a vibrant, pedestrian friendly place with a mix of shopping, services, entertainment, amenities, and places to live. Each street in the Town Centre will have a specific intended character and mix of land uses to enhance the character and diversity of the pedestrian experience. If the public realm of each street is engaging and offers amenities to make people feel comfortable and safe, it may attract use by residents of the surrounding community and visitors from the region, as well.

If more people are attracted to live within walking distance of the core of the Town Centre, there will be more activity at all times of the day and evening. Through more intensive development, a larger local customer base will be created to retain the commercial vibrancy of the area with shops, services, restaurants, movie theatres and other commercial uses for Semiahmoo residents. This will also increase the opportunity for a broader range of transportation choices, including improved transit service to the area.

### **Proposed Amendment**

The proposed amendments to the Plan do not change the existing land use designation names or the areas that the designations cover. Appendix III illustrates the existing Official Community Plan ("OCP") land use map. Currently, the majority of the area is designated in OCP as "Town Centre" and "Multiple Residential" that allow a maximum density of 1.5 times the lot area (which is also expressed as a Floor Area Ratio [FAR] of 1.5) and a maximum building height of four storeys. There is a small amount of land designated as "Commercial" and "Urban" at the north end of the study area.

The proposed Plan amendments increase the density and building height for land designated as "Town Centre", which is predominantly located in the existing commercial area along 152 Street (including the Semiahmoo Mall site) between 16 Avenue and 21A Avenue. The density is proposed to be increased to an FAR of 2.5 and a variety of

building forms and heights are proposed, including high rise buildings up to a height of 20 storeys, sited to retain an attractive pedestrian-oriented streetscape. Higher signature buildings may be considered, subject to strategic siting to avoid negative impacts and address design considerations. The density is proposed to be accommodated in a tower/podium massing with parking located underground so as to provide more open space and green space, and more pedestrian and public amenities at the ground level.

The 2.5 FAR density is identified as the threshold needed to make redevelopment financially feasible and allow this commercial area to reposition itself in response to changes in the larger commercial market. More residential units would support the retail uses and services that are predicted by some to become more dependent on these immediate customers.

As this commercial area will become more dependent on customers within walking distance, redevelopment will need to be pedestrian-friendly, incorporating attractive walking environments with street-oriented shops, public seating opportunities, and green space. Changes to improve the pedestrian environment include the following:

- Maintaining a maximum four-storey height along street fronts with higher buildings set back from the street through a tower-podium building massing;
- Placing the majority of parking underground;
- Introducing additional roads to provide a more "downtown" type of street grid for pedestrians, cyclists, transit service and vehicular circulation;
- Connecting the current terminus of Semiahmoo Trail (at Martin Drive and Southmere Crescent) to the corner of 16 Avenue and 152 Street through the mall site;
- Enhancing the public realm to provide a specific intended character for each street to improve safety, comfort and diversity of the pedestrian experience. The street types that have been defined include those for 152 Street, Martin Drive, 16 Avenue and existing and proposed local streets; and
- Creating more opportunities for open space, green space and for more public amenities by placing parking underground and accommodating the density in podium, mid-rise and high-rise buildings.

This plan for the Semiahmoo Town Centre would accommodate growth in a responsible manner for an area that is already established as a commercial core with some amenities. It would support the viability of retail and service uses in the area, increase the transit supportive nature of the area, allow for the placement of parking underground, provide opportunities to incorporate innovative storm water runoff measures and provide a wider range of housing types, including mid-rise and high-rise apartments, townhouses and lower rise apartments.

The additional density would provide for approximately 1,600 new dwelling units at build out over what is currently allowed under the "Town Centre" designation. The study area (including the land designated as "Multiple Family") currently has a build out

capacity of 4,200 units (with 2,750 housing units existing now). Together with the additional density proposed for land designated as "Town Centre", this area could accommodate up to 5,700 units, along with the potential for a modest increase in commercial floor area. These calculations are based on the capacity of remaining vacant and under-developed land in the area.

### **Planning Approach**

A consultant team, including Phillips Farevaag Smallemberg, Bunt and Associates, Commercial Marketing Inc., Development Consulting Group, and Core Engineering, were retained to work with City staff to review the Plan, pursuant to the terms of reference approved by Council on July 4, 2004.

Planning and Development staff coordinated input from various City Departments, including Engineering, Parks, Recreation & Culture, Library, Fire, and RCMP, as well as input from the School District. A staff/consultant workshop was held to analyze issues and opportunities in the area in preparation for the first public open house.

Three meetings have been held with staff at the City of White Rock to coordinate transportation and servicing to this area. Several meetings have also been held with TransLink to discuss the types of transit service proposed to the area, as well as identify the types of facilities required to support expanded and improved transit service.

### **Public Consultation**

The public consultation process included five meetings with a stakeholder group that consists of representatives from various City Departments, consultants, Semiahmoo Residents Association, commercial/business interests, Semiahmoo Heritage Trail, and City of White Rock staff. These meetings were held to discuss issues and ideas, as well as present proposals, throughout the process.

Additional consultation was conducted with commercial property owners most directly affected by the proposed amendments to understand any issues from their perspective.

### **First Public Open House**

The first public open house was held November 9, 2005, in Semiahmoo Mall, to present the results of Phase 1 of the study and receive feedback. Approximately 323 people attended the open house and 105 comment sheets were submitted.

Information regarding transportation conditions, servicing capacities and parking supply were presented, along with potential transportation solutions and examples of housing forms (heights, including towers, design and densities) to encourage discussion about future development in Semiahmoo Town Centre. The key advantage of the area that people identified as submitted on the comment sheets was the convenient services, stores and amenities available within walking distance or a short drive. The small town ambience, shopping choices, availability of parking and an indoor mall were other advantages cited. The key improvements desired for the area included a wider range of

stores and entertainment venues, more medical, recreational and youth activities, updating of the building appearances, and a better pedestrian environment.

The desire for taller, denser buildings was mixed (25 against high-rise buildings, 17 for, and 8 for additional, but limited height). Concerns about traffic were also raised, particularly for the pedestrian environment, but also related to vehicular congestion.

### **Second Public Open House**

A second public open house was held on May 31, 2005, in Semiahmoo Mall, to present the results of Phase 2 of the Town Centre review. Approximately 492 people attended the open house and 190 comment sheets were submitted. The larger turnout was likely due to a rumour that 19 Avenue was proposed to be extended through Bakerview Park. While the City currently has an unopened right-of-way along the northern edge of this park, there has been no requirement identified to open this road as a result of this planning process.

The other key issues discussed during the second open house were similar to those raised throughout the process, including impacts of increased traffic, the need for the revitalization of the retail component, building height, density, open space, and quality of life in the area (from the perspectives of both those in favour and against changes in the area). These discussions were further elaborated upon in the comment sheets submitted, which are summarized below:

- In terms of the retail component, 13 people commented on the desire to retain an indoor mall component/food court that provides indoor weather protection for seniors to shop and congregate. Another 7 comments identified a preference to accommodate local businesses in the area and not just national chains.
- The "Status Quo Option" was stated as the preference by 27 of the comment sheet respondents. The reasons included the maximum four-storey height (26), retention of the small town feel (13) and lower density (11). Other reasons given included not increasing traffic (4), a quieter neighbourhood (3), retain seniors' orientation (3), the openness provided by the surface parking lots, and satisfaction with the mall as it exists today (3).
- Concerns expressed on the comment sheet regarding the "Status Quo Option" included the lack of incentive to upgrade the area (35), not providing a large enough customer base to support the commercial activity in this centre (4), no improvements to the pedestrian and bicycling environment (4), retention of the surface parking lots (2) and a Town Centre that is not well defined (2).

- The "Concentrated Density Option" was preferred by 29 respondents. The reasons given for supporting this option included increasing the customer base for the retail stores (13), increased density (10), a more vibrant land use mix (9), and the need to upgrade the mall (8). Other reasons given to support this option included a more pedestrian-friendly environment that will provide better access to amenities and services (4) and more open/green space created.
- Concerns expressed regarding the "Concentrated Density Option" included increased traffic (59), building heights (41), the high density proposed (41), increased crime (10), increased noise (4), poor pedestrian safety (3), a strain on public services, including utilities (8), medical services (23), road system (5), and schools (2). In terms of building height, some did not want any high-rises (45), others felt that building height could be increased to ten-stories (9), and others wanted towers set back along streets or clustered near the White Rock border (4).
- Comments, regarding the proposed road network, included those who did not like the network or the roads through the mall site (14) and those who did (10), while others felt that there should be more roads proposed as part of the road network (3). Other concerns were that the roads should be wider and that there would be more people short cutting through neighbourhoods with the proposed road network. Some felt that there is a traffic problem in the area already (12) and others felt that bicycle facilities are needed. Some noted support for the completion of 152A Street between 16 Avenue and 18 Avenue (5) and some did not (5).
- The proposed increase to the amount of open space in the "Concentrated Density Option" was supported by 38 respondents, with some stating that they would like to see more parks and open space and more trails/off road pathways. The proposed pedestrian circulation plan was supported by 13 respondents with some stipulating that the parks and pedestrian connections need to be safe and that more/wider pedestrian connections are needed (2). Four respondents felt that the existing parks and pedestrian facilities were already satisfactory.
- 18 respondents liked the proposed streetscapes for Semiahmoo Town Centre and 7 respondents warned of the need to pay special attention to landscaping along streets. The need to retain existing trees was raised (3) along with the suggestion to consider European streetscapes for Semiahmoo (3).
- Due to the high turn out and smaller space, there were comments regarding the public open house itself, including the venue being too crowded (9) and presenting too much information (2). Two respondents felt that there should have been an option presented that was midway between the "Status Quo" and "Concentrated Density" options.

### **Response To Public Consultation**

The purpose of reviewing the plan, as outlined in the initial Corporate Report No. R170 and attached Terms of Reference (June 2004), is " . . . to be focussed on a market/positioning analysis of the Semiahmoo Town Centre and will include a review of development capacity . . . to undertake an updating of land uses, densities, urban design

guidelines, pedestrian and vehicular systems and engineering services". The proposed Plan is the result of this review and several issues have been identified through public consultation, meetings with other agencies, and analysis by staff/consultants. These key issues include the following:

- Density and building height;
- Traffic;
- Area character;
- Open space; and
- Crime/Noise.

### **Density and Building Height**

While public response to the options presented at the last public open house were not definitive, the "Concentrated Density Option" is recommended because this option:

- Provides the minimum amount of density to support redevelopment;
- Provides an opportunity for the commercial area to reposition itself and thrive as a vibrant town centre under current market conditions through this redevelopment opportunity;
- Increases the number of people living within the town centre, increasing the local customer base and supporting improved transit service to the area;
- Incorporates improvements to the public realm, especially for pedestrians; and
- Incorporates additional public open space through building massing and by placing parking underground.

A density of 2.5 times the lot area (FAR) is at the low end of high-density development and can be accommodated in various building heights. The building heights proposed would range from low-rise (3-4 storeys) and mid-rise buildings (6-10 storeys), to high-rise towers (to a maximum height of 20 storeys, except for potential signature/landmark towers), in locations as illustrated on the map attached as part of Appendix I. The advantage of variations in building height is the additional open space that can be gained at ground level to accommodate parks, plazas and open space, and the views that can be retained through careful tower placement. To minimize the impact of new development on pedestrians and adjacent existing development, maximum building heights adjacent to streets are proposed to be limited to four storeys or less. The streetscape guidelines provide illustrations to show the experience of different streets from the pedestrian perspective and how the impact of taller buildings can be minimized through set back from the podium structures on each type of street.

Most of the other issues related to density include increased traffic and congestion, concern that there could be the loss of an indoor mall and desire for the provision of additional amenities such as medical services, schools and employment generating uses, each of which are discussed below.



## **Traffic**

While there is existing capacity in the area, higher traffic volumes through the Town Centre during the p.m. peak period is causing congestion and concern. Several solutions are proposed to accommodate additional traffic, which are outlined later in this report under the section entitled "Proposed Land Use Concept". The improvements proposed have been tested through transportation modelling and have proven to accommodate the development densities contemplated in the proposed Plan, with several options to consider.

## **Area Character**

Some of the concerns expressed in response to the proposed amendments were related to the perceived loss of the existing character of Semiahmoo Town Centre, including its "small town feel" and loss of indoor shopping. Other responses noted opportunities that redevelopment would bring, including improvements to the pedestrian environment, an updating of the buildings, a wider range of shops, offices and other service amenities, and additional street trees/landscaping.

While the character of Semiahmoo Town Centre would likely change with these amendments, the policies of the Plan and its design guidelines will focus on:

- creating a traditional shop front character within the core commercial area (152 Street between 16 Avenue and 18 Avenue), with retail units oriented and opening onto the street;
- wide sidewalks to allow sidewalk retailing opportunities;
- weather protection along the street fronts;
- attractive street landscaping and street furniture;
- street-fronting buildings limited to four-storeys with higher buildings set back and placed to minimize their impact and overshadowing.

The desire to have some indoor shopping space was expressed by numerous seniors in the area, who want an indoor place to shop and gather in inclement weather. This type of amenity will also be identified as a fundamental component of redevelopment in the plan and the design guidelines.

An opportunity to coordinate the character of the area, including the portion south of 16 Avenue in White Rock, has been proposed by White Rock's City Council. On July 10, 2006, White Rock City Council passed a resolution to invite Surrey City Council and staff to partner with White Rock in establishing joint design and development guidelines for the larger Town Centre area. This process could be conducted as part of the Stage 2 component of the Plan.

## **Open Space**

The desire to retain and expand open space was expressed by the public, particularly if density were to be increased. Some residents value surface parking to provide a sense of openness.

Additional public open spaces are proposed on the mall site in locations shown on the Land Use Concept Plan attached as part of at Appendix I, including at the northwest corner of 16 Avenue and 152 Street and centrally located within the site. A greenway linkage is proposed between the existing Bakerview Park and the new 17 Avenue crosswalk to the mall, along the new 152A Street extension. Proposed policies in the Plan would promote the need to capture additional open space through redevelopment, particularly along key streets, which can be designed and located as part of new development.

### **Crime/Noise**

It is an objective of the Plan to promote and encourage the continued vibrancy of the Semiahmoo Town Centre area. Should redevelopment not occur, bringing more residents to the area that would live, shop and recreate in this area, there is a concern that the Town Centre may experience decline due the siphoning off of commercial activity to other areas. Areas that experience decline and vacancies often tend to have the appearance of reduced public safety.

While the proposed Plan will likely increase activity in the area, the Plan's policies and design guidelines pertaining to the location of incompatible uses and buffering, are proposed to be developed to ensure that issues of noise and crime will be minimized. Existing Development Permit Area guidelines in the OCP will ensure adherence to Crime Prevention Through Environmental Design (CPTED) principles for all commercial, multi-family residential and mixed-use developments.

### **Proposed Land Use Concept (Stage 1)**

The proposed Plan, documented in Appendix I, contains the Land Use Concept Plan. This document also outlines the vision, planning principles, land use plan and policies, and streetscape and public realm guidelines.

### **Planning Objectives**

The Semiahmoo Town Centre is envisioned as a vibrant, pedestrian-friendly place with a mix of shopping, services, entertainment, amenities and places to live. Each street in the Town Centre will have a specific intended character and mix of land uses to enhance the character and diversity of the pedestrian experience.

A set of principles to direct the Plan update was prepared as part of the public consultation process. There are 12 principles that advocate the creation of a complete community, pedestrian-friendly streets, a wider range of housing choices, more social interaction, effective transit access, supportive traffic capacity, more on-street parking opportunities, environmentally-friendly design, and more retail, office, cultural, entertainment, public art, and service opportunities. The pertinent section in Appendix I explains each principle in more detail.

### **Low Rise Multiple Residential**

The proposed land use concept does not propose any density or building height changes to the properties designated as "Multiple Residential", which allows four-storey structures at a maximum density of 1.5 FAR. Most of the housing created under this designation is recent and redevelopment potential is limited. However, any new development along 152A Street, Martin Drive, and 16 Avenue will be encouraged to provide ground-oriented townhomes along the street, attached to apartment forms behind and above.

### **Town Centre Mixed-Use**

Three types of residential uses are encouraged on properties designated as "Town Centre", including:

- residential above retail commercial uses along 152 Street;
- residential at-grade or above retail/office uses along 16 Avenue and along the southern part of Martin Drive;
- residential occupying the entire building in areas where residential streetscape character is intended, including the northern part of Martin Drive and 152A Street; and
- density is proposed to be increased to 2.5 FAR, which will allow high rise building forms subject to locational guidelines.

Detailed design guidelines are proposed to ensure urban design integration and liveability, as well as to limit impacts on the public realm, public and private open space, and other residences. The guidelines will also encourage a range of housing types to meet a wider range of households and to provide varied building forms that will create interesting streetscapes.

### **Town Centre Retail Commercial**

Required street-fronting retail commercial uses will be focussed along 152 Street, between 16 Avenue and 18 Avenue and guidelines will emphasize a fine texture of narrow shop fronts with large interesting display windows, welcoming entrances, attractive, pedestrian scale signage and lighting, and weather protection. Opportunities for outdoor eating, display and sales will also be addressed in the design guidelines.

An indoor shopping mall component will be a focus of the Plan, in addition to the street fronting retail along 152 Street. The retail activity will be supported by parking located on the street as well as underground.

### **Town Centre Office and Business Commercial**

Guidelines will direct non-retail commercial uses such as offices, fitness facilities and medical clinics to locations on second floors of buildings fronting on 152 Street and on the first and second floors of buildings fronting 16 Avenue, the southern portion of Martin Drive, and some of the new streets within the mall site. An expansion of these

uses will make Semiahmoo Town Centre more complete and provide more opportunities for nearby residents to work near home.

### **Institutional**

In addition to the existing library and fire hall, the desire for both a seniors and youth activity facility was noted as part of the public consultation process. Consideration should be given to these types of facilities as a community amenity associated with redevelopment projects.

Consultation with the School District has determined that the proposed Plan will not require additional schools in the area.

### **Parks and Open Space**

To supplement the open space that exists within and around the periphery of the Town Centre, a new public open space, that is predominantly green and landscaped, is proposed as part of the redevelopment of the mall property.

Additional open space amenities will be sought as part of redevelopment, particularly along 152 Street. One such plaza opportunity that has been identified on the Plan is at the northwest corner of 152 Street and 16 Avenue. This plaza is to be connected to the Semiahmoo Trail that currently ends at Southmere Crescent and Martin Drive. The trailhead is to be connected to the new plaza via a public walkway through the mall site. Interpretive signage about the history of Semiahmoo Trail and special paving treatments will be encouraged to provide way finding and to reference the historic travel route.

### **Pedestrian and Cyclist Circulation**

The pedestrian realm is to be improved with guidelines that encourage wider sidewalks and more interesting and varied streetscapes that capitalize on the proposed high-density mixed-use environment where residents and workers can access amenities and services within easy walking distance. These improvements will be further enhanced for pedestrians through the creation of a finer street grid that will provide more linkages to path systems and open space amenities.

Building attractive safe bicycle lanes as part of the finer street grid will also offer another transportation alternative.

### **Transit Circulation**

As part of the South of Fraser Transit Area Plan review, TransLink has been considering transit service and required facilities for Semiahmoo. The types of future improvements include:

- Rapid Bus service to Surrey Central SkyTrain Station;
- Continued community shuttle service in the Semiahmoo Peninsula;
- Bus service to Guildford Town Centre;
- Bus service to the City of Langley;

- Bus service to the new RAV SkyTrain Line in Richmond;
- Private transit service to Bellingham, Washington;
- Transit service access improvements created near 16 Avenue and 152 Street;
- Off-street bus layover location to remove excess bus traffic and bus idling on the street.

The high frequency, multiple destination transit service to Semiahmoo Town Centre can only be supported by the higher residential densities proposed and this transit service will distinguish Semiahmoo from the other retail commercial centres in South Surrey that are not transit supportive. The transit service proposed for Semiahmoo Town Centre will also provide multiple options for commuting to other commercial and employment centres, reducing dependence on private vehicles.

### **Transportation Circulation**

Several improvements have been incorporated and tested as part of the development of the Plan, to improve and accommodate the land uses and densities proposed as part of the amendments to the Plan. These include the following:

- Completing the connection of 152A Street between 16 Avenue and 18 Avenue as proposed in the original plan;
- Adding two new streets through the mall property as part of its redevelopment to provide more vehicular and pedestrian access options;
- Expanding, over time as needed, arterial capacity to the area. The routes to be considered for expansion will be identified as part of the Stage 2 process.

### **Streetscape and Public Realm Guidelines**

The focus of the streetscape and public realm guidelines would be the creation of a comfortable and attractive pedestrian environment along all streets. In addition to restricting the heights of buildings adjacent to streets, other measures would contribute to streetscape character. Some streets would have a residential focus, while other streets would have office or retail uses at grade. A coordinated redevelopment plan provides the opportunity to achieve varied setbacks, street trees, weather protection (such as building canopies), ample sidewalks, pedestrian-scaled lighting, attractive signage, street furnishings, public art and amenities. Sketches and road cross sections will be included in the guidelines to describe and illustrate the different desired street character for key streets in Semiahmoo Town Centre:

### **Sustainable Planning and Design**

To address the principle to design streets, buildings and open spaces in an environmentally friendly and sustainable manner, sustainable storm water management measures and design guidelines are proposed to be developed for this planning document as part of the Stage 2 component of the process.

While developing a compact, walkable and complete community is generally recognized as a significant commitment towards sustainability, a further demonstration that the Plan is sustainable has been made by comparing the updated Plan with a Sustainability

Checklist developed by the City of Port Coquitlam. This exercise was undertaken by Surrey staff as a part of the planning process. The Port Coquitlam checklist has been developed to rate actual development proposals and, as such, some of the questions do not directly translate to rating a land use plan. For this reason, the checklist has been modified and does not include the question about LEEDS building standards, which can only be measured against an actual development proposal. Two other questions that relate to the number of employment opportunities created and the types of businesses added, can also only be fully measured as part of a development application. Therefore, a range has been applied to these two latter questions.

Appendix IV includes the detailed modified checklist and evaluation, which notes how the Plan measures up to each item on the list. The results show that the proposed Plan, based on the "Concentrated Density Option", addresses between 85% and 91% of the sustainability measures in the modified checklist. The items that the Plan does not address include affordable and rental housing requirements and minimum requirements for employment. Also, arterial capacity is proposed to be expanded, which is contrary to sustainable practices. The existing plan would rate much lower if measured against this checklist, as there would be reduced opportunities for the redevelopment that would broaden the housing choices, increase the diversity of uses (including community amenities, open space and employment uses), improve the public realm and pedestrian environment, relocate parking underground and increase the density to support improved transit service.

### **Planning Analysis**

The existing Semiahmoo Town Centre Development Concept Plan undertaken in 1992 predominantly allows a maximum building height of four storeys and a maximum density of 1.5 FAR for properties designated as "Multiple Residential" and "Town Centre". The recommended amendments to this plan propose to increase the density to 2.5 FAR and increase the maximum building height to 20 storeys (with the exception of potential signature/landmark buildings that could be higher) on properties designated "Town Centre". This amendment adds density and height to the core commercial portion of the Town Centre.

The existing density and height limit will be retained in the medium density designation to provide the gradual decrease in profile and density between the core high densities and the lower single-family densities. Other amendments propose to have new residential developments orient grade level units to the street along residential streets, add green space and greenway connections, add additional streets to create a finer street grid, improve the character of the public realm along streets through specific streetscape guidelines for each type of street, and create design and development guidelines for each of the land uses to ensure the plan's principles are achieved. Enhancements to accommodate future improvements to transit service and supporting facilities have also been incorporated into the proposed changes to the Plan.

Increased building height, density and traffic have been the top three issues identified as part of this process. Design guidelines and transportation improvements have been proposed to address these issues.

## **General Servicing Issues**

At Stage 1, transportation and servicing to accommodate the proposed amendments have been reviewed and Engineering staff are satisfied that the requirements for transportation, water, sanitary sewer and storm drainage can be resolved to support the proposed land use concept as part of the Stage 2 review.

## **Water**

The water supply to the area is within the Sunnyside pressure zone, which has a static pressure head of 40 metres. There are 300 millimetre diameter mains located along 152 Street, 18 Avenue, and 17 Avenue. The remaining watermains are located within existing streets and vary from 150 millimetres to 200 millimetres. The main feeder line for the system is located at the Sunnyside Reservoir at 20 Avenue. The existing systems are functioning adequately for the existing development. Improvements are required to service the additional population and densities proposed.

Surrey Engineering staff are working with the GVRD to identify an existing accurate water capacity for South Surrey. There is currently a conservative estimate of water capacity to the year 2011 to accommodate a South Surrey population of 87,000, but the existing system may actually be able to accommodate more capacity. The existing population estimate for South Surrey is 72,000. The maximum additional population capacity anticipated as part of this Semiahmoo Town Centre land use concept is approximately 4,300 at build out. Water service capacity is to be expanded following 2011 and the City is working with the GVRD to ensure that water service accommodates the long term anticipated growth in the area, as well as to identify the infrastructure and land requirements needed to accommodate water service expansion. The result of this work will be covered as part of the Stage 2 report.

## **Sanitary Sewer**

The study area is generally serviced by two catchments, including, the eastern catchment leading to the North Bluff Pump Station at 16 Avenue and King George Highway and the western catchment leading to the GVRD's Ocean Park Trunk on 16 Avenue. The GVRD confirms that there is sufficient capacity in their Ocean Park Trunk for the additional flow anticipated as a result of the changes proposed as part of the Plan update. However, the North Bluff Pump Station and the force main system will have to be upgraded to accommodate the additional flow from the eastern catchment. Alternatively, a local pump station, located in the vicinity of 20 Avenue and 154 Street, and a force main, could be installed to accommodate the flow from the eastern catchment. Furthermore, sections of gravity sewer leading to these main discharge points will need to be upgraded.

## **Storm Drainage**

The study area is generally split by 152 Street. West of 152 Street discharges at 146 Street and 16 Avenue and east of 152 Street discharges ultimately to Fergus Creek. The storm drainage in the area is anticipated to improve with the proposed Plan for Semiahmoo Town Centre as the existing conditions in the Town Centre core area are predominantly paved. The proposed changes to the Plan would incorporate opportunities

for additional open space. In addition, sustainable storm water standards will be developed for this area as part of the Stage 2 work.

### **Transportation**

A transportation study was conducted by Bunt and Associates. It was recognized that the increased density in the area will increase traffic volumes, and that existing travel lanes should be retained on 152 Street. Traffic modelling has confirmed that with some improvements the Plan will accommodate the increased densities. The improvements include:

- A new east-west road through the mall site;
- The completion of the 152A Street link between 16 Avenue and 18 Avenue;
- A north south link between the new east-west Street through the mall and 16 Avenue;
- A transit exchange near 152 Street and 16 Avenue;
- An off-street bus layover area to reduce the number of buses idling on the street;
- Additional capacity on arterials to the area;
- The completion of 16A Avenue through to 152A Street; and
- Improved pedestrian facilities, including wider sidewalks, street trees, pedestrian lighting and buildings oriented to the street.

### **Financial Plan**

The work required to confirm the engineering servicing strategies will be undertaken as part of Stage 2. A financial plan and phasing strategy will also be completed as part of the Stage 2 component. The financial plan will identify the costs for each component of infrastructure and the anticipated Development Cost Charge revenues that new development will generate toward that component to ensure the financial viability of the amendment to the Plan. Refinements and proposed additions to the City's 10 Year Servicing Plan may be recommended. The details associated with the engineering servicing strategies, the costs related to the design and construction of these works, and the best method for the Plan to finance the required infrastructure will be addressed as part of Stage 2.

### **Land Use Matters to be Resolved as Part of Stage 2**

A number of land use and infrastructure issues will need to be resolved during the Stage 2 component of the Plan. The following is a summary of these outstanding matters. A detailed assessment of these matters and any resulting changes to the Plan will be presented to Council in conjunction with the completion of the Stage 2 component.

1. The proposed Plan and sustainability features will be presented to Surrey's EAC and any concerns and comments from EAC will be addressed in the amendments to the Plan;
2. The bicycle routes will be reviewed and the location of paths along roads and the linkages to the Semiahmoo Trail and other bicycle routes will be identified;



3. The streetscape guidelines will be refined and the design guidelines will be developed to ensure that the principles are achieved and an attractive and vibrant public realm is realized. The guidelines will also address transitions between higher density development and medium/lower density development, including the siting of residential high-rise buildings to minimize privacy and overshadowing. It is recommended that staff work with White Rock to develop joint design and development guidelines for the combined Town Centre area, where practical;
4. Policies to achieve a finer street grid will be developed, pursuant to refinements to the transportation plan along with refinements to the road configuration;
5. Staff will continue to work with TransLink to accommodate transit services and a bus layover area;
6. Sustainable storm water standards will be developed and reviewed to ensure opportunities for storm water exfiltration and water quality treatment are captured, where appropriate;
7. Upgrades to the North Bluff Pump Station and force main system will be analyzed to identify requirements for accommodating the increased density proposed;
8. Staff will work with the GVRD to identify the existing water capacity for Surrey to 2011 and the requirements for expansion beyond 2011 to ensure that there is adequate capacity to serve approved plans;
9. Amendments to Surrey's OCP to implement the Plan will be outlined; and
10. The financial plan will be developed to identify the costs for each component of infrastructure and to identify additions to the 10-year Serving Strategy.

### **Next Steps**

It is recommended that Council authorize staff to develop the Stage 2 component of the Plan, involving more detailed analysis as identified in this report and Appendices. Specifically, staff will work to resolve outstanding land use concerns, as documented above, to identify all detailed engineering requirements and prepare a comprehensive servicing plan, including water, storm sewer, drainage facilities, other major infrastructure, and the transportation network, with a financial strategy to fund the infrastructure needed to support development in the area.

Stage 2 will also review required amenities to serve the area, including park acquisition analysis, park development costs, fire and police protection, library materials, and the establishment of appropriate amenity contributions for the Plan area, to be collected at the time of development of individual sites.

Any necessary amendments to the OCP to implement the Plan will be documented in Phase 2.

Various City Departments and external agencies will continue to be consulted during the Stage 2 component, and the public will be consulted for review and comment before it is submitted to Council for consideration of approval.

If Council adopts the Stage 1 component, in keeping with past practice, it is further recommended that staff be authorized to receive and process development applications for sites within the Town Centre study area, provided that final application approval will be held pending completion of the final Stage 2 component of the Plan amendment, as described above.

## CONCLUSION

It is recommended that Council approve the Stage 1 Land Use Concept of the Plan, attached as Appendix I to this report, and authorize staff to undertake the Stage 2 component for the Plan, based on the resolution of outstanding issues and the completion of an engineering, servicing and financial plan and the provision of community amenities, as identified in this report.

How Yin Leung  
Acting General Manager  
Planning and Development

LG/kms/saw

### Attachments:

Appendix I - Stage 1 Updated Semiahmoo Town Centre Plan Document

Appendix II - Corporate Report C008 (without Appendices)

Appendix III - Official Community Plan Land Use Designation Map – Semiahmoo Town Centre

Appendix IV - Modified City of Port Coquitlam Sustainability Checklist Evaluation

**Semiahmoo Town Centre Plan Update – Stage 1 – Land Use Concept**

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## PART I: BACKGROUND

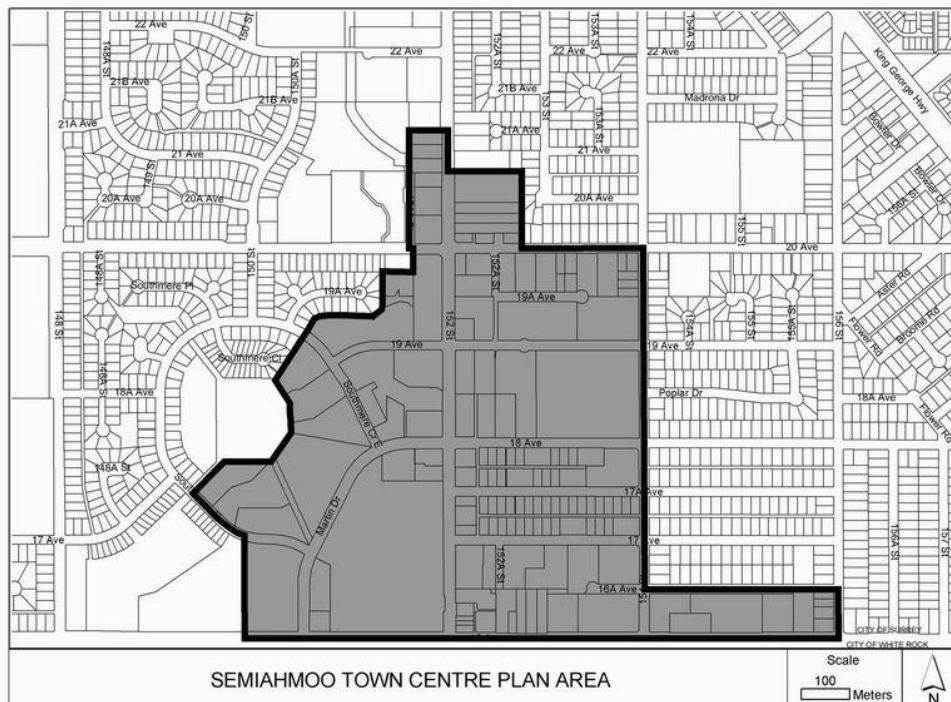
### 1.1 CONTEXT

This updated Semiahmoo Town Centre Plan is the result of a review of the previous Semiahmoo Town Centre Development Concept Plan received by Council in 1992. The review of this plan has considered the larger context of growth within the Semiahmoo Peninsula, and the demand for a broader range of residential and commercial opportunities in South Surrey and White Rock in order to retain the Semiahmoo Town Centre as a vibrant community focus. The planning process has included community consultation that was coordinated by City of Surrey staff. This document reflects the input received from the Semiahmoo Town Centre community, including its residential and commercial stakeholders, as well as the technical input from other government agencies, City staff, and consultants.

The purpose of this document is to provide a comprehensive planning framework to guide and encourage the servicing and development of the Semiahmoo Town Centre. Policies reflect the need for the area to reposition itself to respond to the changing market need for a range of housing choices, enhanced retail to respond to more local-serving retail needs, opportunities for office and other employment uses, a parks and open space network to enhance liveability, and a multi-modal transportation network that provides choices for connections within the area and to/from the area.

### 1.2 THE PLAN AREA

The area that this plan encompasses is the same as that included in the 1992 Semiahmoo Town Centre Development Concept Plan, which includes approximately 68 hectares (170 acres) of land. The area is generally bounded by 20 Avenue to the north, 16 Avenue to the south, 150 Street to the east and 154 Street to the west.



### 1.3 INITIATION OF THE PLAN REVIEW

The review of the Semiahmoo Town Centre Development Concept Plan commenced in June 2004. The 1992 Plan was over 10 years old, making it timely for review and update. Changes in the role of this commercial centre have evolved to become increasingly local servicing and redevelopment opportunities would allow this commercial area to reposition it accordingly.

In addition to the repositioning of the commercial role of this Town Centre, opportunities to expand the range of housing choices were also reviewed. These land use changes prompted the need to review the servicing capacities and to enhance the pedestrian, bicyclist, transit, and automobile networks to support the area. As opportunities for redevelopment are realized, parks, open space, and urban design improvements to street character can also be incorporated.

### 1.4 POLICY FRAMEWORK

The land in the Semiahmoo Town Centre is identified in the Official Community Plan (OCP) as predominantly being “Town Centre (TC)” and “Multiple Residential (RM)” with some “Commercial (COM)” and “Urban (URB)” designated land:

- **Town Centre (TC)** – The core area along 152 Street is designated as TC, which was intended to create a dominant, mixed use and moderate density centre for each of the five town centres in Surrey (Guildford, Fleetwood, Newton, Cloverdale, and South Surrey/Semiahmoo). These town centres are to provide a range of retail and office uses, employment, entertainment, cultural and educational services and facilities, and multiple residential housing, to serve the needs of business and residents in each town and the surrounding neighbourhoods.
- **Multiple Residential (RM)** – The area flanking the TC core is designated as RM, which is intended for areas around centres and along key transit corridors where higher residential density is appropriate.
- **Commercial (COM)** – The northern entrance of the Town Centre includes a small portion of land designated as COM, which is intended for commercial developments near centres and elsewhere in the City. These may be in the form of small scale, mixed-use centres or highway-oriented commercial areas.
- **Urban (URB)** – A small area of land is designated as URB and is located between the COM and TC designations on the west side of 152 Street, which allows ground-oriented housing (single-family, duplex, and buildings with three or four dwellings), townhouses, local commercial uses and public amenities.

In all of the above designations with the exception of Urban, the OCP currently provides for a density of 1.5 times the site area, which may be increased through density bonusing provisions of the Zoning By-law. The Urban designation provides for 1.3 times the site area.

While future developments along 16 Avenue east of 152 Street should likely evolve into “Town Centre” uses as demand increases (which would be consistent with developments south of 16 Avenue in White Rock), the only land use change proposed by this update to the original 1992 plan document is an increase in density for land designated TC of up to 2.5 times the site area. This density is to be accommodated through the establishment of design guidelines that enhance the character and diversity of the built environment and the streetscapes that enhance the pedestrian experience.

The planning principles outlined in Part II of this document were used to guide the development of this plan and are consistent with policies contained within the OCP that support the creation of compact and complete communities, a sustainable economy, an enhanced image and character, and transportation choices. Opportunities for designing streets, buildings and open space in an environmentally friendly and sustainable manner have also been incorporated into this plan.

## 1.5 OPPORTUNITIES AND CONSTRAINTS

The market study conducted as part of the review of this plan stated that businesses in the Semiahmoo Town Centre area are becoming increasingly reliant on customers living within one to two miles of the Centre. While there is not expected to be a significant increase in retail space in the Centre, additional housing is needed to provide a broader range of choices and to support the retail and office uses pursuant to a smaller more focused market area.

The increase in residential units in the area must be accompanied with transportation and utility improvements to accommodate the anticipated growth. These improvements need to provide for the more walkable character of the streets that is envisioned in the plan, as well as the increasing local bicycle, transit and automobile networks. Transportation improvements will also need to address access to the area from other parts of the region.

The small town character of the area is valued and any redevelopment will need to retain a pedestrian-scale at the street level. Design Guidelines have been developed to achieve the desired street character for specific streets and redevelopment will provide the opportunity to realize the intentions of these guidelines.

A key opportunity that arose during the plan process is the potential for the redevelopment of the Semiahmoo Mall site. As this site is approximately twenty acres in size and is located in the heart of the larger commercial centre shared between the Cities of Surrey and White Rock, it can incorporate the addition of local streets, the extension of the Semiahmoo Trail system, and more public open space. It can also accommodate additional residential density that is becoming increasingly critical to support the retail uses on the site and in the area.

## 1.6 THE PLANNING PROCESS

The need for a comprehensive review of the land uses and urban design elements for Semiahmoo Town Centre was first raised as part of a Notice of Motion by Council on April 26, 2004. A responding Corporate Report (R170) outlined a Terms of Reference for the review of this plan and was considered and approved by Council on July 5, 2004. The terms of reference, divided the study into two phases:

- **Phase 1** included a market analysis, the development of planning principles, a review of existing land uses, a review of the capacity of existing utility services, improvements for traffic circulation, and identification of development opportunities.
- **Phase 2** incorporates the results from Phase 1. It is the intent of Phase 2 to examine opportunities for increased residential densities and the revitalization of commercial and office uses within the Semiahmoo Town Centre, including attention to potential redevelopment options. It will result in the preparation of a revised urban design concept and design guidelines intended to enhance the character, liveability and pedestrian/automobile environment of the Town Centre.

A consulting team of planners, designers, and engineers was hired to assist City staff with the analysis and planning process for this project. The firm Phillips Farevaag Smallemberg led the consultant team.

To advise the work of staff and consultants throughout the process, a Semiahmoo Town Centre Stakeholder Committee (Committee) was formed. This Committee met five times over the course of the process. In addition, two meetings were held with the commercial property interests in the area to identify impacts specific to these uses. A staff workshop was held to consider options for the future of the area.

As this commercial centre is shared between White Rock and Surrey, ongoing meetings between municipal staff and TransLink staff continue to be held to discuss shared issues of transportation and servicing.

Two Public Open Houses were held to present information and receive input and ideas regarding the future of the Centre. The first public open house was held on November 9, 2005 with 323 people attending and 105 comment sheets submitted. The information conducted as part of Phase I was presented and included the following:

- The results of the market study findings;
- A review of the transportation conditions in the area including parking supply and demand;
- Options for extending 152A Street between 16 and 18 Avenues consistent with existing plans;
- An overview of the existing servicing infrastructure;
- A set of preliminary draft principles for discussion and consideration by the public; and
- Examples of housing forms, heights, designs and densities. This was intended to encourage discussion about the form of potential future development in Semiahmoo Town Centre.

The results of the first open house identified that many people like the Town Centre for its convenient services, store, and amenities within walking distance or a short drive, “small town” ambience, and availability of parking. Suggested improvements included: a wider range of stores, more entertainment venues, more services including places for youth, and a better pedestrian environment.

Impacts from increasing traffic are a key concern particularly for pedestrians and traffic congestion. There was support for the provision of bicycle lanes and mixed support for developing 152A Street between 16 and 18 Avenues. The desire for more parking and transit service was also identified. Opinions varied widely on the desirability of more housing in the Town Centre and of taller denser buildings. Housing affordability was also raised as an issue.

The second open house was held on May 31, 2006 and attracted 492 people with 190 comments submitted. The information presented included:

- A summary of the results of the first Public Open House held on November 9, 2005;
- Revised Planning Principles that incorporate sustainability and environmental friendliness;
- Two land use scenarios – Status Quo and Concentrated Increased Density;



- Redevelopment potential within the Town Centre;
- Vehicular, pedestrian, and open space networks; and
- Town Centre Streetscape character and land use for various streets.

The key issues identified at the second open house included the impacts of traffic, the need for revitalization of the retail component, building height, density, open space and quality of life in the area.

The solutions proposed to address these issues include transportation improvements that will add capacity along 152 Street and provide a finer street grid through the addition of more local streets through the mall site and completing 152A Street between 16 and 18 Avenues. The pedestrian environment will be enhanced with wider sidewalks, public art, street trees and additional open space. As well, a climate protected indoor pedestrian area is proposed to be retained. The impact of towers is to be minimized through careful placement to address privacy and shadowing concerns. The street front character of the area is to be addressed by setting taller buildings back from the street to create a maximum 4-storey podium to line the street. All developments are to be oriented towards the street.

## **PART II PLANNING OBJECTIVES, LAND USE PLAN AND POLICIES**

### **1.2 Planning Objectives – Stage 1 – Land Use Concept**

#### **Intent of the Plan**

The intent of the updated Semiahmoo Town Centre Plan is to review current City policy in order to encourage future development that will ensure a diverse, lively, interesting, safe, and pedestrian-friendly Town Centre and enhance the variety of shops, services, and amenities available to the community.

#### **The Vision for the Semiahmoo Town Centre**

The Semiahmoo Town Centre is envisioned as a vibrant, pedestrian friendly place with a mix of shopping, services, entertainment, amenities, and places to live. Each street in the Town Centre will have a specific intended character and mix of land uses to enhance the character and diversity of the pedestrian experience. If the public realm of each street is engaging and offers amenities to make people feel comfortable and safe, it may attract use by residents of the surrounding community and visitors from the region as well.

If more people are attracted to live within walking distance of the core of the Town Centre, then there will be more activity at all times of the day and evening. Through more intensive development, a larger local customer base will be created to retain the commercial vibrancy of the area with shops, services, restaurants, movie theatres, and other commercial uses for Semiahmoo residents.

#### **Precedents for the Town Centre**

Recent new commercial developments such as the Village at Park Royal, Newport Village in Port Moody, and Highgate in Burnaby illustrate current trends for developing high amenity, pedestrian friendly shopping areas that, in turn, draw their inspiration from traditional “Main

Street” shopping areas that usually date back to the era of streetcars and ferries. Some examples of these early “Main Streets” include 4<sup>th</sup> Avenue and Kerrisdale in Vancouver and Ambleside and Dundarave Villages in West Vancouver. As well, the public has expressed a desire to retain a component of climate-protected indoor space as part of any redevelopment of the Semiahmoo Mall.

### **Urban Design and Land Use Approach**

The focus of the Town Centre Plan Update is to present directions related to height, density, land use, streetscape character, and urban design of the public spaces within the Town Centre. Additional height and density will provide for more housing choices and for vibrancy and viability of the commercial opportunities.

Public spaces include the streetscapes of all roads within the area, all trails and greenways separate from the streets, as well as parks and other green spaces. Also included are the amenities offered to the public within development sites. These could include amenities such as community spaces, entertainment venues, outdoor and indoor sitting and eating areas, and public art.

The design of streets and open spaces to respond to increased density is intended to create desirable pedestrian experiences and a varied mix of shops, services, and residences. Streetscape intentions are integrated with the policies related to the kinds of land uses encouraged on street frontages and to the massing of the buildings along each street.

### **Assessment of the Study Area Prior to This Plan Update**

The existing land use designations within the Semiahmoo Town Centre permit redevelopment of properties currently developed with single family houses to low-rise multiple family housing and redevelopment of commercial properties to low-rise retail and office projects.

Under the previous land use plan, there was little incentive for redevelopment of the existing commercial properties in the Town Centre, particularly Semiahmoo Mall. A Commercial and Residential Market Study undertaken as part of Phase 1 of this planning process indicated that there will be little demand for new and expanded retail and other commercial uses in the Town Centre, especially given new mall developments in the surrounding market area, unless there is also potential for more people to live in the Town Centre. Without a strong market, renewal and investment in the commercial core will likely be limited.

Expansion of the local market is, therefore, a strategy to maintain the range of shops and services in the Semiahmoo Town Centre and avoid decline in their viability. Increased numbers of residents in the Town Centre will tend to shop at stores and use services that are within 5 to 10 minutes walking distance of their homes. This new market will help to balance any loss of customers to new commercial centres.

### **Concentrated Increased Density of the Updated Semiahmoo Town Centre Plan**

The density of development that has been assessed as sufficient to trigger redevelopment of the commercial core of the Town Centre with mixed use projects that combine retail, offices, services, entertainment, community amenities, and multiple family residential is around 2.5 FAR (Floor Area Ratio), an increase of around 1.0 FAR above the current zoning density allowed. [To be Illustrated with diagram of how FAR works]

At this density, multiple family housing would potentially take a range of forms including townhouses, low to mid-rise apartments, and high-rise apartment buildings. The scale and location of multiple family housing is controlled by design guidelines and new buildings will be

required to respond to the urban design intentions for creating interesting and pedestrian friendly streets.

The area being considered for increased densities includes those properties designated as “Town Centre” along 152 Street between 16 and 20A Avenues. [Refer to map from current plan]

### **Future Development within the Semiahmoo Town Centre**

The Semiahmoo Town Centre Plan area has potential for redevelopment in future years, even under current zoning. Large areas of the Town Centre are unlikely to change in the foreseeable future since they have fairly recent, stable development in good condition and, in some cases, in strata ownership.

The speed of redevelopment will depend on the health of the economy and the density of future zoning. Generally, change will be incremental over a number of years.

A logical extension of the “Town Centre” designation would be along the north side of 16 Avenue east of the future extension of 152A Street. An OCP amendment should be considered to allow “Town Centre” types of uses adjacent to 16 Avenue if the proposal addresses the principles contained in this plan.

## **2.2 Planning Principles**

A set of Planning Principles to direct the review and update of the Semiahmoo Town Centre Plan was prepared as part of the community consultation process. The Principles each have a key statement and accompanying directions that explain their application to the Semiahmoo Town Centre.

**Principle 1:** Create a complete community and offer, in addition to residential uses, a full range of shopping, financial, medical, and dental offices, health and fitness facilities, restaurants, and entertainment uses so that a resident can fulfill their daily needs within the Semiahmoo Town Centre.

- Offices should be encouraged above retail on 152 Street and integrated into the redevelopment of the Semiahmoo Mall as a key strategy for differentiating the Town Centre from nearby malls as a destination with opportunities for fulfilling a number of needs in one place.
- Fitness is already a strong focus in the Town Centre and supports a health and wellness focus that could be associated with the hospital and with a medical clinic.
- Restaurants and entertainment are important uses to generate evening activity.
- Higher densities and a broader range of residential units would support and attract the businesses and amenities that will make Semiahmoo Town Centre more complete.

**Principle 2:** Integrate future development in Semiahmoo with White Rock to be welcoming to all Surrey and White Rock residents.

- The sense of place that will emerge through the planning process should compliment, but be distinct from, the waterfront / Mediterranean character of White Rock.
- Any changes to transit services should improve the level of service for the area.

**Principle 3:** Design pedestrian-friendly streets that are comfortable and allow easy and safe movement for all people, including seniors and people with wheelchairs, walkers, carts, and strollers.

- Distances across streets at intersections should be as narrow as possible while retaining vehicular capacity.
- Sidewalks should be continuous, smooth-surfaced, and have a movement zone that is predictably in the same location throughout the Town Centre.
- Sidewalks, ramps, and other pedestrian routes should be graded with gentle slopes that are easily negotiated.
- Adjacent areas should be reviewed to ensure that there are good vehicular and pedestrian circulation connections to the amenities in the Town Centre.
- The streets should be designed to accommodate bicyclists in a comfortable and safe manner.

**Principle 4:** Permit additional new residential development to provide a wider range of housing choice than is currently available for a range of ages and lifestyles.

- Other opportunities for residential redevelopment near the edges and transition areas of the Town Centre should be identified.
- Appropriate sites for multiple family housing should be identified along the 152 corridor and on the Semiahmoo Mall redevelopment site, including several sites that could accept a tower form, taking into consideration shadowing, overlook, and compatibility with adjacent development.
- Sites that would be suited to ground-oriented multiple family housing should be identified and front onto streets (other than 152 Street) with a residential character.

**Principle 5:** Include retail, office, and service opportunities for both national chains and local independents, with a mix of shopping centre and street-fronting locations.

- Semiahmoo Town Centre has a significant number of locally owned and operated stores and offices that help to create a uniquely ‘Semiahmoo’ mix of destinations. New retail, office, and service development should be encouraged to support both national and local operations.
- Redevelopment of the Semiahmoo Mall should have its movement patterns and storefronts configured to encourage shoppers to access shops and services both within the site and along 152 Street.
- Reinforcement of a unique character in Semiahmoo through the development of a coordinated urban design concept should be explored.

**Principle 6:** Concentrate retail and office development on 152 Street and within the Semiahmoo Mall site to optimize the market potential for the Town Centre within a walkable distance.

- Retail businesses should be focused on 152 Street and the mall site to concentrate activity where it is most desired.
- Martin Drive and 16 Avenue should be considered as having office and residential land uses and an appropriate streetscape character for these uses.

**Principle 7:** Incorporate opportunities for social interaction in the Town Centre, including new public open spaces and indoor community spaces.

- Indoor space that is open, welcoming, and programmed for the use of seniors, youth and all residents should be available in the Town Centre.
- A new public plaza could be a focal point near the intersection of 152 Street and 16 Avenue.

- Public open space with ample seating should be located at intervals in sunny spots along 152 Street for resting and people watching.
- A well-developed network of public spaces and inviting pedestrian routes are key to making Semiahmoo Town Centre a more attractive destination for regional residents and tourists, and to obtaining economic benefits of becoming a well-recognized place to visit.
- A recent trend in shopping mall redevelopment following a 'Main Street' model, with shops organized around an open-air street and/or public open space should be explored as a desirable approach to redeveloping the Semiahmoo Mall.

**Principle 8:** Ensure that cultural facilities, entertainment, and public art are integral to the Town Centre Plan to create a sense of place and attract use, especially in the evenings.

- Redevelopment should include cultural and/or community facilities as public benefits.
- Locations for public art should be identified in the plan both in the public realm, along streets, in public open spaces, and on private redeveloped commercial property.

**Principle 9:** Maintain the traffic capacity of 152 Street to support the potential for future growth without compromising mobility.

- Community consultation to date has noted the importance of 152 Street for north-south traffic. Street improvements to enhance the pedestrian environment should not be made at the expense of traffic capacity. This is important when considering additional commercial and residential development in the Town Centre.

**Principle 10:** Incorporate effective transit access into the Plan for Semiahmoo as a strategy to reduce vehicular use and parking demands in the Town Centre.

- The existing transit exchange is not considered by Surrey, White Rock, or TransLink to be optimum. The current location has negative impacts on pedestrian comfort along 152 Street. Considerations should be given to integrating the transit exchange into redevelopment plans.

**Principle 11:** Complete 152A Street between 16 and 18 Avenues to provide additional on-street parking opportunities and to offer a convenient and safe way for drivers to loop through the area.

- Two alignment options have been discussed for providing additional traffic circulation along 152A Street. The variables that need to be considered in selecting an option include the width of the road, on-street parking capacity, the opportunity for street landscaping, and impacts on properties.

**Principle 12:** Design streets, buildings, and open spaces in an environmentally friendly manner.

- Opportunities for managing stormwater runoff should be explored such as reducing impervious surfaces, greening streets, and retaining existing drainage networks.
- A compact, complete community promotes sustainability and reduces dependency on the automobile.

## 2.3 The Land Use Plan and Policies

Mixed land use is a key strategy for moving the Semiahmoo Town Centre towards becoming a more complete community with places to live, work, shop, and recreate within walking distances

of each other. This is envisioned as integrating residential uses into the redevelopment of sites within the Town Centre core along with commercial, institutional, and open space uses.

### **2.3.1 Residential**

#### **Low-Rise Multiple Residential (RM)**

The updated Semiahmoo Town Centre Plan retains the "Multiple Residential" designation for sites around the Town Centre mixed-use core at the current planned densities. Since the previous Town Centre Plan was adopted, multiple family housing at densities up to 1.5 FAR and heights up to four storeys have been built in this area and will continue as single-family homes are assembled and rezoned. Much of the current housing in this area is relatively recent and, therefore, redevelopment potential is limited. These residents have access to the shops, services, and amenities of the commercial area within short walking distances.

It is anticipated that new housing in this area will be largely four-storey, wood frame apartment buildings. The design guidelines will encourage ground-oriented townhouses along certain streets in order to create an interesting and varied streetscape and enhance the pedestrian experience. A mix of townhouse and apartment forms will benefit the community by providing housing choices, including ground-oriented units that are often preferred by families with children.

#### **Residential on "Town Centre" (TC) Sites in the Core**

Residential uses are encouraged on all sites within the "Town Centre" designation and detailed guidelines are provided to ensure urban design integration and liveability as well as to limit impacts on the public realm, public and private open space, and other residences.

Three types of residential development are specified in appropriate parts of the Town Centre mixed-use core, as shown generally on the Land Use Concept Map:

**i. *Residential development above retail commercial uses at the ground level***

Certain blocks, including most of 152 Street, will be required to have street-fronting retail at the ground floor in order to provide a continuous and animated pedestrian-oriented shopping area. As well, retail and office uses may potentially locate on the second floor. Residential entries to these upper floor residences will be located to avoid or limit interruptions in the retail activity along these street fronts.

**ii. *Residential development at-grade or above retail/office commercial uses***

On other blocks, retail or office uses are encouraged in the first and second floors but not required. In these areas, residential uses may occupy the lower floors as well. In some locations, the ground floor will respond to guidelines that provide flexibility for commercial uses to occupy the first and, possibly, second floors in the future.

**iii. *Buildings that are entirely residential in their use.***

Buildings that are completely residential are located in areas where a residential streetscape character is intended. Guidelines for these sites are intended to create streetscapes that are attractive for pedestrians to walk by and that complement the character of residential uses on the other side of the same street.

### **Height and Massing of Residential Buildings in the “Town Centre” Area**

A diversity of housing types are encouraged in order to meet the needs of a wide range of households, including individuals and couples, families with children, and seniors. Varied building forms are also key to creating interesting streetscapes within the Town Centre. It is intended that the range of housing forms will include:

- Two to four storey buildings or building bases defining the edge of the street. Uses at ground level may be commercial or residential, depending on the requirements of the guidelines.
- Two to ten storey apartment buildings with floors above the fourth storey setback from the adjacent streetscape. In different locations, the ground floor uses may be retail, office commercial, townhouses, or apartments.
- High-rise apartment buildings up to twenty storeys. Again, the ground floor uses may be retail, office commercial, townhouses, or apartments. Guidelines will control the locations of buildings over 10 storeys in height with requirements that address their performance including: separation between buildings for privacy, maximum size of each floor’s area, casting of shadows on existing residences and public realm spaces, and view opportunities for building residents.
- Consideration of one or more Signature Towers higher than twenty storeys can be considered in a strategic location to provide a landmark for the area, subject to design considerations.

#### **2.3.2 Retail Commercial**

With the understanding of the retail commercial market for the Semiahmoo Town Centre obtained through the research prepared in Phase 1 of the planning process, it is important to concentrate the retail potential of the Town Centre along the blocks where intensive pedestrian activity is most desired and to recognize that there is not enough retail market to extend retail along all the streets within the “Town Centre” area. Much of the existing retail is located within the Semiahmoo Mall. The potential to successfully redevelop the Mall is dependent on retaining and reinforcing the current retail capacity on this site with the opportunity for some minor expansion.

Street-fronting retail commercial is also essential to the role and character of 152 Street, especially between 16 and 19 Avenues. Pedestrian movement, vehicular circulation, and parking must all be planned to ensure the retail success and animation of shops both along 152 Street and within malls in the Town Centre. Weather protection and pedestrian comfort are also critical so that shoppers can enjoy both outdoor street-fronting retail and indoor mall shopping. Redevelopment of indoor malls to an outdoor “Main Street” model should consider the preference of many local residents for an indoor environment for some of their shopping, as often expressed during the community consultation process.

Detailed guidelines for street-fronting retail will emphasize variety and interest for pedestrians including: a fine-texture of narrow shop fronts with large interesting display windows, welcoming entrances, attractive, pedestrian scale signage and lighting, and weather protection.

Opportunities for outdoor eating and display of flowers, fruits, newspapers, and other merchandise will be explored.

### **2.3.3 Office and Business Commercial**

A wide range of commercial businesses already exists in Semiahmoo Town Centre and is an important component of a complete community. The availability of doctors, physiotherapists, hairdressers, banks, financial advisors, fitness centres, and many other businesses makes the Town Centre a complex and varied destination. The mix of commercial services strengthens the retail attractiveness of Semiahmoo as people combine shopping with other reasons for coming to the area.

There is a market for some expansion in commercial services and in offices that will strengthen the Town Centre and also provide more opportunities for residents of the Peninsula to work near home and lessen dependence on the automobile and long commutes to work.

Guidelines will direct non-retail commercial uses to locations on the second floors of buildings fronting on the active retail street fronts of the Town Centre and on the first and second floors of buildings fronting on mixed use streets including 16 Avenue, some sections of Martin Drive, and new streets within the Semiahmoo Mall site. Large commercial uses such as fitness facilities, restaurants, professional offices, and medical /dental clinics are all well suited to second floor locations that may have an entry and identity at grade.

### **2.3.4 Institutional**

The Library is the primary institutional use within the Town Centre and provides an important role in bringing the community into the core area, often as part of trips combined with shopping and use of local services. The existing school facilities in the area are not expected to change as a result of the increased density proposed. The scope for another major institutional uses is limited by the availability of large, suitable sites. There is potential for, and community interest in, new amenities within the Town Centre to serve the needs of local residents. In the public consultation process, the desirability for both a seniors and a youth activity facility was noted by a number of participants. Seniors generally expressed interest in a gathering place related to an indoor shopping space where they would be able to socialize without necessarily having to purchase food or refreshments. Consideration should be given to provision of amenities for all sectors of the population as a community benefit associated with major redevelopment projects.

### **2.3.5 Parks and Open Space**

There are a number of public open spaces around the centre's periphery including the green spaces and trail system in Southmere and the school grounds along 154 Street that provide passive and active recreation opportunities for local residents and enhance the green setting of the Town Centre. Bakerview Park is a significant public park amenity for Semiahmoo and includes two ball diamonds, open space and a community hall. There is potential to improve Bakerview Park in the future, especially with additional landscape and seating amenities; any changes to the park will be made after a park planning process with community involvement.

The potential for creation of a new public open space with a predominantly green and landscaped character is identified in association with the potential for the redevelopment of the Semiahmoo Mall property. The general location for this public open space is along the proposed east-west road through the site between 17 Avenue and Southmere Crescent. This location has the



potential to enjoy a sunny south-facing aspect with visual access from both Martin Drive and the new road. It will respond to specific design guidelines to ensure that it is a clearly public and welcoming space of adequate size and intended for the use of both local residents and visitors coming to the Town Centre. It should be well landscaped with a wide range of seating opportunities and basic amenities including a water fountain, bike racks, and a children's play area. Appropriate adjacencies could include an outdoor eating area of a restaurant or the front or back yards of townhouses oriented to the open space.

Additional public open space amenities within the Town Centre will be small plazas with public seating and amenities such as public art and water features as places to rest and people watch along active streetscapes. The most important plaza opportunity is the northwest corner of the 152 Street and 16 Avenue intersection. This plaza would be part of the redevelopment of Semiahmoo Mall and would serve several key roles: as a gateway into the Surrey from White Rock, as a major entry into the redeveloped mall site, and as an orientation place for a pedestrian route linking to the Semiahmoo Trail, including an introduction to its history (refer to section 3.6).

Other public plaza / open space opportunities will be sought as part of high-density development to offer pedestrians a place of respite, and introduce an area of green landscape as a break along the built up street frontages.

### **2.3.6 Pedestrian and Cyclist Circulation**

#### **Pedestrian Network**

The existing pedestrian network is a combination of the sidewalks within road rights-of-way, pedestrian paths through public open spaces, and shortcuts made available on private commercial sites. The malls and stores offer additional ways for pedestrians to move through during their operating hours.

Additional opportunities for pedestrian movement are desirable amenities to obtain as redevelopment occurs. A "Main Street" model will result in both new sidewalks and pedestrian paths that cross large sites in a finer grain network than is currently available and that remain open to the public at all times.

Two linked path systems are incorporated into this Semiahmoo Town Centre Plan parallel on each side of the 152 Street corridor. One route links 16 Avenue to the corner of 154 Street and 19 Avenue via the new 152A Street and an existing diagonal path across Bakerview Park. The other route connects to the Semiahmoo Trail at the corner of Martin Drive and Southmere Crescent. The redevelopment of the Semiahmoo Mall will create the opportunity to link this route across the site to the intersection of 152 Street and 16 Avenue. This linkage will be designed to meet guidelines that will suggest that it provides wayfinding and interpretive information so that visitors can find directions to and learn about the Semiahmoo Trail and its history. Potential design tools may include a special paving for the link, signage, and interpretive panels.

The Semiahmoo Trail is on the City's Heritage Register and described as:  
"Used as early as 1858 during the Gold Rush as an overland entry route for Americans attempting to avoid the official licensing cost and miners head tax. European settlers later established the trail in the 1860's. In 1872, the provincial government widened the trail to accommodate wagons and to formalize the route between Blaine and Fort Langley, serving as the main road leading to the U.S. border throughout the remainder of the century. When the

'Peace Arch Highway' was surveyed in 1932, the portion of the trail south of the Nicomekl River was shifted eastward and left the trail in a natural state. Today, Semiahmoo Trail serves as a greenspace that has remained largely unpaved and that provides a peaceful place to walk, cycle, and interact with wildlife.”

## **Cyclist Network**

The cyclist network will be delineated as part of the Stage 2 component of work.

### **2.3.7 Transit Circulation**

The transit service, circulation and layover functions will be refined as part of the Stage 2 component of work.

### **2.3.8 Vehicular Circulation**

The vehicular circulation will be refined as part of the Stage 2 component of work.

## **2.4. Streetscape and Public Realm Guidelines**

The streetscape guidelines are intended to create streets each with a distinctive character to reflect and support the varied land uses that will occur along their edges. Where pedestrian activity will be most intensive, wider sidewalks will be part of the redevelopment of the adjacent streetscapes as will opportunities for seating, outdoor cafes, and displays of flowers, fruits and vegetables, and other merchandise suited to enlivening the shopping experience. Pedestrian-oriented signage and night lighting will be encouraged in the core “Town Centre” area.

Common to all streets in the Town Centre will be requirements to install street trees within new streetscape projects. Guidelines will identify appropriate species, sizes, and spacing and will require use of the City’s standards for planting to ensure healthy growth and longevity for street trees in the Town Centre. A City initiative to plant street trees is recommended for consideration in upcoming capital budgets with 152 Street and Martin Drive as priorities. Implementation on new sections of 152A Street and 16A will be opportunities to implement street trees.

### **2.4.1 152 Street**

#### **Existing Conditions**

152 Street has two roles that are difficult to balance: it is one of the major north-south arterial roads that carry large numbers of vehicles and it is the central retail shopping street of Semiahmoo Town Centre.

In order to protect its traffic capacity, pedestrian crossings are limited to marked crosswalks at 16, 17, 17A, 18, 19, and 20 Avenues. At all of these intersections, pedestrians cross five lanes of traffic, including a left-turn lane. On-street parking is limited and removed completely a peak times.**Consideration of Options**

In early discussions with community and stakeholder representatives, the ideas of encouraging on-street parking and adding bulges at intersections to reduce the crossing distance for pedestrians were considered. Since these changes would reduce traffic capacity to achieve their benefits for pedestrians, they were not advanced for more detailed study. Instead, the Planning Principle of retaining capacity on 152 Street was endorsed.

## **Desired Streetscape Character**

152 Street remains a retail shopping street and will be subject to design guidelines that encourage interesting, varied, and engaging shops for passers-by to enjoy. These guidelines will feature display windows, doors directly off the sidewalk, and pedestrian-scale signage. Large format offices and services with covered windows and other land uses that do not offer interesting facades should not be located along the frontage of 152 Street. 152 Street is a wide roadway. In order to provide strong urban design definition of the street as a public and urban place, a continuous four storey street wall is proposed in the design guidelines with higher buildings set back by at least 7 metres to limit impacts on views and sunlight penetration to the street.

The ground floor is to be retail uses and the second floor may be commercial uses including offices, services (financial, medical, dental), recreation (fitness centres, yoga), or residential. Residential above the ground floor is encouraged to provide people living in the Town Centre who will keep the streets active at all times of day and provide “eyes on the street” for safety and security.

### **2.4.2 Martin Drive**

#### **Existing Conditions**

Martin Drive is an important route for vehicular traffic in and through the Semiahmoo Town Centre. It connects 18 to 16 Avenues on a rare diagonal within the generally rectilinear street grid. It provides a direct route for people destined to places west and north of the Town Centre to bypass the busy section of 152 Street between 18 and 16 Avenues. It also offers a choice of ways to access the Semiahmoo Mall so that not everyone uses 152 Street.

Martin Drive has an attractive residential character along its west side with primarily multiple family residential buildings set in a green landscape. The east side is predominantly hard surfaces with commercial buildings in paved surface parking lots.

#### **Desired Streetscape Character**

Martin Drive has the potential to have a more unified character that draws its design clues from the west side of the street.

Design guidelines suggest a predominantly street-oriented residential land use and character for Martin Drive. The exceptions would be the ground floor and, possibly, second floor uses of buildings fronting Martin Drive across from the existing Library complex and also between 16 Avenue and Southmere Crescent’s western leg. These uses could be offices and services, especially financial services similar to the ones currently are located in these areas. Street fronting retail should not occur along Martin Drive.

Residential development that occurs as part of the redevelopment of the Semiahmoo Mall should be clustered along the west side of the site to support the residential character of Martin Drive and to enhance the sense of community in this vicinity.

The streetscape should be well landscaped, including grass boulevards with street trees and a landscaped setback between the sidewalk and buildings. This street should be comfortable for pedestrians although large numbers of pedestrians will not be using this route since it will not be lined with shops or other destination land uses. The width of boulevards will be determined as part of street network refinements conducted in the Stage 2 component of this process.

### **2.4.3 16 Avenue**

## **Existing Conditions**

16 Avenue is the boundary between Surrey and White Rock and has a variety of land uses along it, ranging from single-family homes to strip shopping malls. Blocks are oriented east-west in Surrey and north-south in White Rock. This results in a number of local streets in White Rock coming to an end at 16 Avenue. The lack of continuity affects both vehicular and pedestrian movement across 16 Avenue.

## **Desired Streetscape Character**

16 Avenue is intended to be a street with mixed land uses including commercial and residential activities but not to be a retail “high street”. Its land uses should support and complement the more intensely retail sections along 152 Street and within the malls fronting 152 Street.

Only residential land uses should be located fronting on 16 Avenue west of Martin Drive and east of the existing office site between 154 Street and approximately 153 Street if extended. The streetscape along 16 Avenue should be enhanced with street trees over time as new development occurs. The streetscape in the mixed-use sections should have wide sidewalks with the street trees in grates within the pavement. In the residential areas, street trees should be in grass boulevards that to ensure a green, residential landscape is achieved. The width of boulevards and sidewalks will be determined as part of street network refinements conducted for the Stage 2 component of work.

### **2.4.4 152A Street**

With the need to purchase residential properties between 17 and 18 Avenues to complete 152A Street (on a direct alignment with the existing section of 152A Street south of 17 Avenue), there is potential for both angled parking to provide more spaces than parallel parking and a pedestrian greenway path in a landscaped setting.

### **2.4.5 Local Roads**

## **Existing Conditions**

The remainder of the existing streets in the Semiahmoo Town Centre is generally local streets with two lanes of moving traffic and on-street parking fronted by residential land uses. These streets have been built to conform to City regulations and standards.

## **Desired Streetscape Character**

Opportunities for creating a finer street network in Semiahmoo Town Centre will be pursued as redevelopment occurs. New local streets are intended to also be two lane roads with parking on both sides at all times of the day. Where possible, new streets may have pedestrian bulges at intersections in order to shorten crossing distances for pedestrians and provide more space for amenities and landscaping.

### **2.4.6 Publicly Accessible Private Roads on Commercial Sites**

If the Semiahmoo Mall redevelops, the City intends to require that the massive size of its existing block be reduced by the introduction of new streets. While the potential for more streets will be reviewed at the time of a development application, the location of two of these streets has

been confirmed and identified as part of this plan – one oriented east – west, connecting 17 Avenue to Southmere Crescent, and one north-south, connecting between 16 Avenue to the new east-west street, as shown on the Land Use Concept Map. These streets may be built on the Mall property but they will have the features of a public streetscape and many amenities to make them a good pedestrian environment including wide sidewalks, interesting building frontages, pedestrian-scale lighting, and attractive signage and street furnishings.

#### **2.4.7 Parks and Public Open Space Character**

Existing public open spaces around the periphery of the Town Centre, including Bakerview Park and the green spaces within Southmere, have a traditional, pastoral park-like character with large areas of open lawn, curving paths, and stands of mature specimen trees.

New public open spaces within the Town Centre mixed-use core will have a contrasting urban character with both hard and soft landscape areas. Hard surface areas will be needed to accommodate pedestrian circulation and movements around seating and outdoor eating areas. Trees within planted areas are, nevertheless, an important element of public open spaces designed as visual relief from hard, urban surfaces and as providers of shade on hot days.

Amenities are important elements in public open spaces and may include seating of many types, bike racks, garbage receptacles, newspaper boxes, water fountains, and informational signage and area maps.

#### **2.4.8 Public Art**

Public art is an amenity in the public realm that adds interest and meaning to the experience of a place. Public art is a benefit that developers of projects can bestow on the community. Public art should be commissioned and reviewed by municipal staff and, for major pieces, with the advice of professional artists from the community to ensure that the art meets City criteria and is of artistic excellence and high quality. Installations that advertise a commercial enterprise should not qualify as public art for locations within the public realm.

Many forms of creative design can qualify as public art in addition to free standing sculptures including: water features and decorative fountains, special paving patterns or inserts, embellishments to vertical surfaces like planters, stair risers, and walls, and decorative treatments on street furnishings like benches and light poles.

Themes for public art may be varied but are preferred to have a meaningful reason for selection based on the place it will be located. Some examples are references to local history from First Nations to early European settlers and to stories of interesting, important, or otherwise notable local residents or events. The stories of the Semiahmoo Trail and the meaning of the word “Semiahmoo” as “half moon” are both strongly suggestive for public art.

While public art embellishment may occur anywhere that there is an opportunity, larger, free-standing public art pieces should be sited to reinforce the urban design hierarchy of the Town Centre: at important nodes along key pedestrian movement routes and within public plazas where space is available for installations that do not interfere with the flow of pedestrians.

### **2.55. Design and Development Guidelines (Stage 2)**

- 2.5.1 Residential
- 2.5.2 Retail Commercial
- 2.5.3 Office and Business Commercial
- 2.5.4 Institutional

## **2.5.5 Sustainable Planning and Design**

The development of a compact, walkable, and complete community is generally recognized as a significant move towards sustainability for a number of interconnected reasons including:

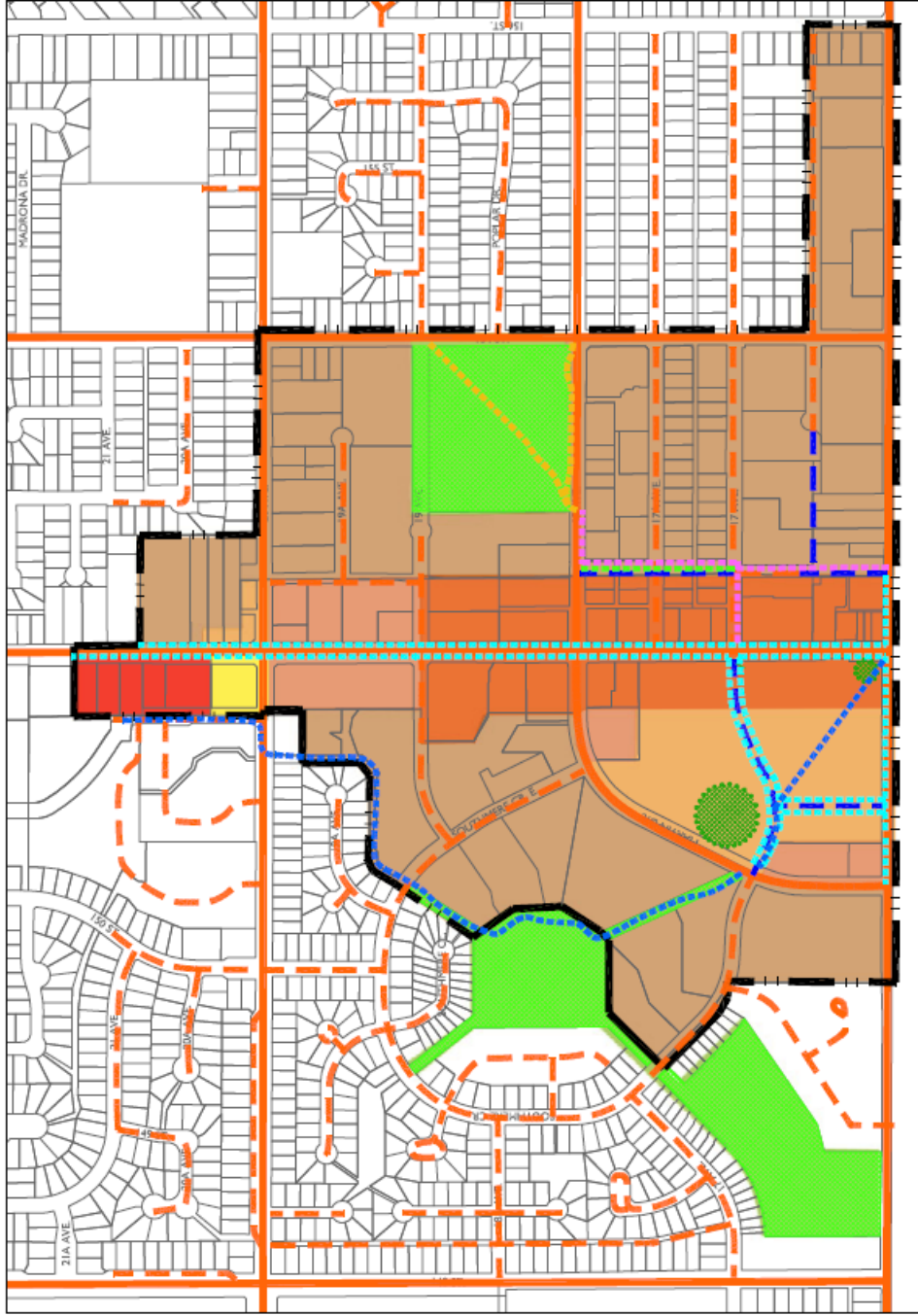
- Reduction in the number of daily trips that require use of the automobile
- Increased opportunities for people to live close to their place of work
- More efficient and frequent transit services
- Improved health with opportunities for people to walk and cycle to shopping, entertainment, and recreation
- Efficient use of land, reducing pressures to develop regional green zone lands
- More efficient use of roads and servicing infrastructure with lower costs per person compared to low density, primarily single-family development.

The sustainable benefits of compact development will be further enhanced by design guidelines that support such sustainable practices as:

- Low energy consuming and low water use buildings.
- Intensification of green landscaping, with its benefits for air quality and temperature moderation. In the public realm this could include a street tree program and in the private realm this could include landscaped open spaces, such as upper level courtyards and roof spaces.
- Encouragement of social interaction among people in the community through the design of engaging and well-programmed public open spaces and amenities.
- Provision of a diversity of housing types, including forms that suit families and that offer aging residents options to stay in their community as their need for care and health services change.
- Public art and heritage initiatives to enhance the connection between community and place.
- Integration of transit facilities into the Town Centre to maximize convenience, safety, weather protection, and other factors that will attract users.

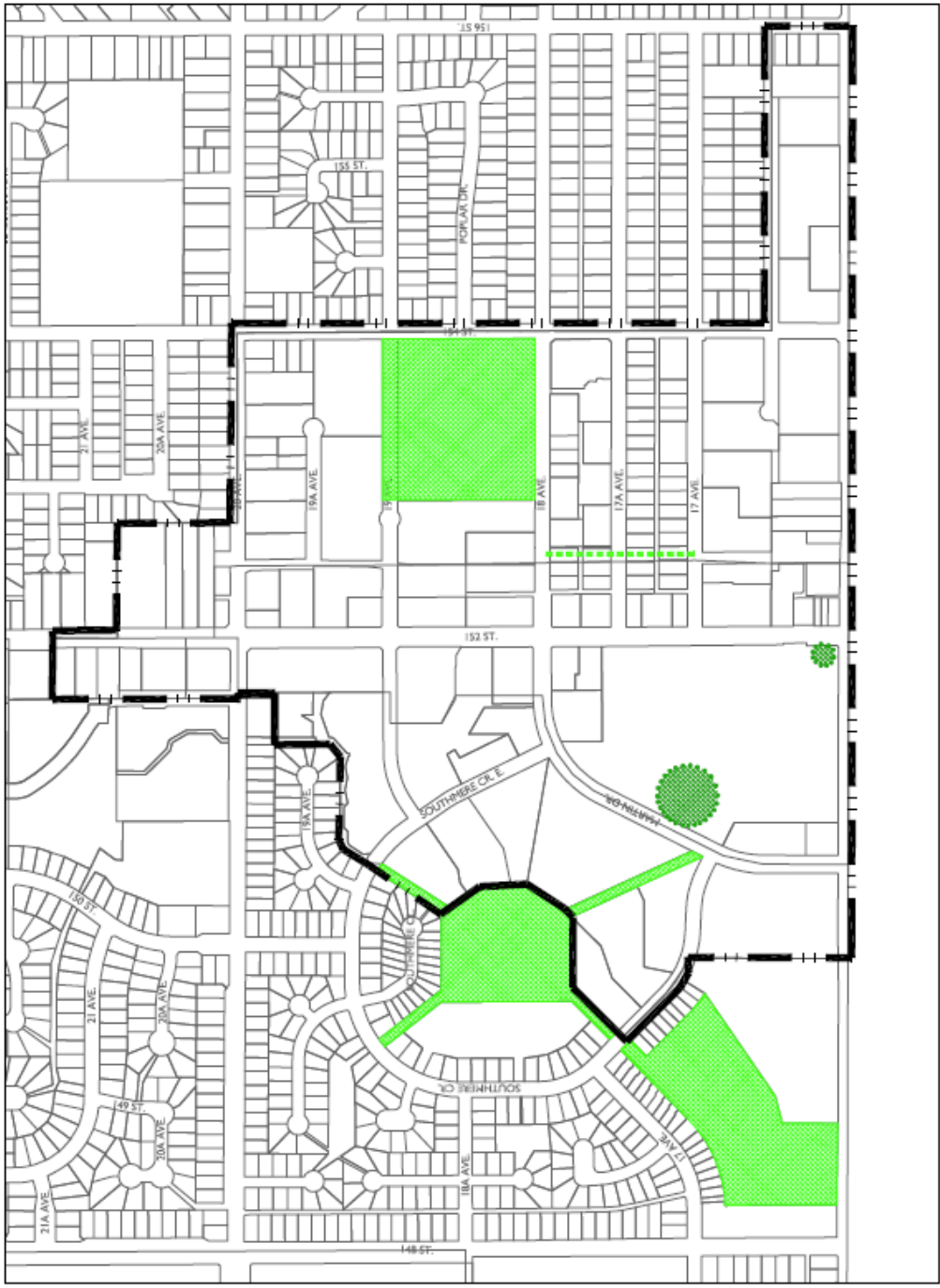
Sustainable guidelines will be developed as part of the Stage 2 component of the plan update.

## **PART III: IMPLEMENTATION (Stage 2)**



- LAND USE PLAN**
- Multi-family Residential
  - Commercial
  - Mixed-use / Retail Required at Grade
  - Mixed-use / Commercial Encouraged at Grade
  - Mixed-use / Residential Permitted at Grade
  - Residential
  - Park
- FUTURE PEDESTRIAN NETWORK**
- Sidewalk With Street Fronting Land Use
  - Off Street Paths
  - Semifhmmoo Trail Extension
  - On Street Links
- FUTURE VEHICULAR CIRCULATION**
- Major Roads
  - Local Roads
  - Key Future Roads
- EXISTING AND FUTURE PUBLIC OPEN SPACES**
- Existing Public Open Spaces
  - Future Publicly Accessible Open Space Opportunities
  - Greenway Opportunity

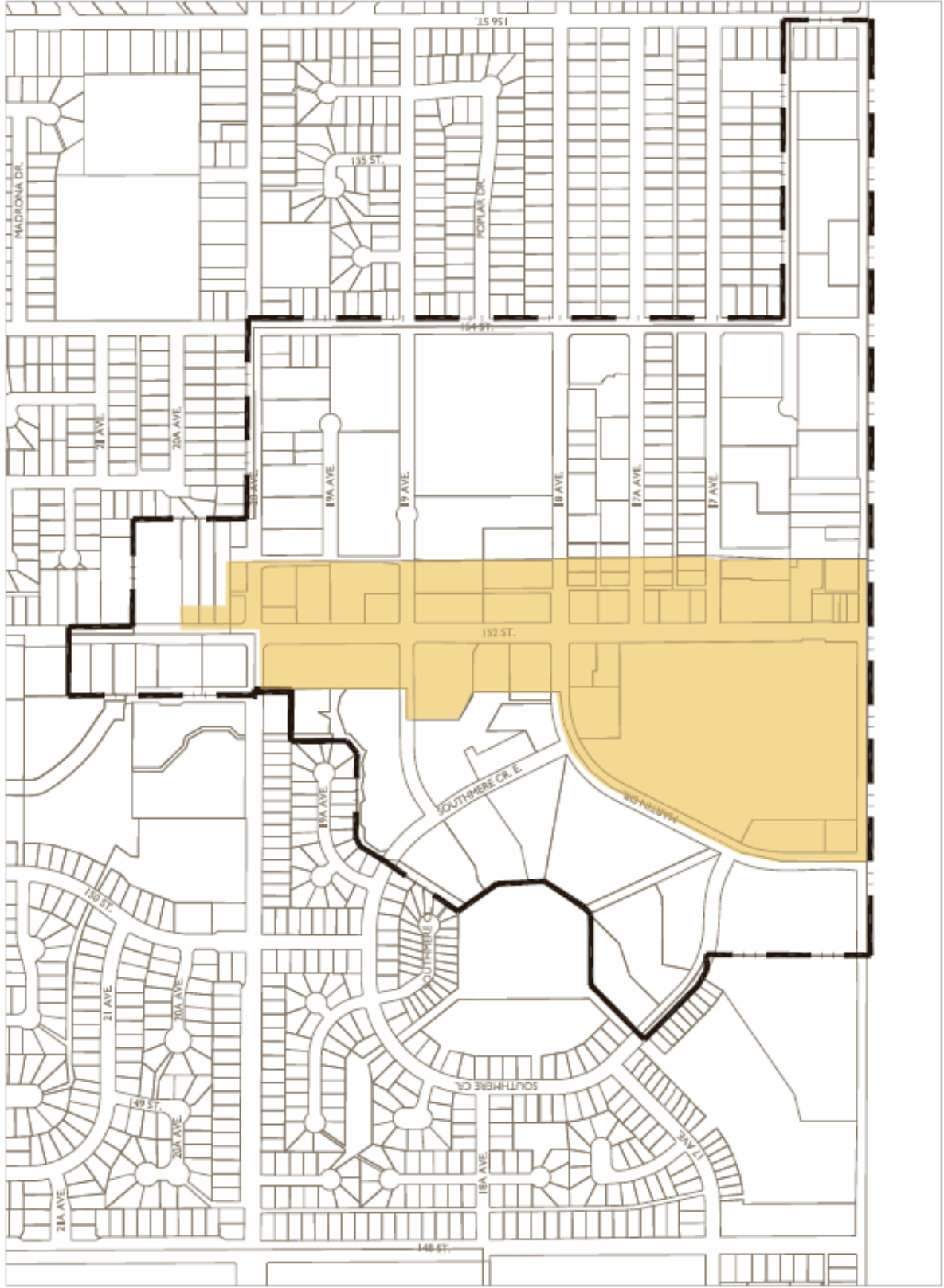
**LEGEND**



**EXISTING AND FUTURE PUBLIC OPEN SPACES**

- LEGEND**
- Existing Public Open Spaces
  - Future Publicly Accessible Open Space Opportunities
  - Greenway Opportunity

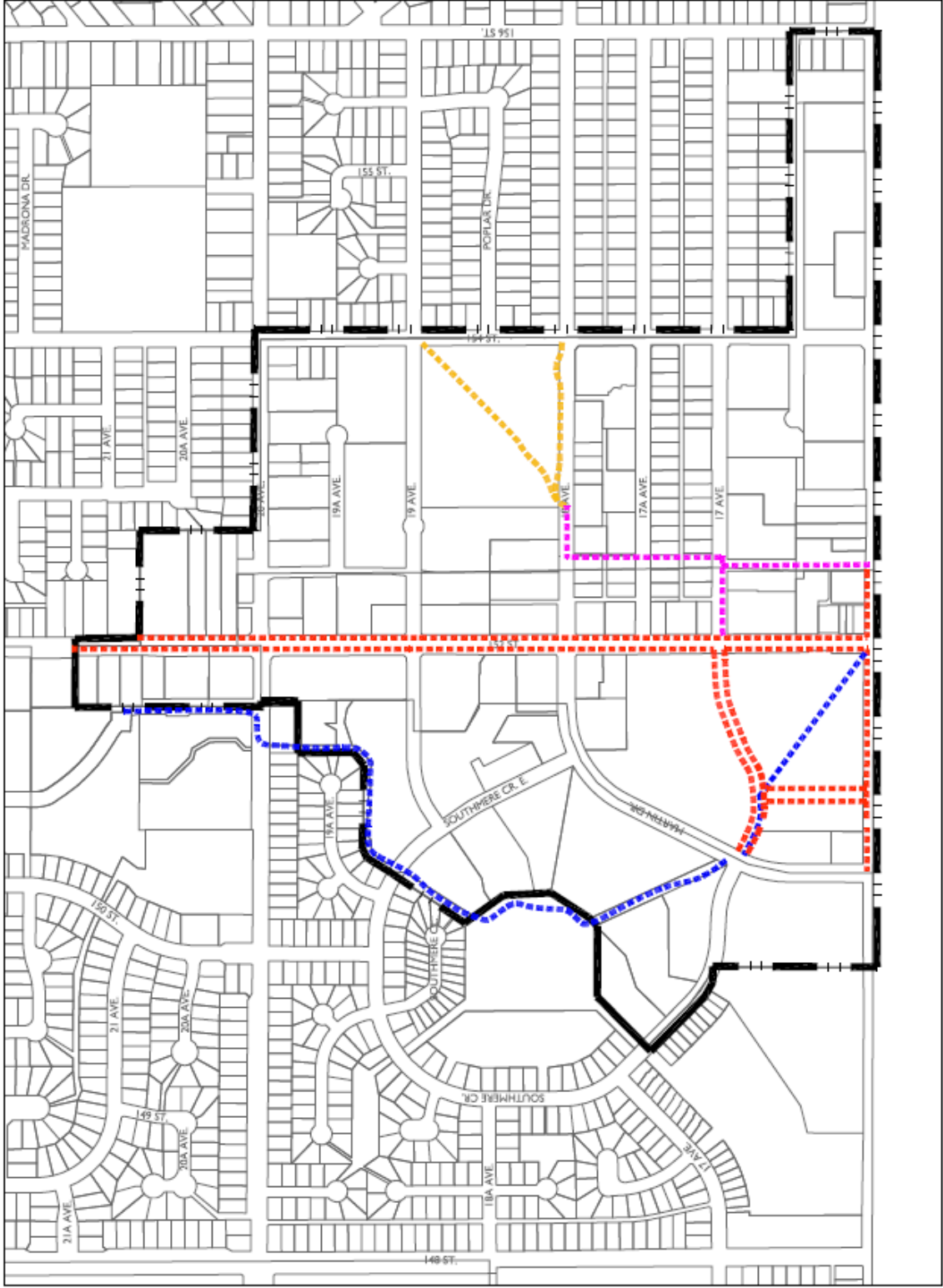




AREA OF INCREASED DENSITY

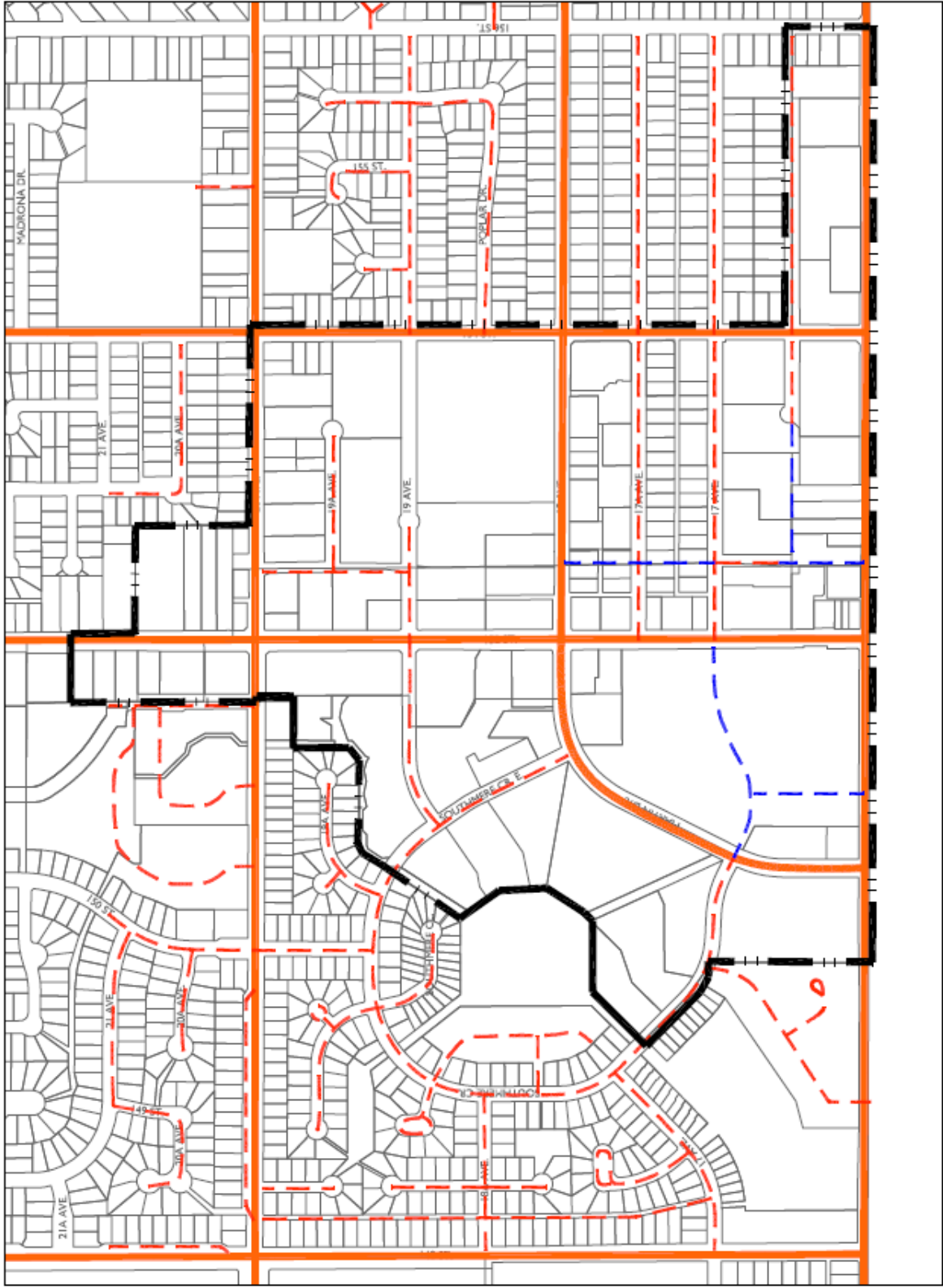
LEGEND  
Increase from 1.5 to 2.5 FAR





- LEGEND**
- Red dashed line: Sidewalk With Street Fronting Land Use
  - Yellow dashed line: Off Street Paths
  - Blue dashed line: Semlahmoo Trail Extension
  - Pink dashed line: On Street Links

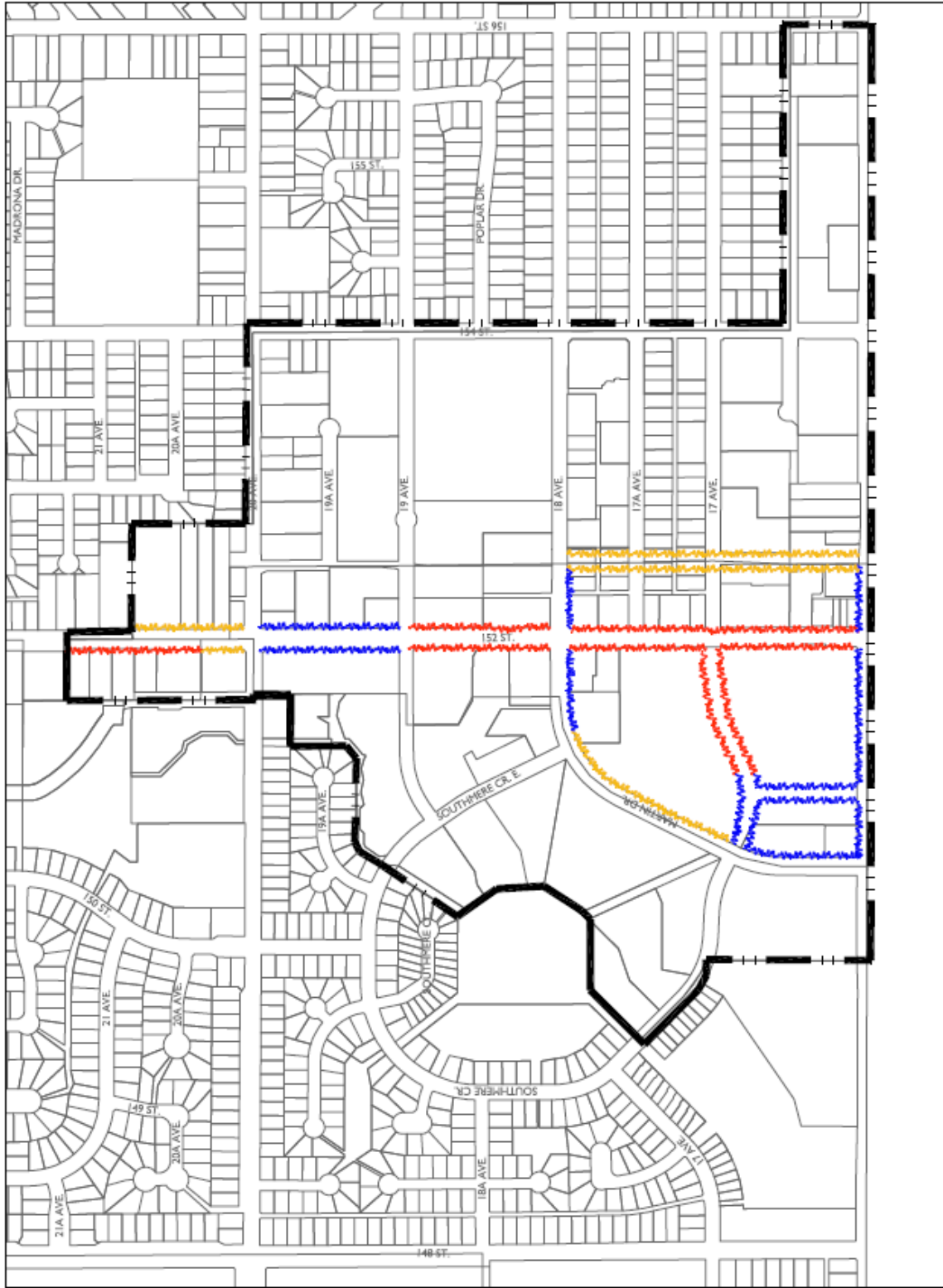
**FUTURE PEDESTRIAN NETWORK**



FUTURE VEHICULAR CIRCULATION

LEGEND

- Major Roads
- Local Roads
- Key Future Roads



**LEGEND**

- ▬ Retail Fronting Required
- ▬ Street Fronting Mixed Use Required
- ▬ Street Fronting Residential Required

**LAND USE FRONTING GUIDELINES**



- **Phase 1** included a market analysis, the development of planning principles, a review of existing land uses, a review of the capacity of existing utility services, improvements for traffic circulation and identification of development opportunities.
- **Phase 2** incorporates the results from Phase 1. It is the intent of Phase 2 to examine opportunities for increased residential densities and the revitalization of commercial and office uses within the Semiahmoo Town Centre, including potential redevelopment options. It will result in the preparation of a revised urban design concept and design guidelines intended to enhance the character, liveability and pedestrian/automobile environment of the Town Centre. The study includes an examination of parking opportunities and constraints, transportation system improvements (bicycle, pedestrian, transit, and vehicular) and a detailed servicing strategy. Detailed servicing work will be undertaken subject to Council's endorsement, in principle, of a general land use concept following this stage of public consultation.

On October 17, 2005, Council authorized staff to hold a public open house to present the findings from Phase 1 of the review of the Semiahmoo Town Centre Development Concept Plan. Corporate Report No. R235, attached as Appendix 2, outlines the history of the development of the current town centre concept plan, and the associated issue of limiting building height in the area to four storeys.

A public open house was held in the Semiahmoo Town Centre area on November 9, 2005. The results of the open house are summarized in the discussion section below.

Since that time, staff have met with the Stakeholder Committee and many of the commercial property owners in the area to discuss the options and associated issues. Staff has also met with City of White Rock staff on issues of traffic, utility servicing and transit, as well as TransLink representatives, regarding future transit service to the area.

## **DISCUSSION**

### **Phase 1 Public Open House Results**

A public open house was held on November 9, 2005 in a vacant retail space in Semiahmoo Mall, to present the results of Phase 1 of the Town Centre Review. Approximately 323 people attended the open house and 105 comment sheets were submitted. The following information was presented at the open house:

- The results of the market study findings;
- A review of the transportation conditions in the area including parking supply and demand;
- Options for extending 152A Street between 16 and 18 Avenues consistent with existing plans;
- An overview of the existing servicing infrastructure;

- A set of preliminary draft principles for discussion and consideration by the public; and
- Examples of housing forms, heights, designs and densities. This was intended to encourage discussion about potential future development in Semiahmoo Town Centre.

The discussions during the open house revolved around building height, potential traffic issues resulting from increased development, the expansion and improvement of retail facilities and other amenities, and the retention of existing parks and open space. These discussions were further elaborated upon in the comment sheets submitted, which are summarized below:

- Many people like the Town Centre for its convenient services, stores, and amenities within walking distance or a short drive (35 comments), 'small town' ambience (19), shopping choices (14), availability of parking (13) and indoor mall (13). There were also two comments about the area's desirability due to its safe quiet nature. Two comments were received about liking the low density and low-rise buildings in the area. Three people stated that they did not like anything about the area.
- Suggested improvements included the desire for a wider range of stores and entertainment venues (58), more services such as medical, recreational and youth activities (20), updating of building appearances (10) and a better pedestrian environment (6). Some felt that the area needed no improvement (13). A few felt that there should be some sort of special feature in the area (3), a hotel (2), special events (1), or that there could be improvements to the traffic (1).
- Impacts from increasing traffic are a key concern, particularly for the pedestrian environment (24) and for traffic congestion (20 general comments and another 9 specifically referring to 152 Street). There was support for the provision of bicycle lanes on 152 Street (6) and mixed support for developing 152A Street between 16 and 18 Avenues (5 for and 5 against and 2 affected owners who were concerned). Other transportation comments included suggestions to remove the medians on 152 Street (1), improve the traffic signals in the area (1), keep turning lanes on 152 Street (1), and make 152 Street south of 18 Avenue closed to traffic and for pedestrians only (1).
- A desire was expressed for more transit service (11), more parking (11), free parking (4) and underground parking (3). There were some who held the view that there was adequate parking at the present time (4).
- The desire for taller, denser buildings was mixed (25 against high-rise buildings, 17 for, and 8 for additional, but limited height). Some held the view that no additional housing was needed (9), others raised the need for more housing (7), and some identified the need for low cost and seniors housing (5). The addition of green space in residential developments was cited as an opportunity (5), as well as adding housing diversity (3).
- Sustainability was identified as an aspect of the plan that should be more prominently featured (6) and concern was raised over the impact of additional development on public amenities (2).



## Phase 2 Results

The intent of the Semiahmoo Town Centre review is to ensure that the Town Centre is positioned/repositioned from a land use, servicing and amenities perspective to continue to play a vital role in the South Surrey/White Rock area.

A renewed vision for the Semiahmoo Town Centre Plan could include the introduction of a variety of residential housing forms, from townhouses to high-rises, providing a mixed-use development that would support the revitalization of commercial uses, offices and social amenities in the Centre. As well as serving local residents, a renewed Town Centre, with updated services and amenities, could also act as a regional tourist draw within the White Rock/South Surrey area.

Sites with the most redevelopment potential are focused along 152 Street and include the 8 hectare (20 acre) Semiahmoo Mall site. Currently, the maximum allowable density in Semiahmoo Town Centre is 1.5 times the site area. While the Mall is currently developed at a density of about 0.34 times the site area, and Windsor Square at a density of 0.8 times the site area, it is the assessment of landowners in the area that the threshold density required to make redevelopment feasible would be 2.5 times the site area.

Redevelopment at this higher density would allow for the majority of parking to be placed underground and for the provision of on-site amenity space, including green space as well as streetscape improvements that would better accommodate pedestrians, cyclists and, in some cases, provide some additional on-street parking. It is noted that by comparison, the recently approved Bosa Properties high-rise development in White Rock is at a density of 3.8 times the site area.

Additional residential units within the commercial core could provide a wider range of housing types, including high-rise apartments, townhouses and lower rise apartments. More residential units would also support the retail uses and services that are predicted by some to become more dependent on these immediate customers. As this commercial area is becoming more dependent on customers within walking distance, redevelopment will need to be pedestrian-friendly incorporating attractive walking environments with street-oriented shops, public seating opportunities and green space.

## Proposed Options

Through the work undertaken to date, two options have been proposed. While ideally a third option would have been desirable, proposing options that do not provide sufficient incentive for redevelopment by the market were not considered useful to include in this exercise. Conversely, it was not considered necessary to propose development densities as high as those approved recently in the White Rock core. Therefore, the options proposed include the following:

- **Status Quo Option** which maintains the existing maximum density of 1.5 times the site area and the maximum building height of four stories for the Town Centre; and
- **Concentrated Increased Density Option** which allows a maximum density of 2.5 times the site area and a variety of building heights that maintain a maximum four-storey height along streets with higher buildings set back from the street. This

density increase would only apply to the property currently designated in the Official Community Plan as "Town Centre," which is predominately along 152 Street.

These two options are discussed in more detail below.

### **The Status Quo Option**

This option would limit redevelopment of properties within Semiahmoo Town Centre to low-rise, medium-density building forms. There would be little incentive for redevelopment of the commercial properties and, based on the market study conducted as part of Phase 1, there would be little demand for new and expanded retail and other commercial uses in the Town Centre. The quality and variety of new residential housing forms would be limited to the four-storey apartment style of development.

### **The Concentrated Increased Density Option**

This option would allow a density of up to 2.5 times the site area on properties within the Study Area that are now designated "Town Centre" in the Official Community Plan. (see map attached as Appendix 1). Within this density range, it would be recommended that building heights would be limited to four stories adjacent to the street, with higher buildings set back from the street. The higher density can be accommodated in a variety of ways. Mid-rise buildings (8-10 stories) would take up more land area, whereas taller buildings (10 stories for more) would allow for more opportunities for open space at the ground level. For this reason, the tower-podium solution is favoured.

Under this option, the majority of parking would be provided underground.

The focus of the design guidelines would be the creation of a comfortable and attractive pedestrian environment along all streets. In addition to restricting the heights of buildings adjacent to streets, other measures would contribute to streetscape character. Some streets would have a residential focus, while other streets would have residential or office/commercial uses at grade. A coordinated redevelopment plan provides the opportunity to achieve varied setbacks, street trees, weather protection (such as building canopies), ample sidewalks, pedestrian-scaled lighting, attractive signage, street furnishings, public art and amenities, etc.

A variation of this Concentrated Density Option would be to limit the increased density of 2.5 times the site area for the "Town Centre" properties south of 19 Avenue. The density of the "Town Centre" properties north of 19 Avenue could be retained at 1.5 times the lot area to provide a larger transition between the higher density and the adjacent low multi-family and single-family residential developments. To further accommodate this transition, the height of the buildings within the "Town Centre" designation could be taller than four stories along 152 Street. This higher building profile along 152 Street would help to provide a gradual gateway to the commercial centre and allow for a lower building height adjacent to the lower-profile residential uses. More detailed design guidelines will be developed to address the building placement implications for setbacks, shadows and view corridors.

Display boards, attached at Appendix 3, have been created to describe and illustrate the different desired street character for key streets in Semiahmoo Town Centre:

- **152 Street** is described as a retail-fronting street that is to be lined with various retail businesses that are interesting from a pedestrian perspective. A majority of the frontages of these shops will need to be glazed with access directly fronting the street. Uses above the first floor could be offices, services or residential units.
- **16 Avenue** between Martin Drive and 152A Street is intended to be a street with mixed land uses including commercial at grade and office or residential uses above. A variety of uses, including retail could be provided at grade. Elsewhere on 16 Avenue, two to three storey residential uses would front the streets and be set back further with a boulevard and an additional row of street trees.
- **Martin Drive** is intended to be a predominantly residential street, with uses on the east side that are compatible with the existing residential uses on the west side of this street. Two storey town homes are proposed to be oriented to Martin Drive with a setback from the sidewalk to accommodate landscaping and outdoor space for the residential units. South of Southmere Crescent East may remain as office uses, but no retail is proposed to be located along this quieter street.
- **Local Streets** are to be small two-lane roads with parking on each side. Where possible, these streets are to have pedestrian bulges at the intersections to frame the on-street parking and reduce the crossing distance for pedestrians. Additional local streets are proposed through the mall site and along 152A Street between 16 and 18 Avenues to improve pedestrian and vehicular circulation.

Examples of the tower-podium type of development exist throughout the Lower Mainland and several pictures of examples were shown at the first public open house. More examples of this form have been included on the storyboards for the upcoming public open house. Appendix 3 includes the proposed open house storyboards.

These draft options were discussed with many of the commercial property owners as well as the Stakeholder Committee. Some of the comments received from the Stakeholders meeting included the following:

- Semiahmoo Town Centre is predicted to become more dependent on customers that live within walking distance. An example provided by the grocery store representative was that two-thirds of a similar grocery store's business on a mixed-use site is from the residents who live on site.
- Redevelopment needs to happen before an area declines as it is much more difficult to get customers back after they go elsewhere if the commercial businesses are allowed to decline.
- There needs to be an effort to broaden the demographic make-up of the area, which currently has a predominance of seniors. Services and amenities to accommodate families and youth could be part of redevelopment and increased density (i.e. childcare, preschool, teen drop-in centres, entertainment, commercial uses, etc.), as well as considering those who work in the area and ensuring that the needs of seniors in the area are met.

- Affordable housing should be accommodated, particularly for families.
- The area needs an entrance and exit (bookends) – this could be provided with civic uses, public art, a church, etc.
- Public washrooms should be provided in this area.
- Semiahmoo Trail should be extended to the Town Centre. It could be designed to look like the rest of the trail. Alternatively a pedestrian link could be provided to the Trail and signed as such. An interpretive sign at the corner of 16 Avenue and 152 Street was suggested for the Semiahmoo Trail.
- Population/units need to be calculated for the proposed density based on the sites in the Town Centre that have been identified as having redevelopment potential.

### **Proposed Phase 2 Public Open House**

A second public open house is proposed in order to present the public input and work done as part of Phase 2 for public review and input. The public open house is tentatively booked for May 31, 2006 in Semiahmoo Mall between the hours of 5:00 p.m. to 8:00 p.m. The venue will be confirmed and public notification issued once Council authorization is received.

The information proposed to be presented to the public includes the following:

- Review and introduction of the intent of the plan review process;
- Summary of the Phase 1 results from the first public open house held in November 2005, including the revised principles;
- Two plan scenario options: Status Quo and Concentrated Increased Density;
- Maps identifying the properties with redevelopment potential in the Town Centre;
- Existing and proposed vehicular circulation;
- Existing and proposed open space and pedestrian circulation;
- Proposed streetscape character and land uses proposed along key streets, including 152 Street, Martin Drive, 16 Avenue and existing and proposed local streets;
- Links with and transition with the surrounding neighbourhood;
- Review of height and density regulations in the adjacent commercial core of White Rock; and
- Summary of the next steps in the process.

As is the usual practice, a comment sheet will be available to those attending the open house to record and submit written comments for staff review, subsequent to the open house. The same information will also be posted on the City's website for those not able to attend the open house.

### **Next Steps**

Staff will report back to Council with the results of the Phase 2 public open house. It is anticipated that a concept plan document will be developed and refined for the Semiahmoo Town Centre Plan and presented to Council in two stages:

- Stage 1 will include the principles, the proposed land use concept plan as a basis for more detailed engineering and financial analysis (including policies for development), proposed design guidelines, proposed amendments to implement the plan and an outline of any outstanding issues to be resolved as part of Stage 2;
- Stage 2 will include the resolution of any outstanding issues, detailed engineering requirements, comprehensive servicing plan and financial strategy to achieve the plan.

Further public open houses will be held at appropriate points in the process to receive input on the recommended concept and the final plan, including the servicing plan and financial strategy.

### **CONCLUSION**

As Phase 2 of the Semiahmoo Town Centre Study is nearing completion, it is recommended that Council authorize staff to proceed with a public open house to present the Phase 2 findings of the Semiahmoo Town Centre Development Concept Plan review, as documented in this report, and to receive public input on the proposed land use concept options.

*Original signed by*

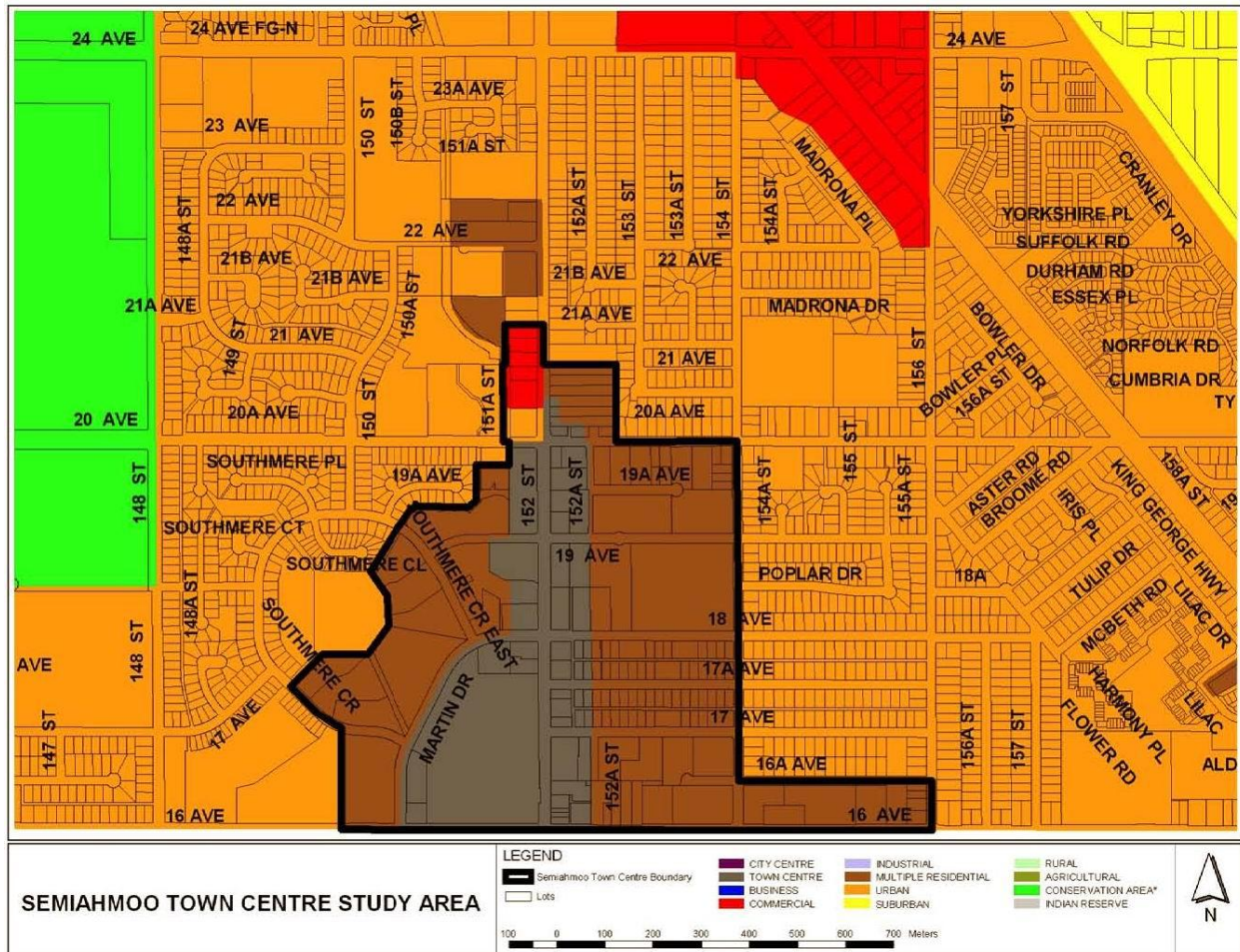
How Yin Leung  
Acting General Manager  
Planning and Development

LG/kms/saw

#### Attachments:

- Appendix 1 Map of Semiahmoo Town Centre Boundaries
- Appendix 2 Corporate Report R235 – Phase 1 Results – Semiahmoo Town Centre Plan Review
- Appendix 3 Proposed Phase 2 Public Open House Boards

Official Community Plan Land Use Designation Map



## Modified City Of Port Coquitlam Sustainability Checklist

	<i>Points</i>	<i>Wt</i>	<i>Total</i>	<i>Soc</i>	<i>Env</i>	<i>Eco</i>
<b>1. Land Use</b>						
<ul style="list-style-type: none"> <li>Mix of uses provided or uses consistent with OCP</li> <li>Adds to the diversity of uses within an existing neighbourhood, such as employment, housing, retail, civic, educational, cultural, recreational</li> </ul> <p><i>This plan proposes to add to the mix of uses through redevelopment that is made financially feasible with higher densities and building heights. This redevelopment includes an increased residential population to support the office/retail commercial and institutional amenities with a larger local customer base. While employment uses are hard to attract, there is anticipated to be more local jobs created in the area.</i></p>	None – 0 Poor – 1 Good – 2 to 3 Excellent – 4 to 5	1	/5	(50%)		(50%)
				2.5		2.5
<b>2. Housing</b>						
<ul style="list-style-type: none"> <li>Offers or adds a mix of housing types, sizes and tenure, including special needs<sup>1</sup></li> <li>Provides units with a wide-range of pricing options that will be sold or leased</li> </ul> <p><i>The amended plan calls for a wider range of housing units than provided for in the current plan. The current plan is predominantly based on four-storey apartment units. The amended plan proposes the addition of ground-oriented townhouses adjacent to residential streets and mid- and high-rise apartment units that will likely appeal to a broader demographic range of people. While the number of additional special needs units/beds is unknown at this time and there are no requirements proposed, the area is currently home to a high proportion of seniors including with 257 seniors apartment units (at least 6 of which are wheelchair accessible - likely more) and 404 congregate care beds.</i></p>	None – 0 Poor – 1 Good – 2 to 3 Excellent – 4 to 5	2	/10	(50%)		(50%)
				4		4
<ul style="list-style-type: none"> <li>Provides subsidized or rental housing<sup>2</sup></li> </ul>	No – 0	1	/5	(50%)		(50%)

<sup>1</sup> Per the instructions, please provide statistical data for these indicators, such as floor area ratio, estimated number of employees, number of housing types, sizes and tenures.

<sup>2</sup> Subsidized Housing encompasses all types of housing for which some type of subsidy or rental assistance is provided, including public, non-profit and co-operative housing, as well as rent supplements for people living in private market housing.

<b>No specific policy has been developed to address subsidized/rental housing</b>	Yes – 5			0		0
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It also includes emergency housing and short-term shelters.  
Enhanced community fabric includes multiculturalism, mobility accessibility, integration with neighbourhoods and crime prevention through environmental design.



<b>3. Community character and design</b>						
<p><i>a) Design</i></p> <ul style="list-style-type: none"> <li>• Building design follows required architectural style and demonstrates innovation</li> <li>• Building orientation towards open space, views and/or daylight</li> <li>• Treatment of façade breaks down massing and articulates depth, verticality &amp; street edge</li> <li>• Scale and massing of buildings relate to neighbourhood structures</li> <li>• Provides crime prevention through environmental design</li> <li>• Incorporates enhanced durability/longevity of construction materials.</li> </ul>	<p>None – 0            Poor – 1            Good – 2 to 3            Excellent – 4 to 5</p>	<p>2</p>	<p>/10</p>	<p>(50%)</p>		<p>(50%)</p>
<p><i>Design guidelines will be developed to create an attractive pedestrian realm and minimize impacts of overshadowing from higher profile buildings. New commercial and residential buildings are to be oriented to the street and public open space. Street edge and access to sunlight has been addressed in the streetscape guidelines and will be further elaborated on in the design and development guidelines along with massing and articulation. CPTED guidelines are already applied through Surrey's OCP Development Permit guidelines.</i></p>				<p>5</p>		<p>5</p>

<p><i>b) Public Space</i></p> <ul style="list-style-type: none"> <li>Creates or enhances community spaces, such as plazas, squares, parks &amp; streets</li> <li>Strong connections to adjacent natural features, parks and open space</li> <li>Builds or improves pedestrian amenities, such as sidewalks, transit shelters, bike racks and connections to civic, cultural, school and retail/service uses</li> </ul> <p><b><i>Additional public open spaces and greenways will be created through redevelopment along with wider sidewalks and measures to improve the attractiveness of the pedestrian environment as described in the streetscape guidelines. Transit facilities are to be incorporated as part of redevelopment to accommodate improved transit service.</i></b></p>	<p>None – 0                  Poor – 1                  Good – 2 to 3                  Excellent – 4 to 5</p>	<p>2</p>	<p>/10</p>	<p>(50%)</p> <p>5</p>		<p>(50%)</p> <p>5</p>
<p><i>c) Density &amp; Infill</i></p> <ul style="list-style-type: none"> <li>Maximizes FAR or dwelling unit/acre density<sup>1</sup></li> <li>Results in infill/redevelopment and enhanced<sup>2</sup> community fabric</li> </ul> <p><b><i>2.5 FAR is proposed for the mixed-use core designated as "Town Centre" in the study area with the majority of the remaining study area allowing 1.5 FAR of residential density. While the exact proportion of residential versus commercial/institutional uses is not known, this density will add residential and commercial uses to this town centre. Redevelopment to this density will include the streetscape improvements described above.</i></b></p>	<p>None – 0                  Poor – 1                  Good – 2 to 3                  Excellent – 4 to 5</p>	<p>1</p>	<p>/5</p>	<p>(50%)</p> <p>2.5</p>		<p>(50%)</p> <p>2.5</p>

<p><i>d) Transportation</i></p> <ul style="list-style-type: none"> <li>• Accessible by multiple modes of transport, emphasizing public transit including future planned</li> <li>• Parking does not visually dominate the street view &amp; allows easy, safe pedestrian building access</li> <li>• Interconnected road system with direct street connections, short block lengths, no cul-de-sacs</li> <li>• Provides traffic speed &amp; demand management</li> </ul> <p><i>The plan provides measures to improve transit, pedestrian and cyclist modes through improved streetscapes, provision of bike lanes, improved transit service and facilities and higher-densities that offer services and amenities within walking distance of homes and workplaces. Parking is proposed to be on-street to support commercial uses and underground to preserve the ground level for pedestrian, buildings and open space. The street grid is proposed to be refined with more streets, the breaking up of larger blocks and direct connections. No cul-de-sacs are proposed. Bulges, landscaping, on-street parking and transit stops on the street will all contribute to a reduction in traffic speed. However, the addition of arterial capacity, while better accommodating transit service, will also increase vehicular capacity</i></p>	<p>None – 0          Poor – 1          Good – 2 to 3          Excellent – 4 to 5</p>	<p>1</p>	<p>/5</p>	<p>(50%)</p> <p>2</p>	<p>(50%)</p> <p>2</p>
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<b>4. Environmental Protection &amp; Enhancement</b>				
<p>a) <i>Lands</i></p> <ul style="list-style-type: none"> <li>• Does not intrude on ALR or designated open lands</li> <li>• Protects riparian areas and other designated environmentally sensitive areas</li> <li>• Provides for native species habitat restoration/improvement</li> <li>• Redevelops environmentally contaminated site</li> </ul> <p><i>The plan is to infill an existing urban area where no ALR, riparian, or other environmentally sensitive land is affected. There is not any known contamination. There are plans to reclaim Greenpeace as part of redevelopment in areas that are currently paved, which would provide habitat that does not now exist. Sustainable Storm water management practices are proposed to be developed as part of the second stage of this process.</i></p>	<p>None – 0            Poor – 1            Good – 2 to 3            Excellent – 4 to 5</p>	<p>2</p>	<p>/10</p>	<p style="text-align: center;"><b>10</b></p>
<p>b) <i>Servicing</i></p> <ul style="list-style-type: none"> <li>• Does not require extension of existing municipal infrastructure (e.g. roads, water and sewer)</li> <li>• Located in existing commercial and transportation nodes</li> </ul> <p><i>While the size of the water pipes may need to be expanded to accommodate the increased density, they will not need to be extended. The existing sewer capacity will handle the additional density proposed and storm water runoff is to be improved with the introduction of more green space and more sustainable measures similar to those successfully used in East Clayton. A finer street grid is proposed.</i></p>	<p>None – 0            Poor – 1            Good – 2 to 3            Excellent – 4 to 5</p>	<p>1</p>	<p>/5</p>	<p style="text-align: center;"><b>5</b></p>

<p>c) <i>Construction/Design</i></p> <ul style="list-style-type: none"> <li>• Provides LEED certification (certified, silver, gold, platinum) or accepted green building best practices (e.g. Built Green BC, Green Globes)<sup>3</sup></li> </ul> <p><i>This checklist item is for a development application.</i></p>	<p><del>None – 0</del>  <del>Certified – 2</del>  <del>Silver – 3</del>  <del>Gold – 4</del>  <del>Platinum – 5</del></p>	<p>4</p>	<p><del>/20</del></p>		<p>N/A</p>	
<p><b>5. Social Equity</b></p>						
<ul style="list-style-type: none"> <li>• Contains elements of community pride and local character, such as public art</li> <li>• Provides affordable space for needed community services</li> <li>• Conducts public consultation, including documenting concerns &amp; providing project visuals</li> </ul> <p><i>The amended plan proposes the inclusion of seniors and youth centres into redevelopment as well as additional green space, greenway linkages to amenities and services and a connection through the mall site between the end of the Semiahmoo Trail at Martin Drive/Southmere Crescent to the northwest corner of 16 Avenue and 152 Street, which will be marked with another public plaza. Opportunities for public art are identified in the streetscape guidelines. The process has included public consultation through a Stakeholder group and two public open houses where sketches, pictures and written descriptions have been developed to communicate the options for the area.</i></p>	<p>None – 0          Poor – 1          Good – 2 to 3          Excellent – 4 to 5</p>	<p>2</p>	<p>/10</p>	<p>10</p>		

<sup>3</sup> Please provide a copy of the green building checklist chosen. For example: LEED Canada-NC 1.0 Project Checklist can be obtained at: <http://www.cagbc.org/uploads/LEED%20Canada-NC%20Project%20Checklist.xls>  
 Green Globes at: [http://www.greenglobes.com/design/Green\\_Globes\\_Design\\_Summary.pdf](http://www.greenglobes.com/design/Green_Globes_Design_Summary.pdf)

<b>6. Economic Development</b>						
<p><i>a) Employment</i></p> <ul style="list-style-type: none"> <li>Provides permanent employment opportunities<sup>1</sup></li> <li>Increases community opportunities for training, education, entertainment or recreation</li> </ul> <p><i>While additional employment opportunities will be provided, the exact number is not yet known and will be determined by market demand. The additional density will provide the economic feasibility to provide a wider range of community amenities.</i></p>	<p>None – 0 Poor – 1 Good – 2 to 3 Excellent – 4 to 5</p>	<p>1</p>	<p>/5</p>	<p><b>3-5</b></p>		
<p><i>b) Diversification and Enhancement</i></p> <ul style="list-style-type: none"> <li>Net increase to property tax base<sup>1</sup></li> <li>Promotes diversification of the local economy via business type and size</li> <li>Improves opportunities for new and existing businesses, including eco-industrial and value-added</li> <li>Developer demonstrates experience with similar projects</li> </ul> <p><i>While opportunities for increasing the property tax base and local economy, the exact value-added cannot be calculated at this time.</i></p>	<p>None – 0 Poor – 1 Good – 2 to 3 Excellent – 4 to 5</p>	<p>1</p>	<p>/5</p>	<p><b>2-5</b></p>		
<p><b>TRIPLE BOTTOM LINE SUMMARY</b></p> <p>Social/Environmental/Economic</p> <p>Application Total</p>				<p>31 / 35 (89 %)</p>	<p>15 / 15 (10 0 %)</p>	<p>26-31/35 (74-89%)</p>
				<p><b>72 - 77 / 85</b> <b>(85 - 91 %)</b></p>		

\* Please note that text in bold italics represents the evaluation of the updated Semiahmoo Town Centre Plan pursuant to the City of Port Coquitlam's Sustainability Checklist.