

Overview

South Westminster Neighbourhood Concept Plan (NCP)

We Want Your Input!

We are seeking your input about the final land use plan, the servicing plan and funding requirements for South Westminster. Please complete the questionnaire available at the Open House. Leave it with City staff or mail or fax it to the Planning & Development Department at City Hall. More information about the South Westminster NCP is available on the City's website: www.surrey.bc.ca, or by calling (604) 591-4441.

Background

On March 10, 2003, City Council approved, in principle, a Land Use Plan for South Westminster. At the same time, Council instructed staff to finalize the engineering servicing and financial strategies for South Westminster and conduct a Public Open House. The purpose of this report is to provide background information and highlights of the Neighbourhood Concept Plan for South Westminster which may help you complete the comment sheet provided at the final Open House on April 16th, 2003.

The Land Use Plan

The South Westminster Plan responds to City objectives with a new vision that will transform an industrial waterfront into parks and public spaces and transform an existing unattractive and under utilized industrial area into new industrial neighbourhoods and business districts and special residential communities. The Plan will provide for an aesthetically pleasing environment that will encourage investment in South Westminster. Although the Plan is focussed on guiding the long-term development of the area, it will also serve to guide current land use decisions in improving the area's image and creating an attractive gateway into Surrey via the Pattullo bridge and the SkyTrain. The Plan envisions a variety of land uses including commercial, industrial, residential and recreational uses (see land use plan attached). The Plan provides five distinct districts defined by existing major roads and railways. These five districts are:

The Fraser River Waterfront. This area features two waterfront parks (Brownsville Bar and Tannery Park) connected by a public boardwalk along the Fraser River shoreline. The Plan calls for a land use change along the waterfront from work-oriented to recreation-oriented including the development of high quality business parks and/or multiple family residential uses around the Pattullo bridgehead area and along the King George Highway corridor. The existing trailer park site, located adjacent to the waterfront at Old Yale Road, could potentially be redeveloped to a higher density multiple residential use. A portion of the riverfront between the two parks has been identified as a "Special Study Area". It is the intention of the City to work with the Fraser Port Authority toward finalizing the types of land uses along this portion of the river with a view to resolving waterfront design in the near future.

Yale Street Commercial. The South Westminster Plan recognizes the importance of Old Yale Road as an historic link to the River and reinforces this role of providing a key and significant link to the Fraser River waterfront area. The Plan envisions the development of retail and office uses mixed with residential uses on the upper floors for the redevelopment of properties fronting Old Yale Road. Lined with small-scale pedestrian-oriented commercial uses such as shops, sidewalk cafes and restaurants along the street level on both sides of Old Yale Road, the street is envisioned to be open, inviting and have a pedestrian-friendly environment. The South Westminster Plan calls for the surrounding areas around Old Yale Road to be developed for high quality business parks mixed with multiple residential uses.

Transit-Oriented Urban Village. Given the public-oriented and transportation focus associated with SkyTrain, the area is appropriate for a transit-oriented development that takes advantage of its regional accessibility and proximity to the riverfront and river views. The intent is to develop this area as an active residential community. Transit-Oriented Development ("TOD") is typically a compact mixed-use community centred at a transit station to encourage people to live near transit services and to decrease their dependence on cars. Due to the development of residential uses in the area, a school and park site, if required by the School District, has been designated at the south part of the area adjacent to the railway.

Scott Road Commercial Area. The Plan envisions the development of highway commercial uses along the Scott Road corridor from 104 Avenue/Tannery Road to Old Yale Road. The highway commercial outlets could be complemented by the development of business parks along the rear of the commercial corridor located adjacent to the South Fraser Perimeter Road and towards the east to the toe of the southeast slope of the residential hillside. The development of high quality business parks adjacent to the residential single-family homes on the hillside, would provide a suitable transition to the residential areas on the hillside with respect to views, noise and lighting.

Port Industrial Area. The existing Fraser Surrey Docks is a 54-hectare (133-acre) multi-berth facility located on the southern tip of the South Westminster industrial area. To ensure and protect the availability of land in support of the Docks' activities, the South Westminster Plan has designated the Port Industrial area for port-related industrial services and uses and/or for general light impact industrial uses.

Amenity Requirements

In accordance with City Council policy, to address the amenity needs of the proposed new development in South Westminster, all development proposals at the time of rezoning or building permit issuance will be required to make a monetary contribution toward the provision of new police, fire protection and library services and toward the development of the parks, open spaces and pathways.

The monetary contributions toward police, fire and library materials will offset the capital costs of providing these services to the new development and are applied on a standardized basis in all of Surrey's Neighbourhood Concept Plan areas. The monetary contributions toward parks, open spaces and pathway development are based upon an estimate of the capital costs of the park at the school site, the waterfront walkway, an expansion of Brownsville Bar Park and linear parks throughout the area.

Business, industrial and commercial developments are exempt from contributing toward park/pathway development and library services for they will have minimal impact on nor directly require these services. A summary of the applicable amenity contributions (per dwelling unit or hectare/acre) is outlined below.

South Westminster Neighbourhood Concept Plan – Amenity Contributions			
	Per Unit Contribution – All Residential ¹	Per Acre Contribution – All Non-residential ²	Anticipated Revenue
Police Protection	\$54.46 per dwelling	\$218.65 per acre	\$329,683.50
Fire Protection	\$236.09 per dwelling	\$944.68 per acre	\$1,425,023.95
Park/Pathways Development	\$726.66 per dwelling	n/a	\$2,379,810.00
Library Materials	\$122.35 per dwelling	n/a	\$400,626.95
Total Contribution: Per unit or per acre	\$1,139.56 per dwelling	\$1,163.33 per acre	
Total Anticipated Revenue			\$4,535,144.30

NCP Planning Process

The planning process involved a number of steps with formal and informal opportunities for the public and business owners to participate in the process. These steps are:

Planning Process: South Westminster NCP*		
1) Council approved Terms of Reference (1999)	4) Public Open House (May 2000)	9) Public Open House to review final plan, servicing and funding requirements (April 2003)
2) Business Advisory Committee (BAC) formed - 16 members	5) Preferred land use option discussed with BAC (delayed due to PNE decision)	10) Finalization of NCP, servicing and funding
3) Three land use options developed	6) Preferred land use plan endorsed by BAC	11) Council approval of NCP, servicing and funding
	7) Servicing study commenced	
	8) Council approved NCP in principle	

* Steps in bold not completed

Attachment: South Westminster Plan

¹ Based upon an estimated 3,275 dwelling units

² Based upon: 155 acres of business park, 55 acres of business park/IL, 335 acres of IL, 20 acres of retail C-8, 120 acres of highway commercial, and 5 acres of transit village business/commercial = 690 acres