



# THEME C: INFRASTRUCTURE and FACILITIES



## THEME C: Introduction



Infrastructure provides the systems and networks that connect a city and supports the functions of contemporary urban life. In this Official Community Plan, the definition of infrastructure includes engineering and utility networks such as sanitary sewers, drainage systems, water distribution lines, energy networks and transportation systems. It also includes civic facilities such as recreation and community centres and libraries as well as a network of parks and greenways that knit Surrey and its neighbourhoods together.



As a geographically large city made up of several distinct urban areas that are separated by agricultural land, Surrey faces challenges in maintaining its extensive infrastructure networks in an efficient and cost-effective manner. This reality places increased importance on the careful planning and management of each network of public infrastructure.



The objectives within Theme C support maximizing the sustainability of Surrey’s civic infrastructure by emphasizing low-impact development and construction practices, extending the safe and useful lifespan of public infrastructure assets, minimizing waste and inefficiency, and designing and managing streets, parks and greenways to encourage active transportation (walking and cycling) and to enhance environmental health.

## THEME C: Objectives

1. Develop efficient and adaptable infrastructure systems.
2. Provide a comprehensive transportation network that offers reliable, convenient and sustainable transportation choices.
3. Maintain an integrated network of parks and greenways to promote healthy living and connect the City and its neighbourhoods.
4. Provide an equitable and integrated network of civic and recreational facilities to support community and neighbourhood life.

# THEME C: INFRASTRUCTURE AND FACILITIES

Develop Complete and Sustainable  
Parks, Public Infrastructure and  
Transportation Systems

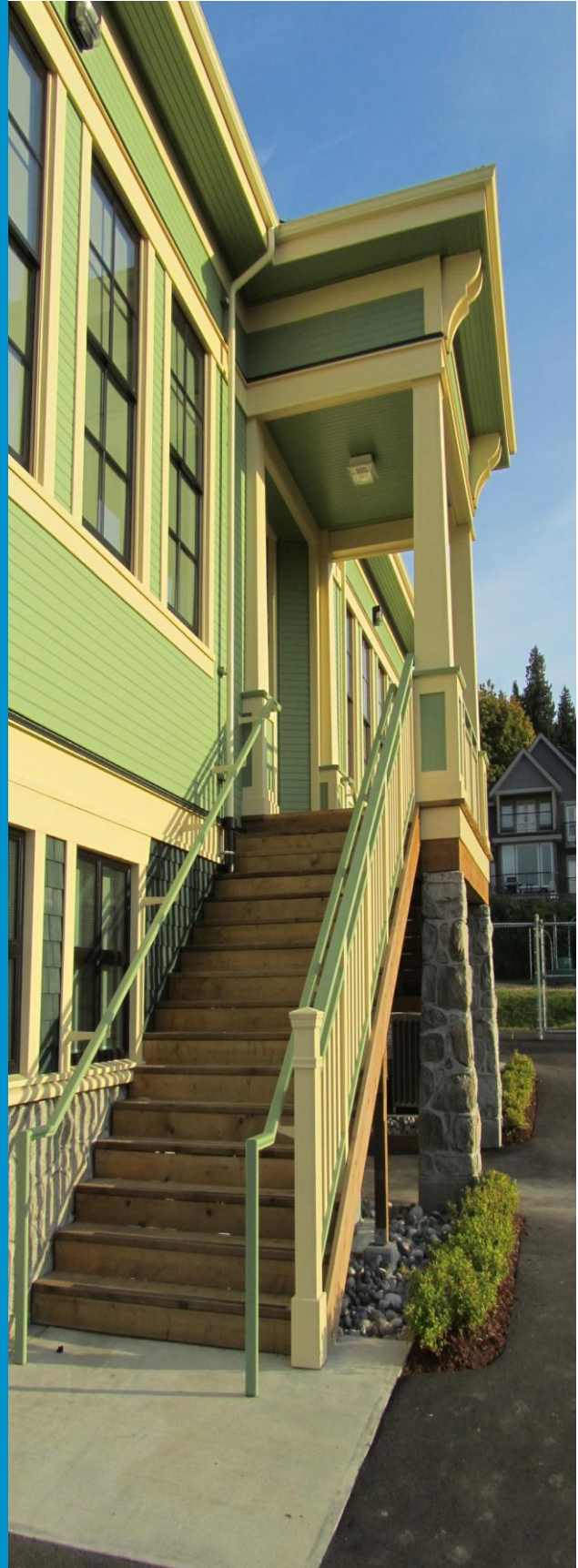
## Sections

C1 Adaptable, Greener  
Infrastructure

C2 Transportation

C3 Parks and Greenways

C4 Civic and Recreation Facilities



# C1

## Adaptable, Greener Infrastructure

### Develop efficient and adaptable infrastructure systems

Surrey residents enjoy a high level of municipal services (e.g. water, drainage, liquid and solid waste and energy supply) which contribute significantly to a high quality of life. The provision and maintenance of these service demands are detailed in Surrey's *10-year Engineering Servicing Plan*.

Surrey emphasizes a sustainable approach to managing its infrastructure systems including:

- Maximizing the efficiency and performance of existing infrastructure before building new systems
- Planning for efficiencies that reduce new development infrastructure needs
- Reducing infrastructure energy consumption
- Using 'green' and natural stormwater infrastructure components to minimize local ecosystem impacts
- Supporting District Energy systems to help reduce long term energy costs
- Planning for infrastructure to support future development.

In order to meet Objective C1, the City will:

### C1 POLICIES: General

- C1.1 Maintain a 10-year *Engineering Servicing Plan* (as amended) to identify the infrastructure works and services necessary to meet the needs of the City's existing population and to support future development within approved areas.
- C1.2 Encourage the development of more compact and efficient land uses and servicing systems, emphasizing infill and intensification in order to use existing infrastructure systems efficiently and to minimize the costs of new utility infrastructure.
- C1.3 Coordinate infrastructure upgrades and system extensions with land use and density requirements to ensure cost effective urban development.



Crescent Beach pump station.

## C1 POLICIES: Water

- C1.4 Provide, operate and maintain the City’s water distribution system (see Figure 24) in support of the goals and objectives of Metro Vancouver’s *Drinking Water Management Plan* (as amended).
- C1.5 Encourage the use of development practices, landscaping designs and building systems that reduce water consumption, particularly in high-demand periods.
- C1.6 Require developers to pay for water extensions or system upgrades needed to support their new development.
- C1.7 Support land owners and senior levels of government to protect groundwater resources and aquifers from contamination.

## C1 POLICIES: Stormwater

- C1.8 Provide, operate and maintain the City’s stormwater drainage system (see Figure 25) in support of the goals and objectives of Metro Vancouver’s *Integrated Liquid Waste Resource Management Plan* (as amended).
- C1.9 Complete Integrated Stormwater Management Plans (ISMP) for each watershed catchment in the City as a crucial step to the management of the natural environment in conjunction with land use and infrastructure planning.
- C1.10 Protect natural watercourses from encroaching development and enhance and improve where necessary.
- C1.11 Plan and implement appropriate on- and off-site stormwater management practices and facilities that support development and meet the water quality and biodiversity needs of the watershed.
- C1.12 Support alternative stormwater management techniques such as drainage infiltration, absorbent landscaping, pervious pavements and natural area preservation that more closely reflect natural drainage systems and pre-development hydrological conditions.
- C1.13 Continue dialogue with senior levels of government regarding floodplain management, dyking standards and sea level rise strategies for vulnerable areas.
- C1.14 Continue to implement and manage the *Strategic Plan for Lowlands Flood Control* (as amended) for the Serpentine River and Nicomekl River floodplains in an effort to support agricultural production in these areas.
- C1.15 Require developers to pay for stormwater extensions or system upgrades needed to support their new development.



Surrey Lake

**Figure 24: Water Distribution Infrastructure**

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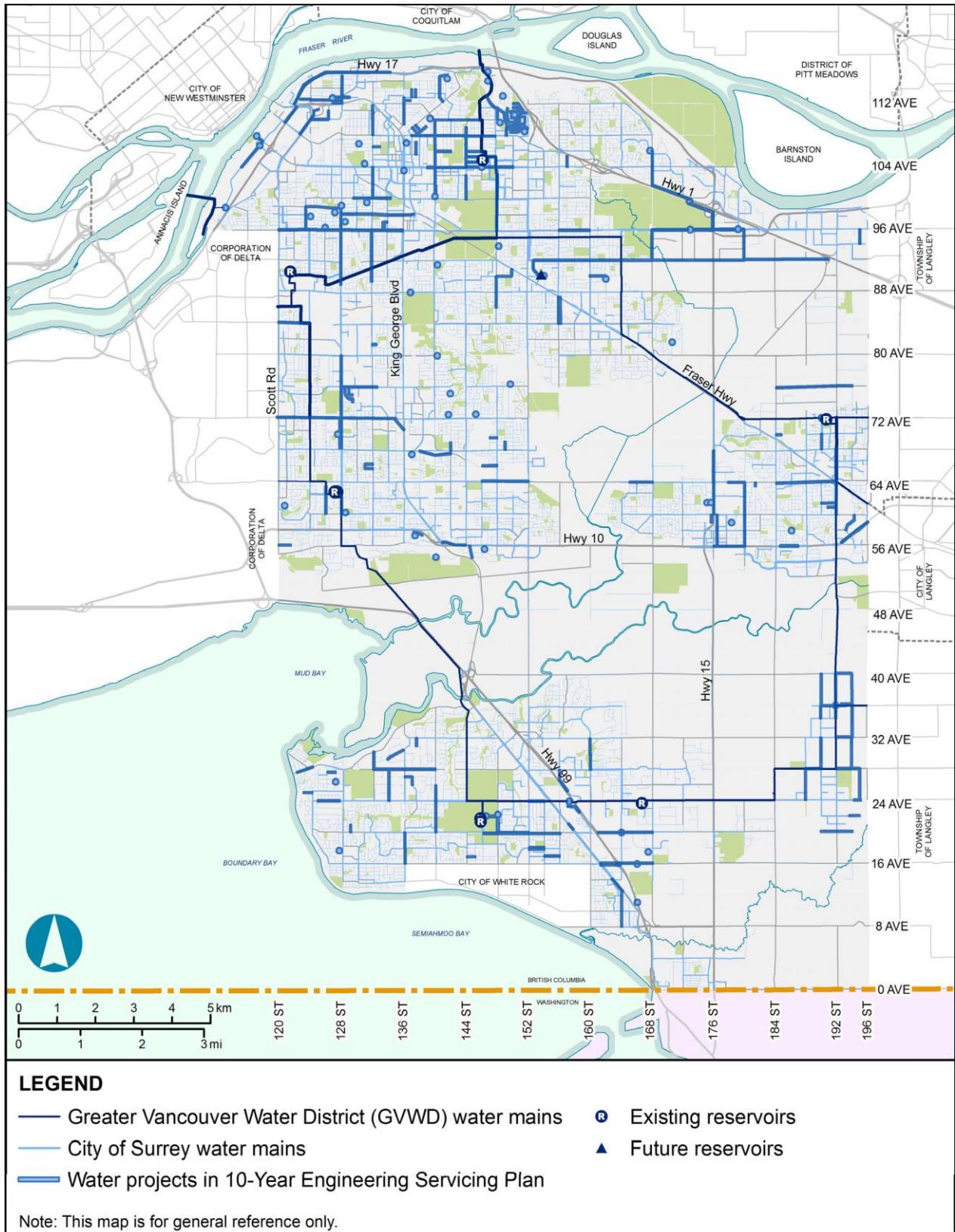
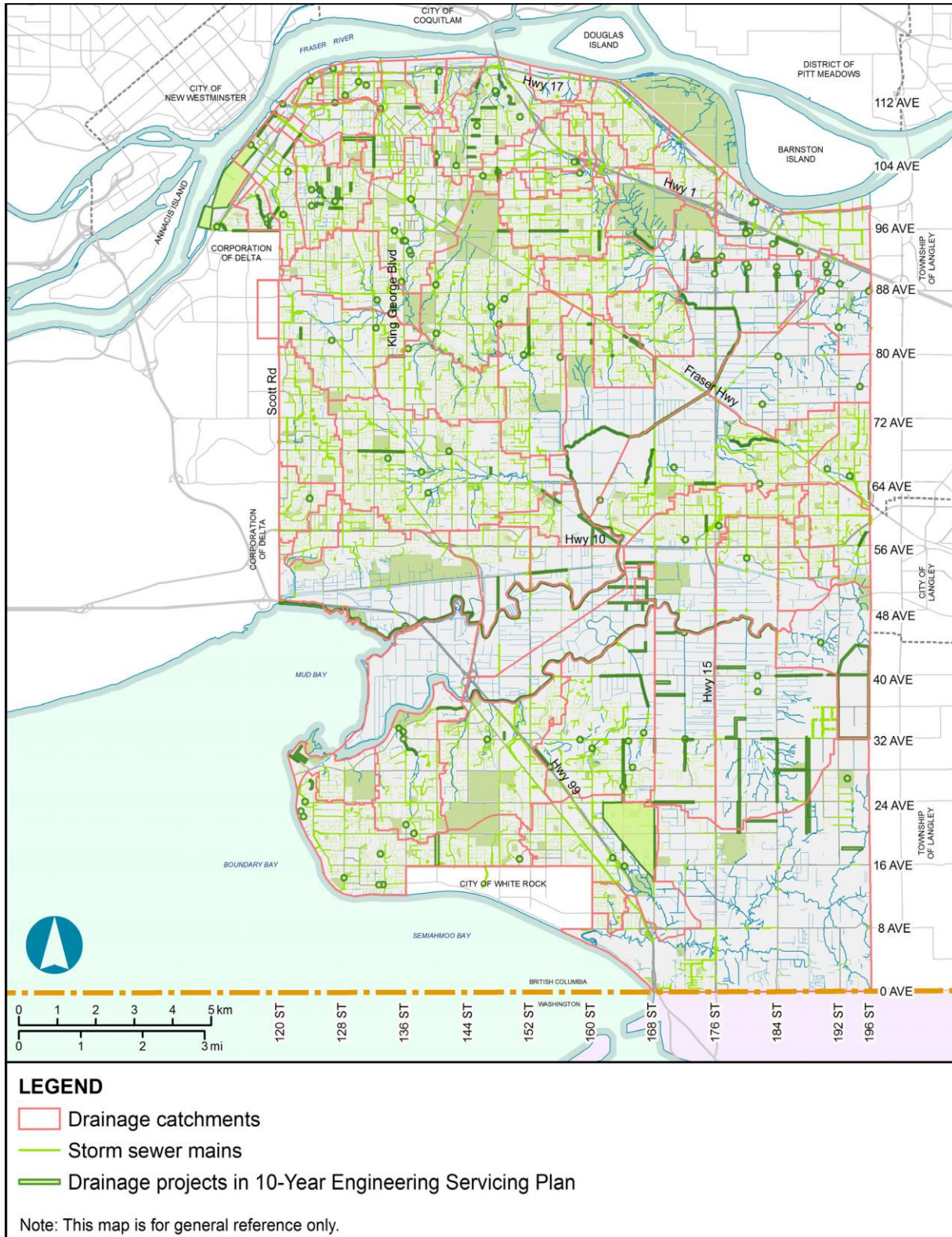


Figure 25: Stormwater Infrastructure

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## C1 POLICIES: Sanitary Sewer

- C1.16 Provide, operate and maintain the City’s sanitary sewer system (see Figure 26) in support of the goals and objectives of Metro Vancouver’s *Integrated Liquid Waste and Resource Management Plan* (as amended).
- C1.17 Require new development within Neighbourhood Concept Plan areas to demonstrate cost-effectiveness prior to approving any upgrades or extensions to the sanitary sewer system.
- C1.18 Ensure that development provides the sanitary sewer extensions or system upgrades necessary to support new development.
- C1.19 Work with Metro Vancouver and neighbouring communities to control and ultimately eliminate Sanitary Sewer Overflows (SSO) from the regional sanitary sewer system.

## C1 POLICIES: Solid Waste

- C1.20 Provide solid waste services in Surrey according to Metro Vancouver’s *Integrated Solid Waste and Resource Management Plan* (as amended).
- C1.21 Participate with partners, including Metro Vancouver, non-profit organizations and the private sector to promote cost-effective and sustainable waste reduction and diversion initiatives and practices.
- C1.22 Reduce solid waste produced by Surrey residents, commercial and industrial operations and construction activities through recycling, home composting, curbside pick-up restrictions and public promotion and education.
- C1.23 Reduce the energy needed for waste disposal by encouraging private development to accommodate composting and recycling facilities in multi-family and commercial developments.
- C1.24 Support the co-location of industrial uses so that the waste from one can be used as a resource by another.
- C1.25 Encourage venues and special events to adopt Zero Waste goals as part of a larger “green events” policy. Use incentives and technical assistance to help implement their initiatives.
- C1.26 Work with senior levels of government to move toward prohibiting non-essential, non-recyclable materials, products and packaging in manufacturing and product distribution.

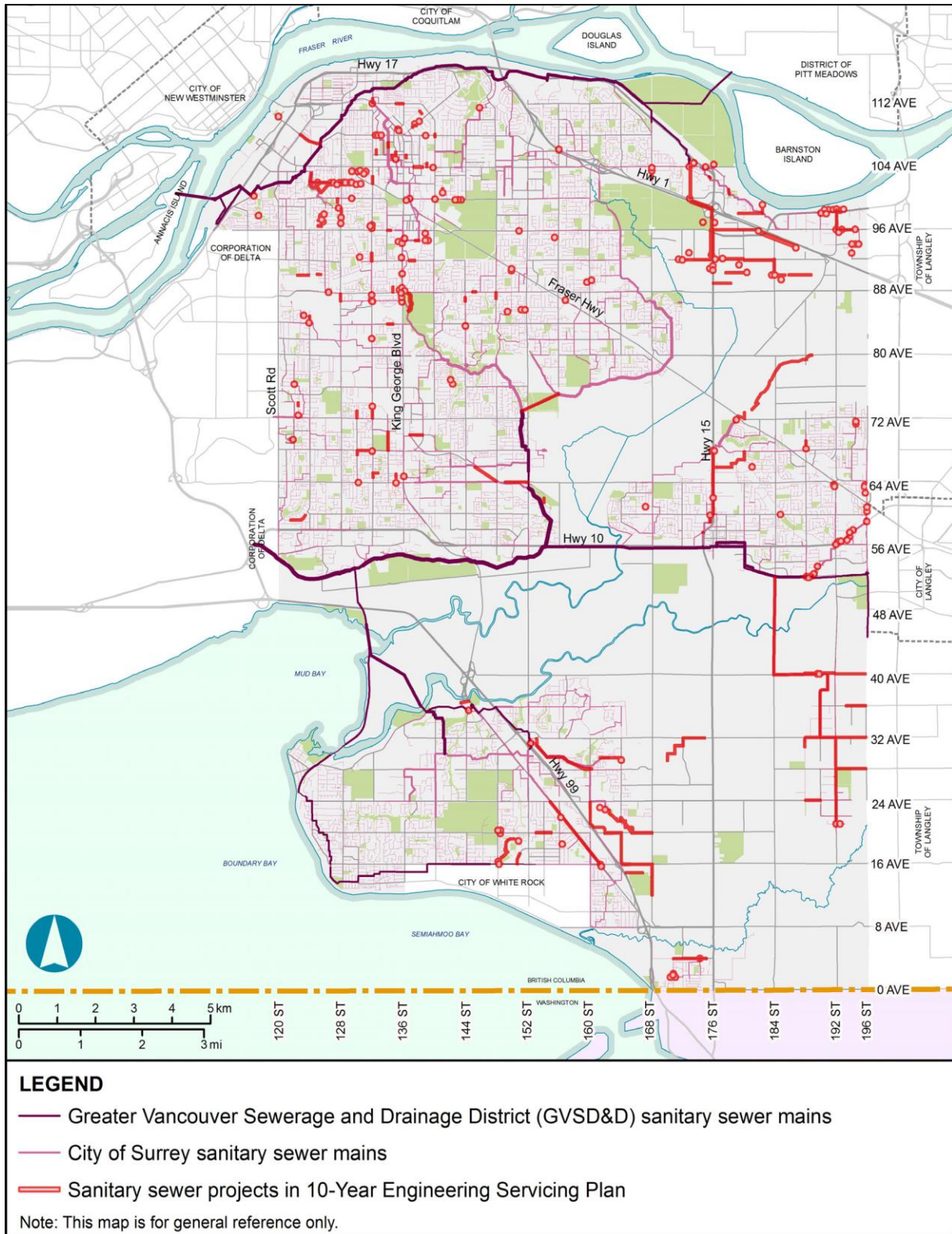
Surrey supports solid waste reductions by using a green bin and recycling program.





**Figure 26: Sanitary Sewer Infrastructure**

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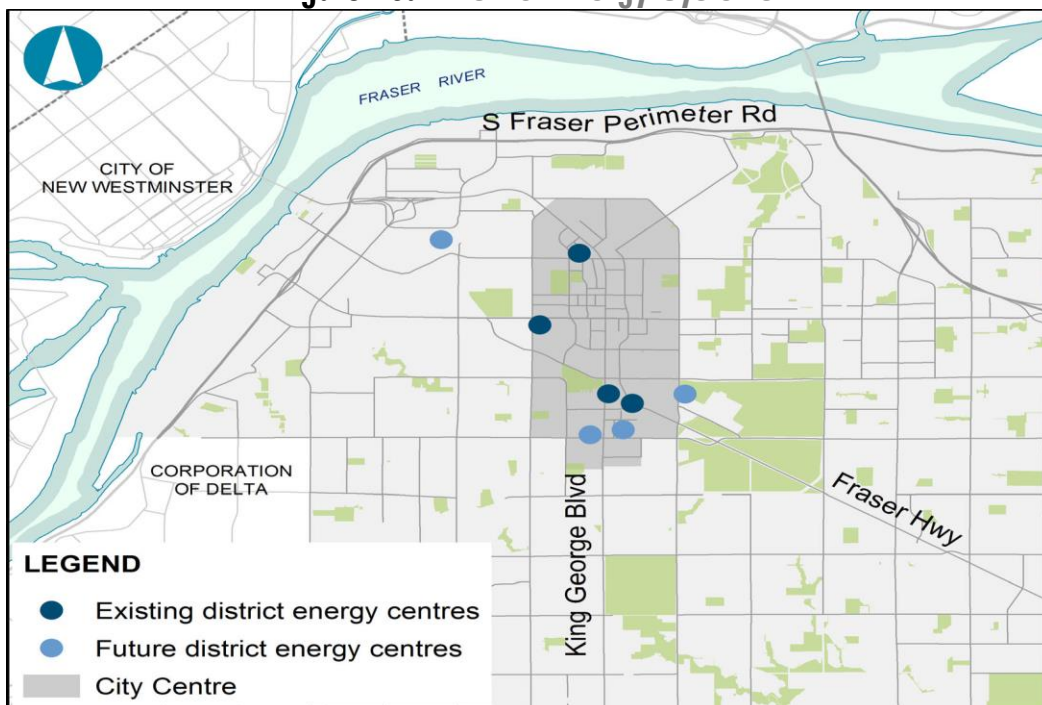


## C1 POLICIES: Energy

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- C1.27 Consider energy efficiency in community planning and building design. Support land uses, development plans, transportation and utility infrastructure, building forms and energy alternatives that increase energy efficiency and conservation in a sustainable manner.
- C1.28 Work closely with BC Hydro and other utility companies to coordinate planning and development of electricity and utility infrastructure to ensure project efficiencies, to minimize costs and to reduce public nuisance.
- C1.29 Advance the implementation of District Energy Systems (see Figure 26a) to provide thermal energy to new and existing buildings to improve community energy resilience, facilitate the use of renewable energy sources and reduce greenhouse gas (GHG) emissions.
- C1.30 Focus the initial development of District Energy systems to Surrey’s City Centre. Consider the feasibility of using District Energy systems along high-density corridors and in Surrey’s Town Centres.
- C1.31 Encourage innovative ways to produce, supply, store and conserve energy at the community, neighbourhood and building levels. Explore and identify opportunities to use appropriate energy sources to satisfy energy demands.
- C1.32 Promote the use of renewable energy sources through energy demonstration projects.
- C1.33 Retrofit city facilities over time to increase energy efficiency by incorporating low-impact renewable energy sources into building and construction practices.
- C1.34 Encourage upgrading of existing buildings during alterations, additions or redevelopment to accommodate infrastructure for solar hot water and/or electric vehicle charging stations.

**Figure 26a: District Energy Systems**



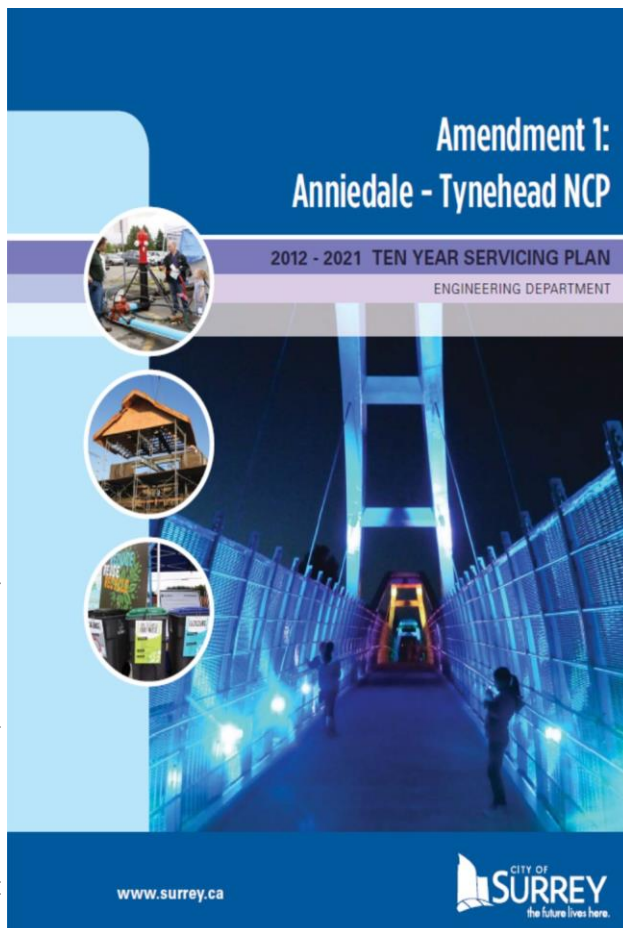
## C1 POLICIES: Other Utilities

- C1.35 Ensure the appropriate interface between land uses and utility corridors, including electrical transmission corridors and oil and gas Rights-of-Way.
- C1.36 Ensure the coordination of land use planning with the provision of essential utility infrastructure including telecommunications and energy networks.
- C1.37 Develop and implement policy on the appropriate location, design criteria and neighbourhood integration of communications infrastructure in consultation with neighbourhoods and the communications industry.

## C1 POLICIES: Implementation

- C1.38 Ensure Development Cost Charges (DCCs) are sufficient to fund all growth-related requirements included in the 10-Year *Engineering Servicing Plan* (as amended). Require developers to finance the utility system improvements that are necessary to accommodate their new development.
- C1.39 Use alternative financing tools such as DCC Front-Ending Agreements and Development Works Agreements to assist the development community in providing DCC-eligible infrastructure necessary to service urban development.
- C1.40 Recognize that neighbourhoods will continue to have different standards and levels of service for street lights, sidewalks, drainage and parks and that retrofitting will be considered on a limited basis for high priority areas or in areas experiencing significant redevelopment through infill or intensification. New development will be required to meet current standards or standards specified within Neighbourhood Concept Plan areas.
- C1.41 Provide opportunities for existing properties to improve their local infrastructure through the use of Local Area Servicing Agreements.
- C1.42 Ensure long-term infrastructure sustainability by establishing financial plans and reserves to ensure adequate long-term funding exists for the maintenance and replacement of the City's infrastructure systems.

Neighbourhood Concept Plans detail costs and requirements needed to support new development in Surrey.



# C2

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## Transportation

### **Provide a comprehensive transportation network that offers reliable, convenient and sustainable transportation choices**

Transportation plays a role in almost all aspects of people’s lives and is essential for people to access employment, education, shopping, recreation and social and cultural destinations in a safe, affordable, environmentally-friendly and efficient way.

The City’s vision for transportation is articulated in the *Transportation Strategic Plan*, which sets the foundation for delivering a quality, sustainable and integrated transportation system and which recognizes that: increasing mode choice and reducing reliance on the car are key components of a sustainable, balanced system; and that transportation is integrally connected to land use.

Extending rapid transit to link Surrey’s Town Centres with its City Centre is a key component of the City’s transportation vision. This vision also includes working with the regional transportation authority and senior governments to fully integrate Surrey’s existing SkyTrain and transit infrastructure along three key corridors in order to shape the development of transit-oriented centres and neighbourhoods.

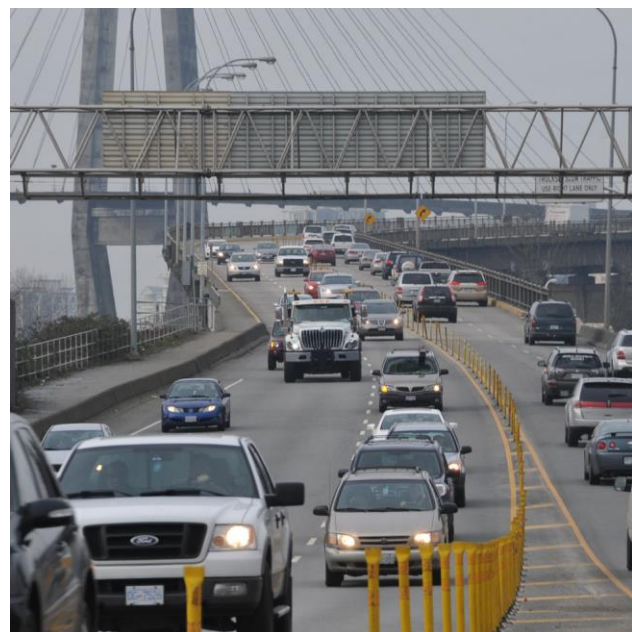
In order to meet Objective C2, the City will:

### **C2 POLICIES: General**

C2.1 Implement the actions contained in the *Transportation Strategic Plan* (as amended), in order to achieve its objectives of:

- Efficiently managing, maintaining and improving a transportation system for all modes
- Promoting alternative and sustainable travel choice and providing better accessibility to jobs, education, health and recreation for all
- Improving community safety, health and quality of life
- Reducing congestion and supporting the sustainable economic development and vitality of Surrey
- Reducing the impacts of transportation on the built and natural environment
- Promoting the integration between transportation and land uses to reduce the need for travel and to support trips by sustainable modes.

C2.2 Plan and develop Surrey’s transportation system with a regional perspective, considering Metro Vancouver’s *Regional Growth Strategy (RGS)*. Coordinate with the strategic and operational plans of TransLink and the Ministry of Transportation and Infrastructure.



Puttallo Bridge; looking toward New Westminster

## C2 POLICIES: General (cont.)

- C2.3 Achieve a balanced transportation network by considering the needs of road users in the following order:
  1. Pedestrians
  2. Transit users
  3. Cyclists
  4. Commercial traffic and trucks
  5. High occupancy vehicles
  6. Single occupancy vehicles
- C2.4 Provide direct and convenient bike, transit and vehicle access to and within employment areas.
- C2.5 Encourage development patterns, densities and designs that support transit services and that promote efficient walking and cycling.
- C2.6 Ensure that Surrey’s transportation network is planned and designed to support existing and future land uses and densities by providing transportation alternatives, including rapid transit, to improve infrastructure efficiencies.
- C2.7 Consider modifying infrastructure requirements to respond specifically to special considerations such as crossing riparian areas or significant tree retention.

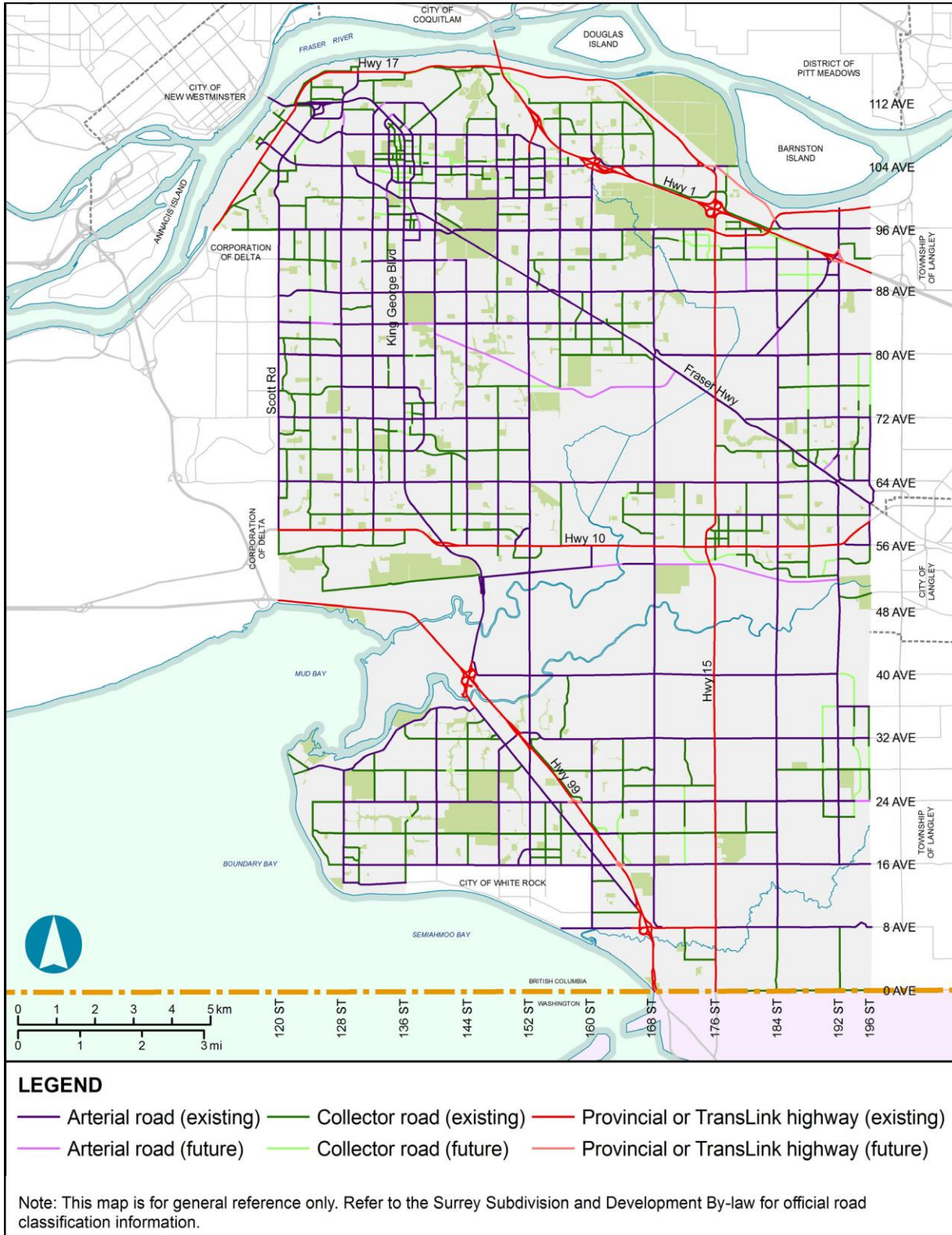
## C2 POLICIES: Roads

- C2.8 Maintain road classifications including arterial, collector and local roads (see Figure 27) to provide a sufficient street network to facilitate mobility within and across Surrey.
- C2.9 Maintain appropriate street standards and road cross-sections to provide consistency in design.
- C2.10 Retain existing, and identify future, Rights-of-Way and/or other parcels of land that may be needed for future transportation corridors.
- C2.11 Ensure adequate Rights-of-Way are established to accommodate existing and future transportation needs for pedestrians, cyclists, transit services, vehicle travel, goods movement, boulevards (including street trees) and drainage and utility service corridors, as illustrated in the Major Road Allowance Map of Surrey’s Subdivision and Development By-law, as amended.
- C2.12 Manage the safe and efficient performance of existing transportation infrastructure systems before widening roads. Focus on prioritizing the completion of missing strategic links.
- C2.13 Coordinate the planning of the City’s arterial street system with major regional roads and provincial highways to facilitate regional links while minimizing traffic impacts on Town Centres and neighbourhoods.
- C2.14 Accommodate consistent flows of traffic along high-volume streets by restricting the number of driveways that directly access arterial roads.

*Design with pedestrians in mind including providing areas of refuge and/or resting spots.*



Figure 27: Major Road Classifications



## C2 POLICIES: Roads (cont.)

- C2.15 Reduce the impacts of transportation infrastructure on the natural environment including watercourses, vegetation, trees, agriculture and conservation lands by:
- Reducing the amount of stormwater runoff that enters watercourses from roads by capturing pollutants and sediments before they enter the natural environment
  - Pursuing the greening and planting of trees along streets and pathways
  - Providing wildlife passages at key locations as identified in the *Biodiversity Conservation Strategy* (as amended)
  - Modifying road layouts and cross sections, where feasible, to protect significant trees and natural areas.
- C2.16 Implement traffic calming measures such as signage, alternative paving, narrower roads, traffic circles, curb bulges, speed humps and speed tables, where warranted, to further enhance neighbourhood safety.



WestStone Development, Surrey City Centre; public infrastructure installation.

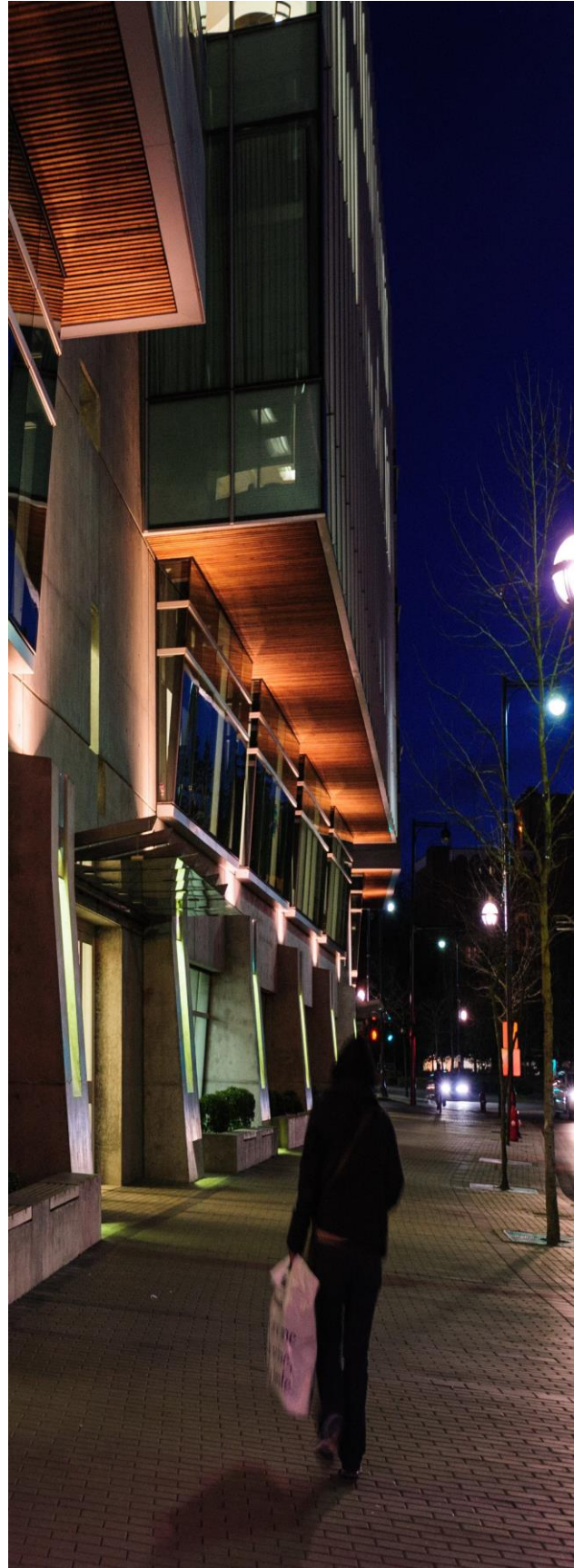
## C2 POLICIES: Walking

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- C2.17 Develop a safer, more convenient and fully accessible pedestrian network by implementing Surrey's *Walking Plan* (as amended), including:
- Providing sidewalks and walkways for access within and between neighbourhoods
  - Shortening crossing distances across roadways, where feasible
  - Linking major destination points, such as Town Centres, workplaces, transit stops, transit stations and exchanges, schools, parks, community facilities and neighbourhood commercial areas
  - Considering and addressing issues of urban design, universal access, sustainability, public health and public safety in development proposals
  - Ensuring City inter-departmental collaboration to promote and support active transportation.
- C2.18 Create short-block, well-connected street networks in new neighbourhoods and redevelopment areas using a grid or modified grid pattern that is convenient and interesting for pedestrians.
- C2.19 Where creating smaller blocks is not feasible, use public walkways and Rights-of-Way to effectively link residential areas to neighbourhood amenities such as transit stops, shops, parks, schools and greenways.

## C2 POLICIES: Walking (cont.)

- C2.20 Ensure that development sites plan for and provide multiple and direct pedestrian connections linking to adjacent public streets, particularly connecting to transit stops.
- C2.21 Include sidewalks on all new streets and improve existing streets by adding sidewalks, on a priority basis, as budgets permit and as opportunities arise, with priority given to locations with high pedestrian activity.
- C2.22 Promote a positive pedestrian experience by designing, constructing and maintaining sidewalks and walkways with sufficient width, curb separation, appropriate surfacing, adjacent street trees and adequate lighting. Consider adding street furniture and weather protection amenities, where appropriate, to enhance pedestrian comfort.
- C2.23 Identify, promote and implement safer walking and biking routes to neighbourhood schools through the use of traffic signals, crosswalks and traffic calming features.



*Attractive and friendly urban environments support pedestrians and walking as a viable form of transportation.*



## C2 POLICIES:

### Transit and Passenger Rail

C2.24 Collaborate with TransLink and senior governments to plan and implement the expansion and extension of rapid transit in Surrey including:

- Linking City Centre with Guildford Town Centre and Highway No. 1 (Trans Canada) along 104 Avenue
- Linking City Centre through Fleetwood Town Centre and Cloverdale to Langley City along the Fraser Highway
- Linking City Centre from Newton Town Centre along King George Boulevard
- Bus Rapid Transit (BRT) along King George Boulevard between Highway No. 10 (56 Avenue) and Semiahmoo Town Centre, as shown in Figure 28.

C2.25 Continue to work with TransLink to improve transit service in Surrey, including:

- Implementing the *South of Fraser Area Transit Plan* (as amended), including the extension of rapid transit and frequent bus services along identified “Frequent Transit Network” corridors (see Figure 28)
- Improving existing bus service by increasing the frequency and hours of service on existing routes
- Implementing transit priority enhancements such as reserved transit lanes, “queue-jumping” lanes, transit priority signals, and express transit services
- Improving the safety, convenience, attractiveness and accessibility of transit stops and exchange areas, including the integration of public art installations
- Periodically reviewing transit routes, schedules, vehicle types, connections and hours of operation, to ensure that the best possible level of service is provided.

C2.26 Protect the former BC Hydro ‘inter-urban’ rail corridor Right-of-Way for future potential as a passenger rail corridor extending from Surrey into the Fraser Valley.

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C2.27 Advocate support for a Surrey-based stop on the Canada/US passenger rail line route.

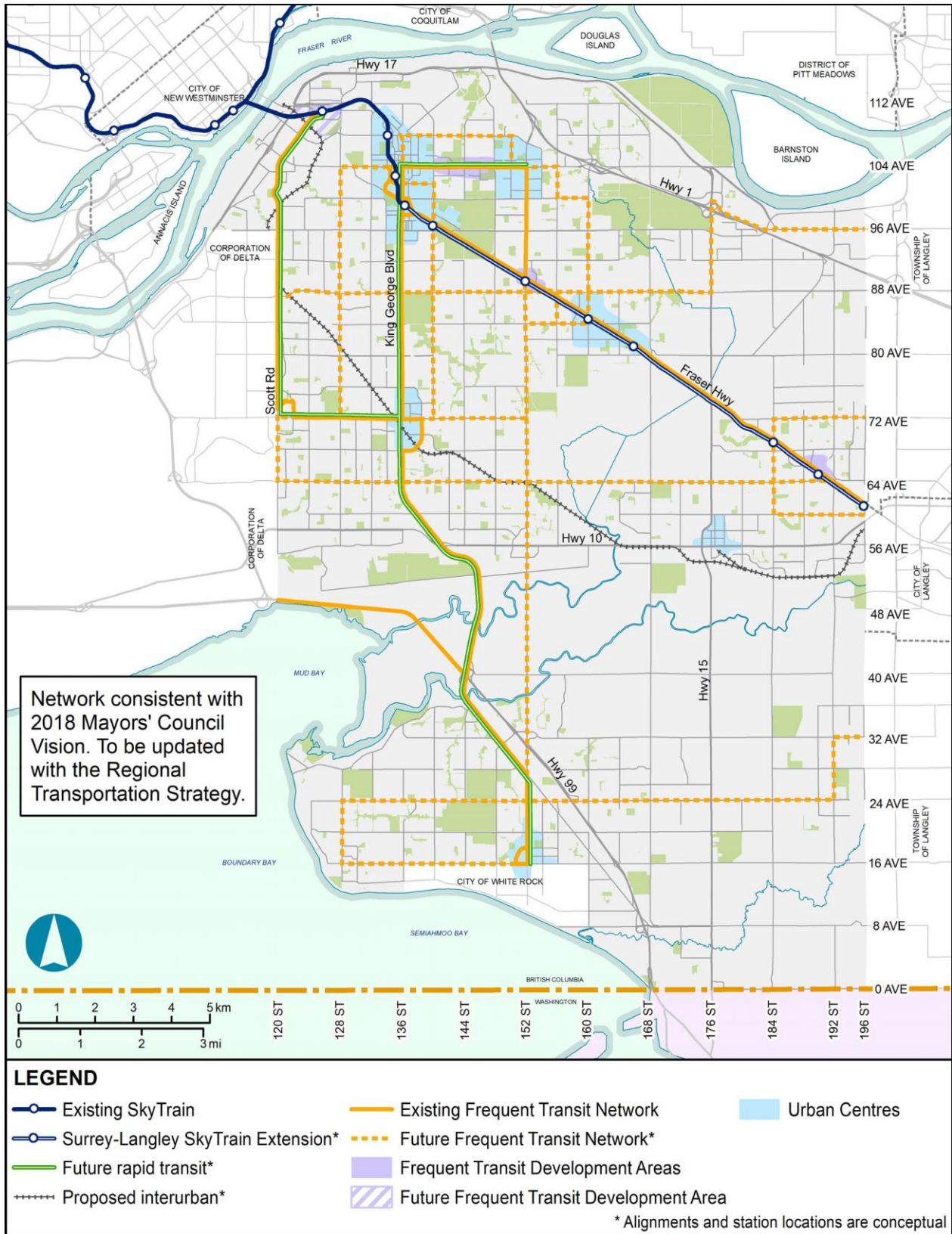
C2.28 Explore opportunities for the long-term relocation of the rail corridor along the Semiahmoo Bay and Boundary Bay waterfront to a more direct inland corridor.



Public Transit use in Surrey; Newton Transit Exchange

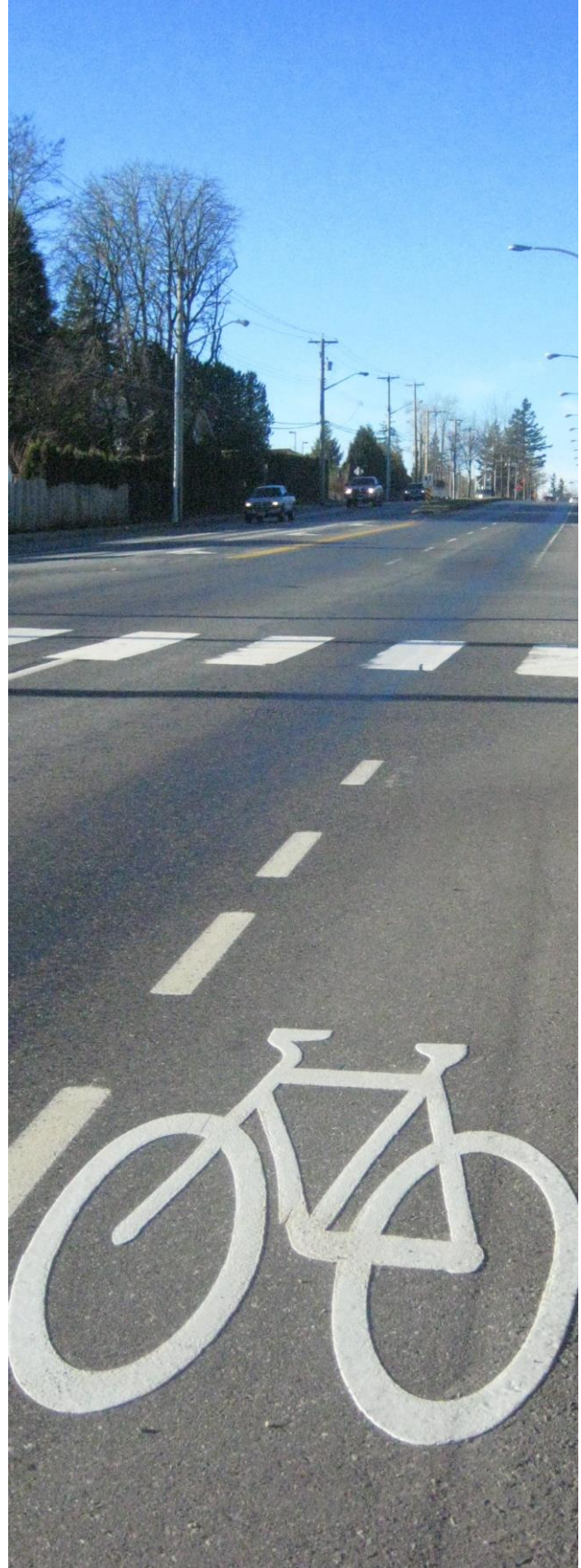
Figure 28: Frequent Transit Networks

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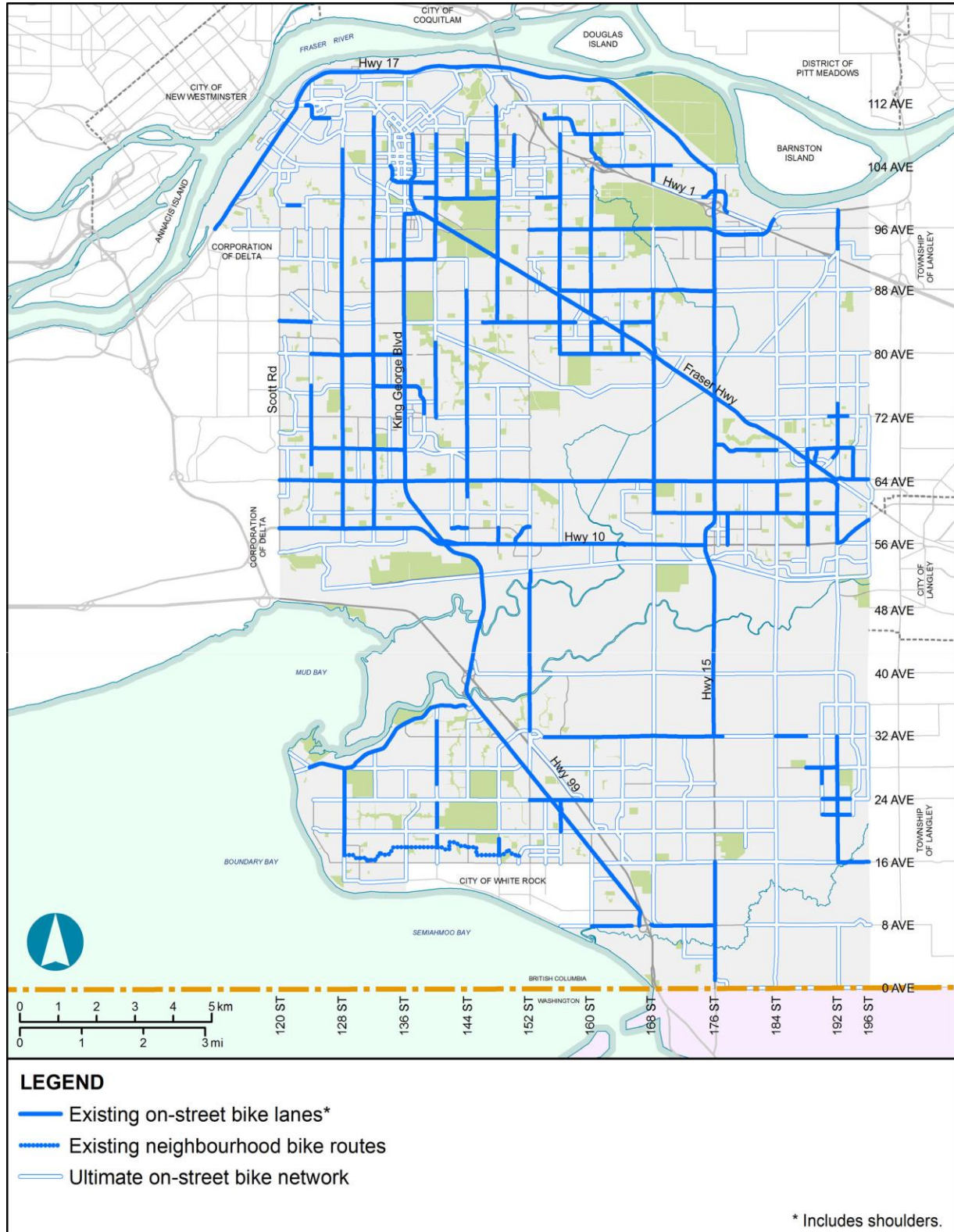
## C2 POLICIES: Cycling

- C2.29 Plan, implement and maintain a complete, city-wide system of bike lanes, designated bike routes and multi-use pathways in accordance with the *Surrey Cycling Plan* and the *Surrey Greenways Plan* (as amended).
- C2.30 Provide continuous, convenient and direct cycle access to major destinations within Surrey to encourage cycling as a viable alternative to driving, and to provide a healthy, alternative mode of transportation for Surrey residents (see Figure 29).
- C2.31 Integrate and connect on-street cycle routes (e.g. bike tracks, bike lanes, shared streets) with off-street recreational cycling such as multi-use pathways, greenways and park trails.
- C2.32 Incorporate cycling routes, convenient bicycle parking, storage and end-of-trip facilities into public and private developments.
- C2.33 Locate bicycle-supportive activities, facilities and features at or near rapid transit stations, bus exchanges or at appropriate locations along transit corridors.



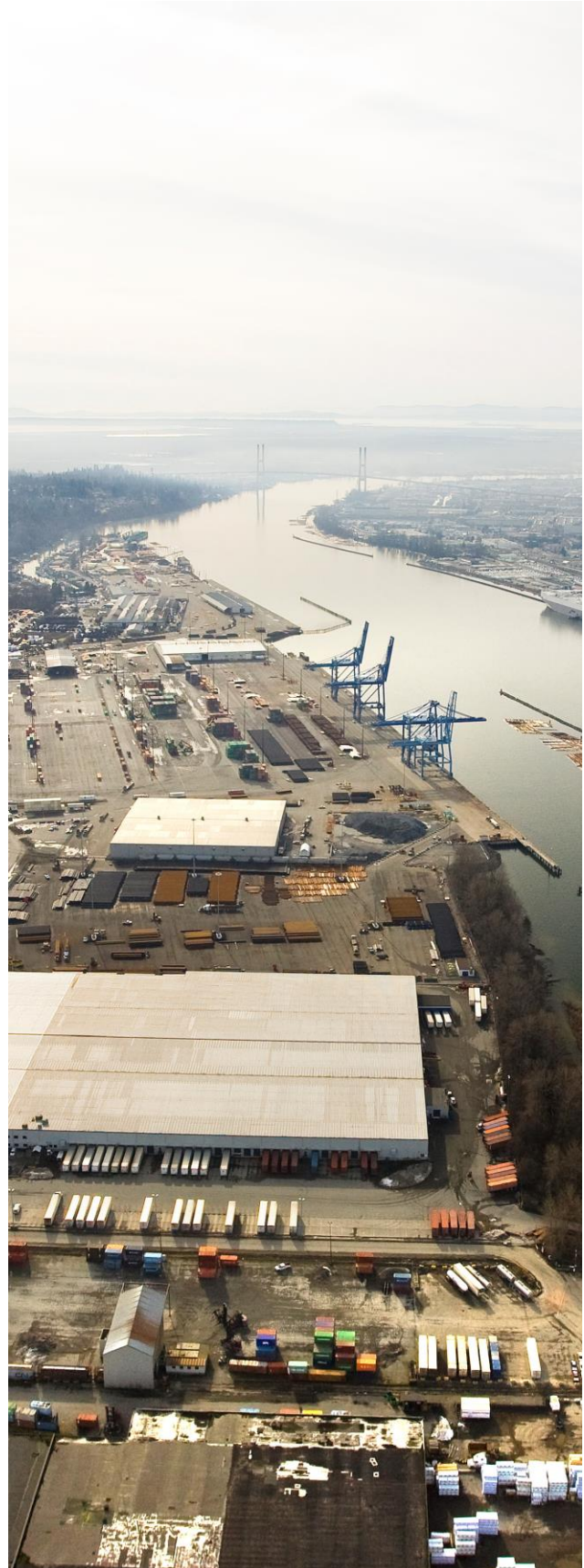
*Appropriate infrastructure encourages cycling a viable means of transportation.*

Figure 29: Cycle Routes



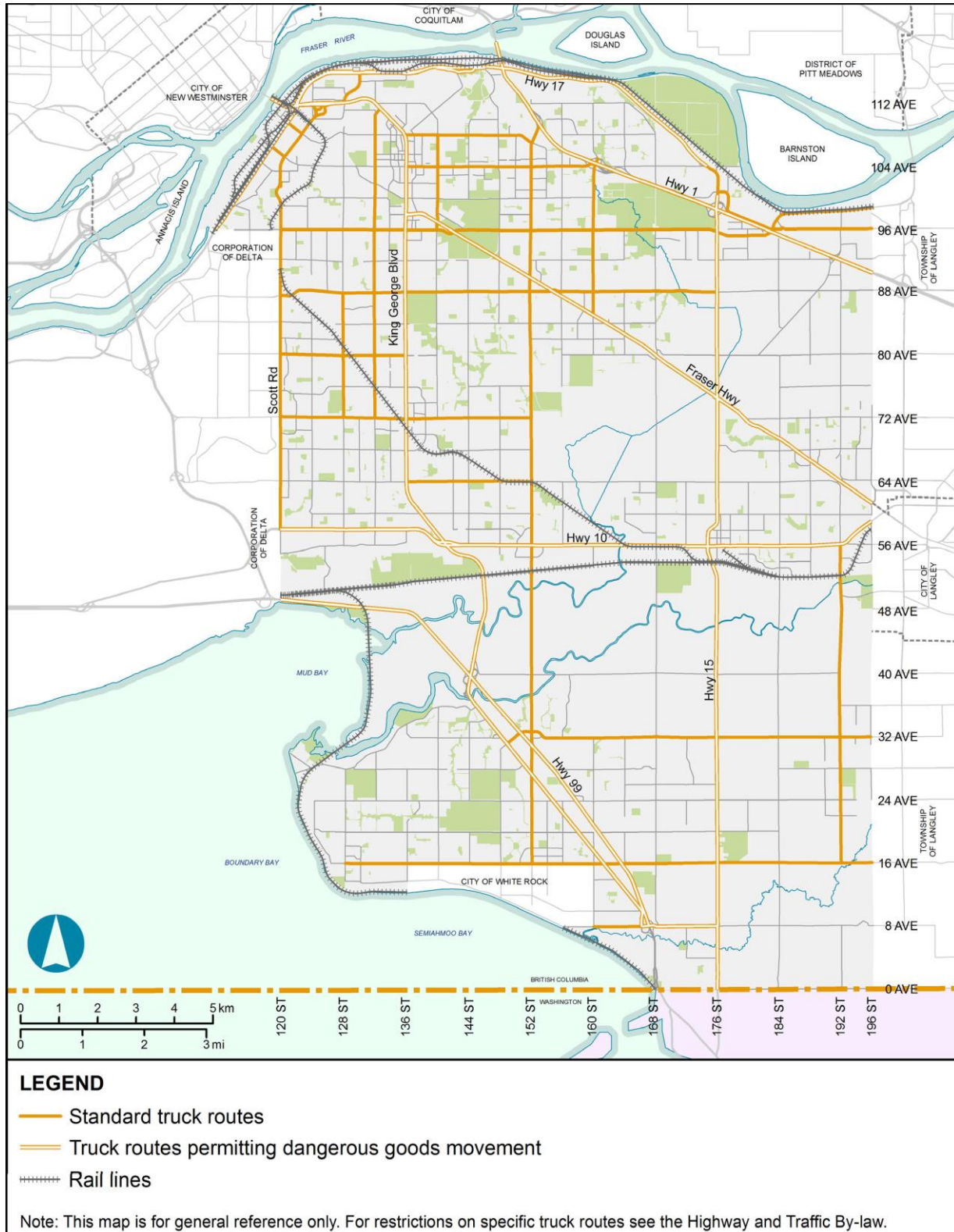
## C2 POLICIES: Goods Movement

- C2.34 Collaborate with senior levels of government and TransLink to improve efficiencies along strategic goods movement corridors, including those accessing Port facilities, International Border crossings, rail lines and major river crossings, in order to support economic development.
- C2.35 Complete a grid road pattern consisting of arterial and major collector roads that link all areas of Surrey (see Figure 27). Support the movement of goods throughout the city by relying on established Designated Truck Routes (see Figure 30).
- C2.36 Reduce potential conflicts by considering the location of goods movement and designated truck routes, including designated dangerous goods corridors, in the planning and approval of new residential development.
- C2.37 Reduce the impact of truck traffic noise on neighbourhoods by maintaining and enforcing existing and designated truck routes (see Figure 30) and by using setback reductions, landscaping installations and building orientation and acoustical upgrades.
- C2.38 Ensure the loading and on-site access of goods delivery vehicles is considered in conjunction with overall urban development site design.
- C2.39 Encourage Federal and Provincial initiatives to achieve grade separation at railway crossings to improve safety and reduce delays and train whistle noise impacts.



*Rail lines, ports and highways are integral elements in Surrey's goods movement infrastructure.*

Figure 30: Goods Movement



## C2 POLICIES: Transportation Demand Management

- C2.40 Support and promote Transportation Demand Management (TDM) measures and initiatives that result in changes to transportation modes, trip reductions, Single Occupancy Vehicle use reductions and a shift in travel behavior such as:
- Carpooling
  - Car-sharing
  - Parking management
  - Alternative transportation information
  - High-occupancy vehicle lanes.
- C2.41 Promote initiatives to reduce congestion, air pollution and greenhouse gas emissions by supporting the reduction of the number and length of trips made by single-occupancy vehicles.
- C2.42 Promote alternatives to car travel by improving access to safe and convenient walking and cycling opportunities, including convenient access to transit stops.
- C2.43 Collaborate with TransLink and other Metro Vancouver local governments on regional Transportation Demand Management (TDM) initiatives.

## C2 POLICIES: Parking

- C2.44 Support the strategic location of off-street parking facilities to promote pedestrian use and Park-n-Ride opportunities, particularly within Town Centres, the City Centre and strategic transit hubs.
- C2.45 Review off-street parking regulations to ensure appropriate parking is provided to support sustainable land uses and to promote sustainable transportation (e.g. provide electric vehicle charging stations).
- C2.46 Consider policies that permit cash-in-lieu payments for off-street parking provisions in order to support capital projects, in appropriate locations, that provide new transit infrastructure and centralized parking facilities.



*Prioritizing co-op parking increases the convenience of not owning a vehicle.*

## C2 POLICIES: Implementation

- C2.47 Require the preparation of a Transportation Impact Study for new significant developments that examines issues including, but not limited to, the following:
- Impacts of development-generated traffic, for all modes, on the capacity of adjacent or nearby transportation corridors
  - Need for modifications to transportation infrastructure to support and/or accommodate new development
  - Potential for incorporating Transportation Demand Management measures into new developments.
- C2.48 Investigate the means needed to reduce reliance on property taxes to fund transportation improvements by establishing secure, sustainable and predictable funding streams and by securing additional funding through federal, provincial and private agency grant programs.



Existing transit exchange within the Surrey's City



# C3

## Parks and Greenways

### Maintain an integrated network of parks and greenways to promote healthy living and connect the City and its neighbourhoods

Surrey's identity is intrinsically connected to its parks and green spaces. This legacy is imprinted on the physical form of the city and in the minds of residents. To build on this identity and meet evolving objectives for active transportation, Surrey envisions connecting green spaces and community destinations with off-road pedestrian and bicycle pathways.

Surrey maintains over 2,500 ha (6,000 ac) of public parkland and has several significant regional parks maintained by Metro Vancouver. These parks provide excellent opportunities for residents and visitors to enjoy healthy lifestyles as well as organized and informal activities.

The City of Surrey is committed to developing a comprehensive network of greenways to connect its parks with its green spaces and to augment Surrey's on-street bike routes, sidewalks and park trails.

In order to meet Objective C3, the City will:

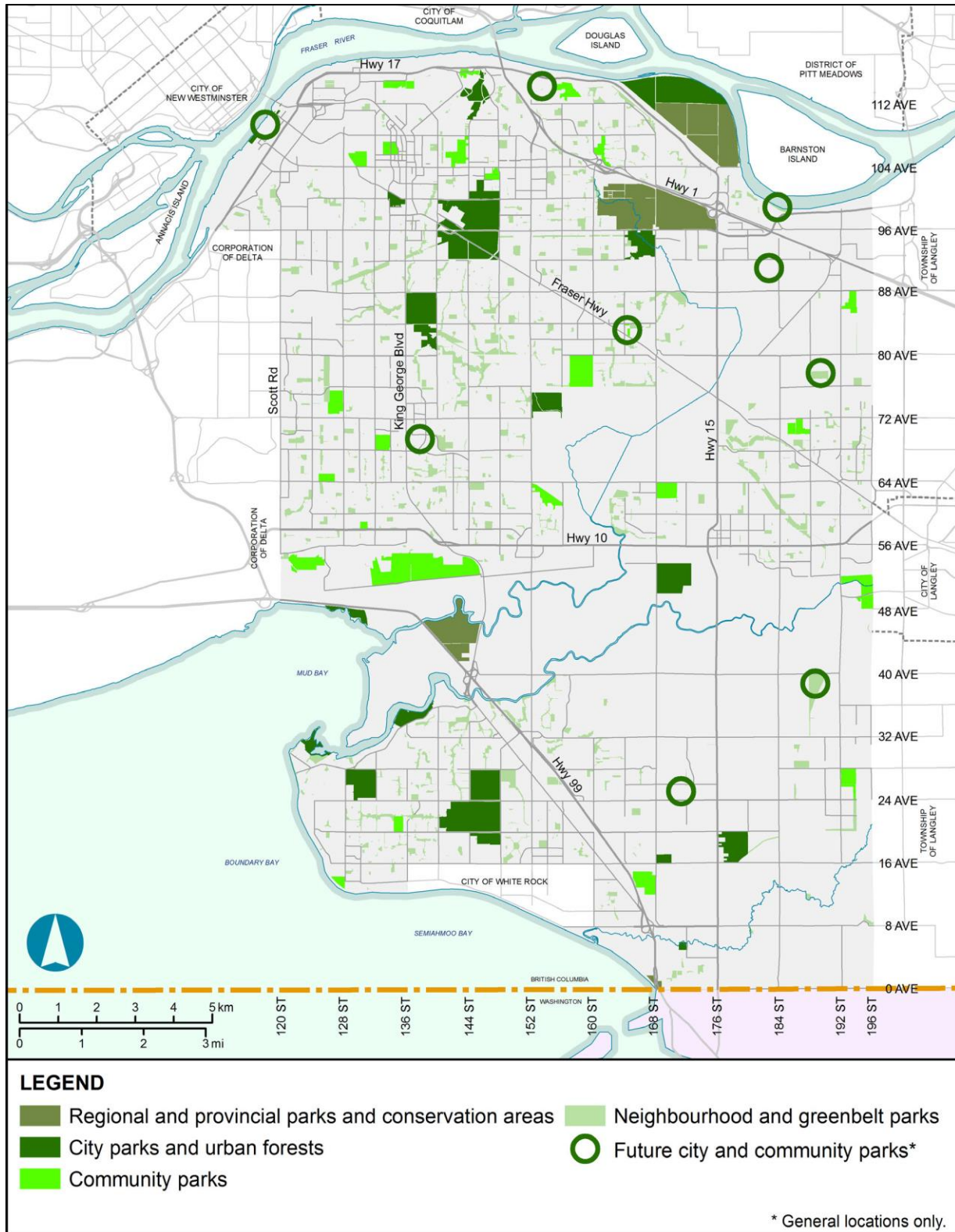
### C3 POLICIES: General

- C3.1 Support equitable distribution and access to high quality public parks and greenways throughout Surrey (see Figures 31 and 34).
- C3.2 Maintain a hierarchy of parks that permit a variety of uses and activities according to the scale of park and the area it serves.
- C3.3 Implement the *Parks, Recreation and Culture Strategic Plan* (as amended) by supporting a parkland provision ratio of 4.2 ha of park per 1,000 residents, in the following categories (see Figure 32):
- City Parks (1.2 ha per 1,000 residents)
  - Community Parks (1.0 ha per 1,000 residents)
  - Neighbourhood Parks (1.2 ha per 1,000 residents)
  - Nature Preserve and Habitat Corridors (0.8 ha per 1,000 residents).
- C3.4 Maintain a long-range park capital improvement program that balances acquisitions, development and operations, provides a process and criteria for capital improvement project selection and emphasizes creative and flexible financing strategies.



Darts Hill Garden Park, Surrey

Figure 31: Parks



**Figure 32: Park Types**

The *Parks, Recreation and Culture Strategic Plan* identifies different categories of parks within Surrey and what their intended roles are for serving the recreational, cultural and environmental protection needs of Surrey’s residents. Classifying these parks helps determine how additional spaces can be acquired over time.

**City Parks:**

embody the identity and image of the city and are readily recognizable by residents as places for city-wide celebration and activity; or are of unique natural significance. Festivals and cultural events occur at these parks while still leaving opportunities for day-to-day informal use. Bear Creek, Crescent and Redwood Parks are examples of City Parks.

**Community Parks:**

contain amenities that attract residents from outside of their immediate neighbourhood. Are often the focus for special events and large-scale active recreation and can be comprised of sports fields, natural areas and passive amenities.

**Neighbourhood Parks:**

are intended to serve the needs, and be within walking distance, of an immediate neighbourhood. May be a small, local park, a linear park connection with pathways leading to a larger park or other neighbourhood amenity, or they may be a mini-plaza or plaza in a high density area. Neighbourhood Parks adjacent to elementary schools often also include playgrounds as a community use.

**Nature Preserves/Habitat Corridors:**

vary in size and are used to protect the intrinsic value of natural areas for biodiversity conservation and habitat connectivity. Examples include riparian corridors, steep slopes, flood plains, terrestrial corridors, significant tree stands and large habitat hubs. Some public access is available through trails and viewpoints but the primary function is for preservation, not recreation.



Image credit: City of Surrey, *Sensitive Urban Infill Design Charter Report*

## C3 POLICIES: Parks Acquisition and Planning

- C3.5 Maintain a parks acquisition program that defines acquisition tools and that targets potential sites for the following priorities:
- growing neighbourhoods with a limited supply of park land and other public-accessible open spaces
  - natural areas and habitat corridors for the protection, preservation and restoration of habitat and ecosystem features
  - linear waterfront access rights to shorelines and beaches
  - larger land holdings to provide usable space for community benefit.
- C3.6 Acquire land in advance of future development, where possible, and where it is determined that parks and other open spaces and linkages may be required to serve the community's needs for recreation, conservation or environmental protection.
- C3.7 Plan appropriate sizes, locations and types of parks and greenways in conjunction with land uses, densities and transportation networks in all secondary plan processes (e.g. Neighbourhood Concept Plans, Local Area Plans, Infill Areas and Town Centre Plans) to support the parkland needs of future residents.
- C3.8 Monitor land use proposals in Town Centres and Secondary Plan areas to ensure that:
- land is provided for park purposes sufficient to meet anticipated demand
  - opportunities for improvement of existing park land are identified
  - usable, on-site public and semi-private open space is provided, on development sites.
- C3.9 Create large destination parks, such as Green Timbers Urban Forest Park, and waterfront parks along the Fraser River, that function as city-wide and regional attractions.
- C3.10 Utilize the City's available information on biodiversity conservation to target the acquisition of parkland for conservation and to enhance Surrey's Green Infrastructure Network.
- C3.11 Develop large, centrally-located parks in City Centre and each Town Centre, as community gathering places.
- C3.12 Develop and maintain sports field complexes throughout the city to ensure adequate and equitable access for sports groups. Ensure the provision of sports facilities are appropriate to the local community context.
- C3.13 Provide recreational access to the Fraser River and Boundary Bay waterfronts through parkland acquisition and trail development.



Redwood Park, Surrey.

### C3 POLICIES: Parks Acquisition and Planning (cont.)

- C3.14 Provide mini-parks and plazas within walking distance of residential areas in dense urban communities (e.g. City Centre and Town Centres) where population growth makes it difficult to meet per capita park provision standards.
- C3.15 Work toward providing a park within walking distance (400-600 m) from all multiple family residences.
- C3.16 Promote the importance of older, larger community Heritage Parks, (e.g. Elgin, Port Kells and Redwood Heritage Parks) as an ongoing physical reminder of the historic character of Surrey.
- C3.17 Consider creating wide linear parks and greenways as agricultural buffers in new neighbourhoods where they are adjacent to farmland.
- C3.18 Incorporate the planning of active neighbourhood parks with elementary school sites and the planning of community parks with secondary school sites. Parkland and adjacent school sites should share open space and facilities to promote safety, accessibility and space and land use efficiencies.
- C3.19 Work toward entering into Joint Use Agreements with School District No. 36 to guide coordinated park programming and maintenance.
- C3.20 Collaborate with Metro Vancouver and neighbouring municipalities to ensure the delivery of complimentary and coordinated parks and greenway systems.

### C3 POLICIES: Parks Development

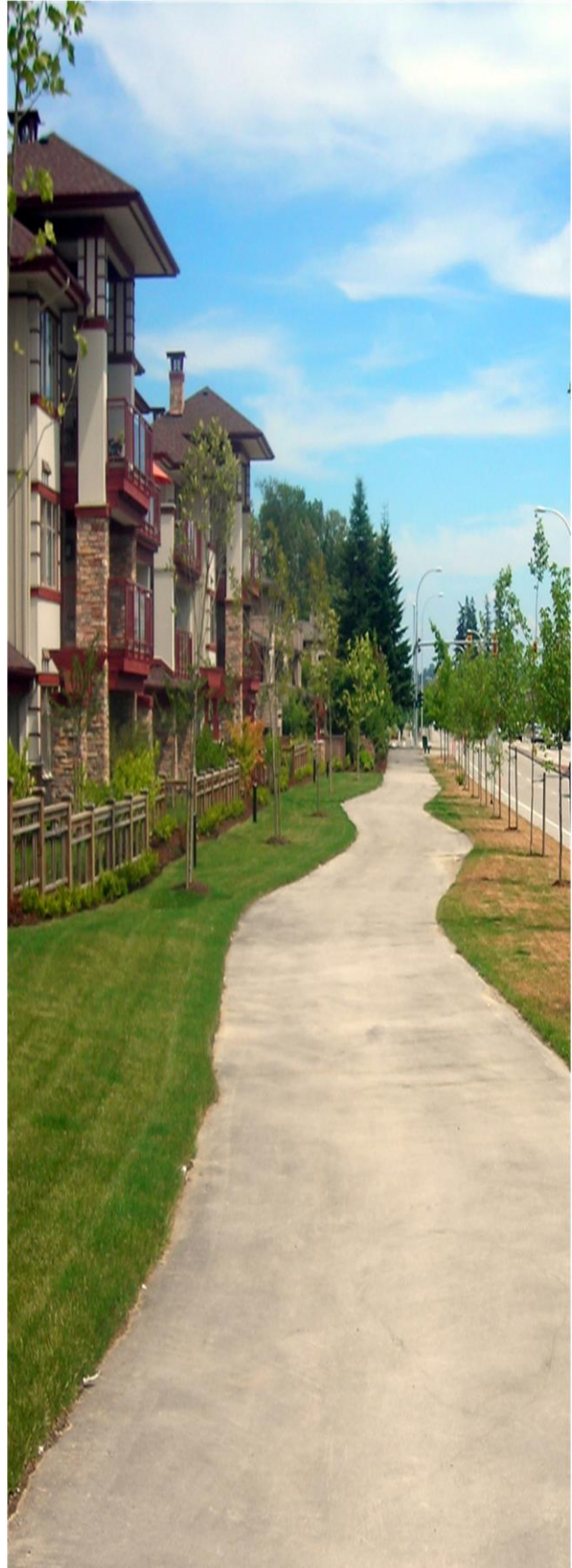
- C3.21 Design and develop new parks in consultation with neighbourhood residents so that facilities and uses are appropriate to neighbourhood context and with ecological objectives.
- C3.22 Implement the recommendations of Surrey's *Dog Off-Leash Area Strategy* (as amended) to balance the needs of dog owners with other park users.
- C3.23 Integrate stormwater management facilities into parkland in a functional and attractive manner while simultaneously retaining and/or enhancing environmental functions for habitat preservation.
- C3.24 Where parks or greenways are located adjacent to agricultural areas, ensure the protection of agriculture and the efficient and viable operations of farms by using fencing, barrier plantings and setback restrictions to reduce potential conflicts.



Dogwood Park, Dog Off-Leash Area, Surrey

## C3 POLICIES: Greenways

- C3.25 Plan and implement a hierarchy of regional, city-wide and neighbourhood-level greenways, in keeping with Surrey's *Greenways Plan* (as amended) (see Figure 33).
- C3.26 Develop an integrated network of recreational greenways and multi-use paths that connect Town Centres, major parks, schools, transit facilities, community destinations and neighbourhoods (see Figure 34). Link to regional destinations and greenways, in accordance with Surrey's *Parks, Recreation and Culture Strategic Plan*, *Cycling Plan*, *Walking Plan* and the *Greenways Plan* (as amended).
- C3.27 Work with other government organizations to promote access and to complete a regional network of continuous pathways along the Fraser River.
- C3.28 Identify and promote the expanded use of utility corridors including hydro and gas Rights-of-Way as greenways.
- C3.29 Design greenways with a more urban character within Surrey's City Centre and Town Centres, compared with greenways located within lower density residential and rural areas.
- C3.30 Enhance the user's experience of greenways and multi-use pathways by using amenities such as benches, viewpoints, public art installations, heritage markers, shelters, information kiosks and plantings at appropriate and strategic locations.
- C3.31 Develop and maintain appropriate design standards for greenway widths, grades, surfacing, signage, fencing, landscaping and lighting.



Surrey greenway adjacent to arterial road

**Figure 33: Greenways**

Surrey’s greenways network is made up of loops and connectors. A greenway loop is proposed around each of Surrey’s six distinct communities whereas a greenway connector is proposed between each community. The greenway network creates an interconnection between major parks, natural areas and recreation facilities. Greenways are a significant component of the Active Transportation Network and offer community benefits for Surrey’s residents in areas of personal well being, social and cultural aspects, economic activity and environmental stewardship. These benefits are explored in more detail below:

**Personal Well Being**

Greenways help encourage physical fitness and healthy lifestyles for all age groups, income levels and cultural backgrounds. They create new active living opportunities, provide safe transportation alternatives and allow users to engage with and perceive the physical, social and natural details of their community, contributing to spiritual and mental wellness.

**Social and Cultural Aspects**

Greenways provide a myriad of social and cultural benefits including providing venues for social interaction and the ability to foster community involvement by providing partnership opportunities. Greenways also help to protect and connect users with cultural and historic assets, provide areas for natural learning and encourage youth to find entertainment in healthy environments.

**Economic Benefits**

Greenways are the most desired and least expensive recreation facility the City provides. A stimulant to tourism and money spent within Surrey for recreation-based activities, greenways add to the local economy and simultaneously improve the image and attractiveness of the city as a place to establish a business and as a place to live.

**Environmental Stewardship**

Greenways can provide an important connection to sustainability and environmental protection by allowing for the preservation of green space, improving air quality and creating corridors that improve habitat connections and maneuverability.

The City’s greenways were created from over 50 years of constructing trails where opportunities presented themselves. Gaps in the system remain that the City is working on completing (see Figure 34). Connecting gaps will continue to take place over time and in conjunction with adjacent development opportunities. Once complete, Surrey’s Greenway Network will span the entire city, to and from, all four corners.

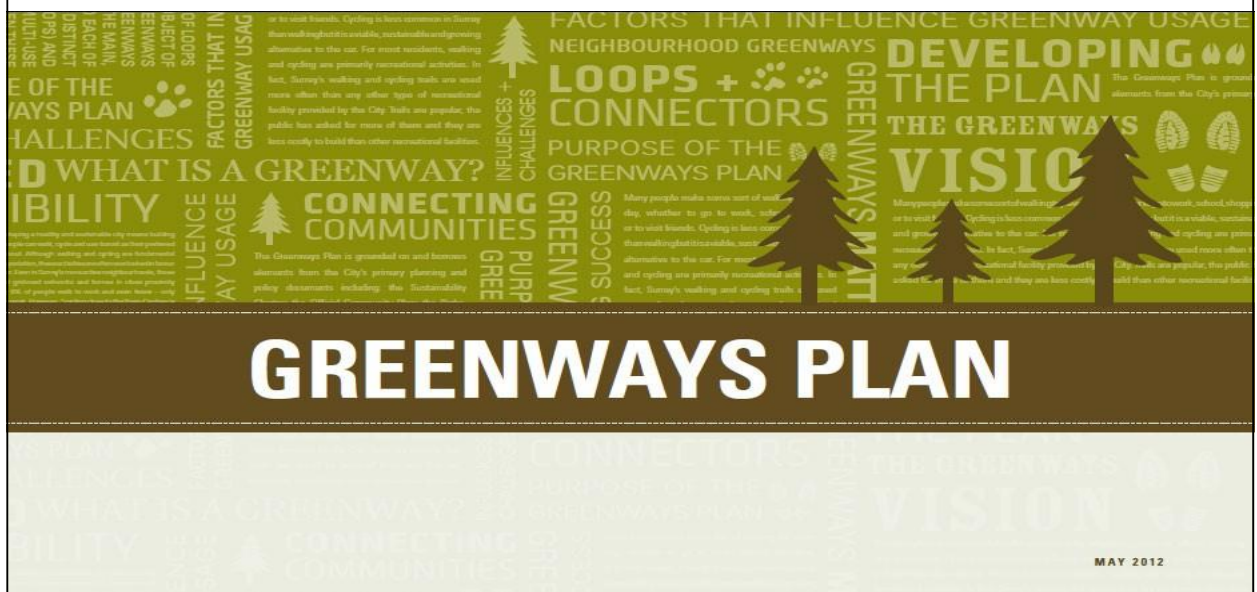
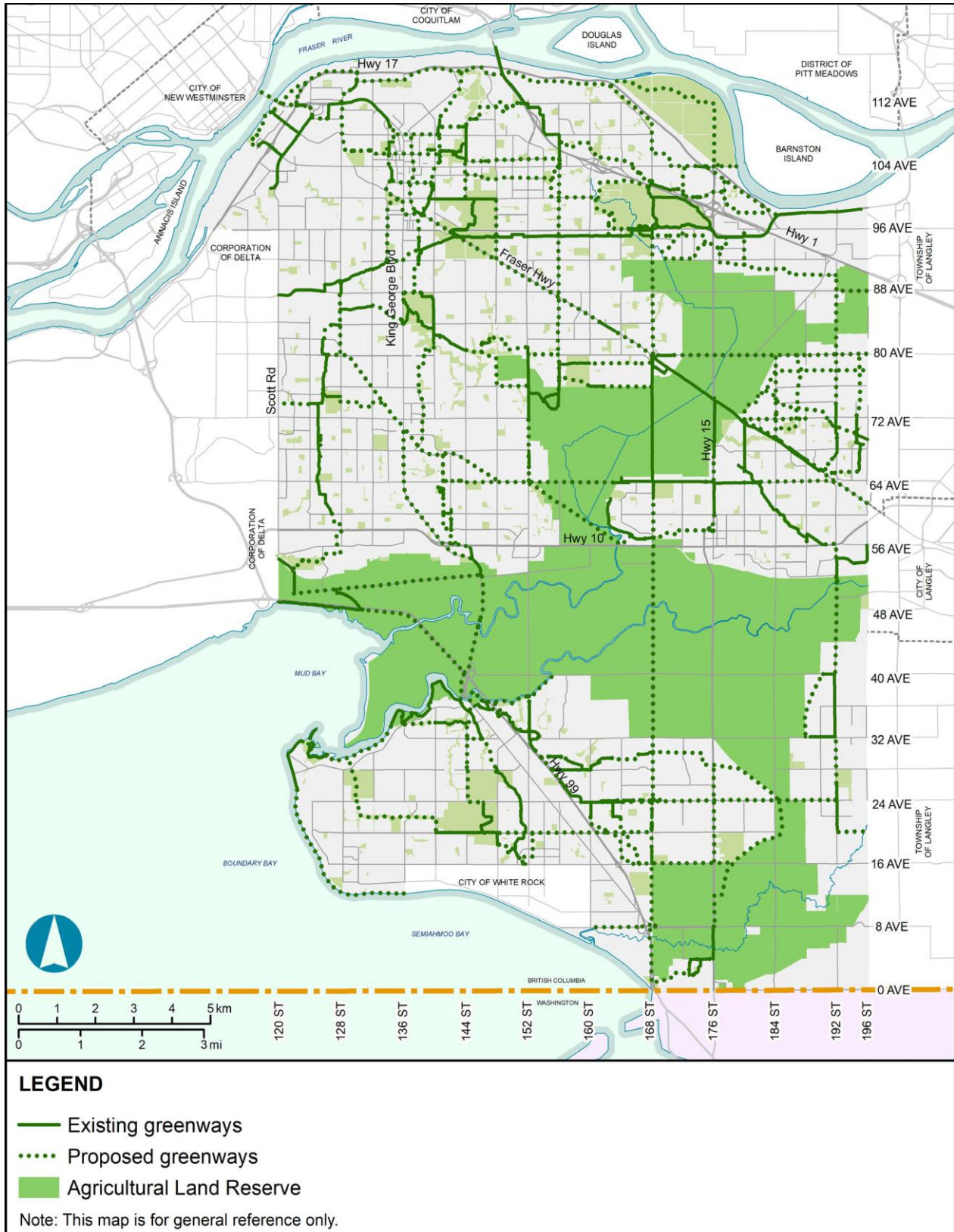


Figure 34: Greenways Network

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BL 19364





## C3 POLICIES: Greenways (cont.)

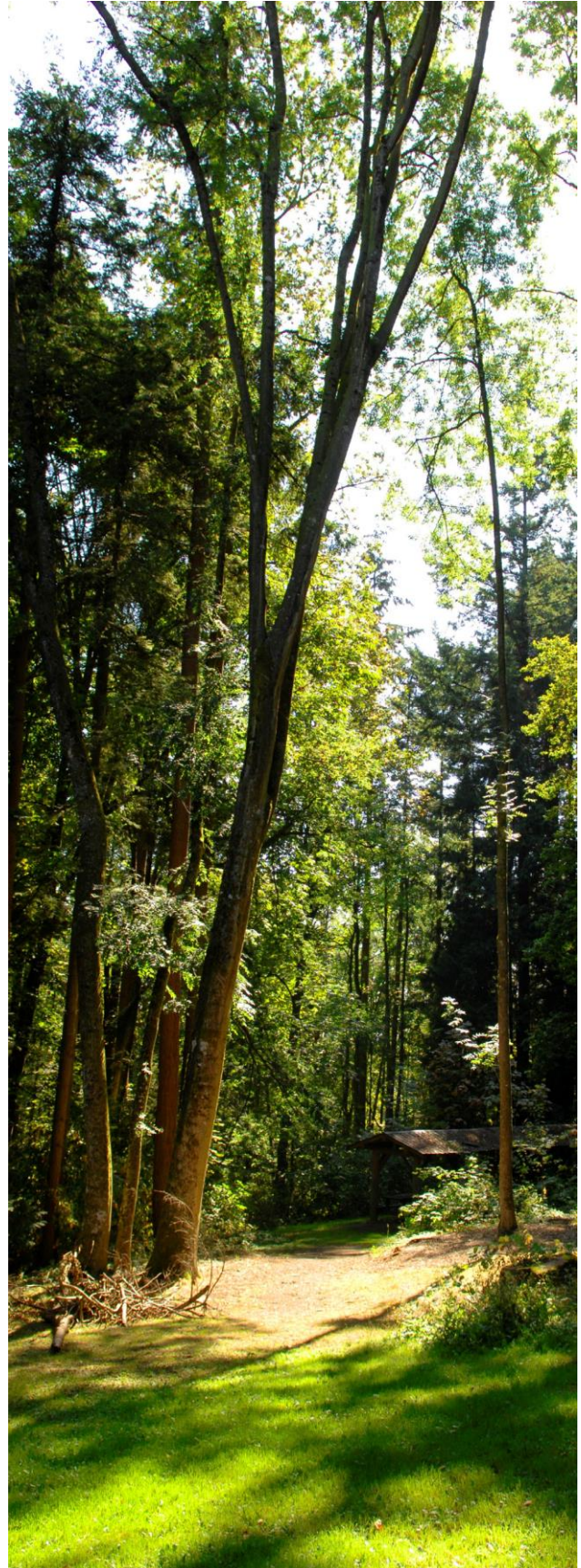
- C3.32 Provide a safe user environment by incorporating Crime Prevention Through Environmental Design (CPTED) principles into the planning, construction, assessment and maintenance of greenways, including the consideration of surrounding land uses, lighting and signage.
- C3.33 Pursue universal accessibility throughout the greenway network by considering the needs of all users regarding pathway grades, surface materials, traffic signals and signage.
- C3.34 Review greenways proposed to pass through the Agricultural Land Reserve (ALR) with the Surrey Agriculture and Food Security Advisory Committee (AFSAC) and with the Agricultural Land Commission (ALC) prior to any application being submitted to the Agricultural Land Commission.
- C3.35 Ensure environmental protection where greenways are located along or through sensitive ecosystems or where they cross watercourses and/or Riparian Areas.
- C3.36 Implement interim measures such as using existing sidewalks, road shoulders, park trails and local roads as temporary greenways connections until full implementation of the network is completed.



Seasonal trail along edge of Mud Bay, Surrey

## C3 POLICIES: Implementation

- C3.37 Use all available tools to acquire or gain access to land for park and recreational use, including donations, bequests, long-term leases, joint use agreements, Development Cost Charges (DCC), subdivision Cash-in-Lieu payments, density bonusing and amenity contributions.
- C3.38 Pursue the conveyance of riparian areas to the City of Surrey through the subdivision and development process in order to ensure the consistent management of natural environmental values in Riparian corridors.
- C3.39 Establish and maintain funding mechanisms such as parkland DCCs, amenity contributions and parkland impact fees to support the acquisition and development of parkland that serves the needs of residents in new developments.
- C3.40 Utilize property or funds collected through the required five percent (5%) subdivision parkland dedication to secure land suitable for public recreation such as active and passive parkland, playgrounds and pathways.
- C3.41 Secure and implement the greenways network through both public and private investment, including City capital works programs (e.g. parks, streets, drainage and utilities) and through the land development process.
- C3.42 Pursue public ownership of greenway alignments; where this is not feasible, secure public access on greenways by using easements or Statutory Rights-of-Way across private property.



Redwood Park Trail, Surrey.

# C4

## Civic and Recreation Facilities

### Provide an equitable and integrated network of civic and recreational facilities to support community and neighbourhood life

Surrey has developed a growing inventory of civic facilities that span a range of purposes and that support and enrich the social and cultural life of the community. These include: the Surrey Museum, Surrey Art Gallery, heritage sites, recreation centres that provide space for community meetings, child care services, educational programs and cultural expression, community-based arts and culture spaces, libraries that serve as community learning hubs, and fire halls that allow rapid response to emergencies in all areas of the city.

The Surrey City Centre Civic Precinct includes City Hall, the Civic Plaza and the Central City Library and provides a new focal space for community life. Each Town Centre also includes community and recreation centres that are appropriate to the unique needs of each community.

In order to meet Objective C4, the City will:

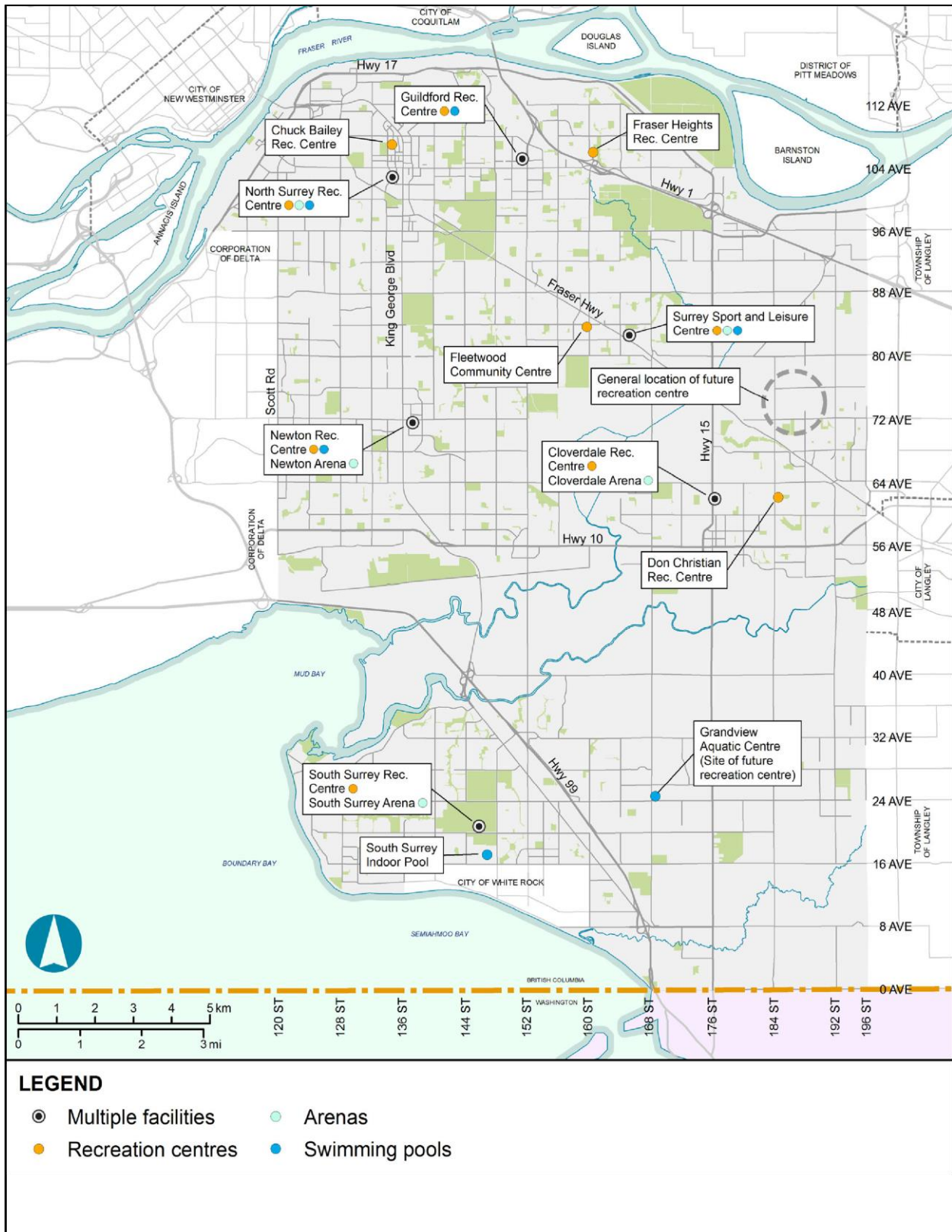
### C4 POLICIES: General

- C4.1 Develop a comprehensive plan that identifies how civic facilities will be adequately provided throughout Surrey in order to meet the needs of the City. These facilities should include recreation centres, community centres, libraries, cultural facilities, police and fire facilities, municipal works yards and government buildings (see Figure 35, 46, 47 and 49).
- C4.2 Maintain and expand existing community recreation and civic facilities as community hubs within each Town Centre and in emerging centres such as Clayton, Grandview, South Port Kells and Fraser Heights.
- C4.3 Emphasize sustainable design including energy efficiency and renewable energy systems in all City facilities in order to reduce lifestyle facility costs and reduce greenhouse gas emissions.
- C4.4 Emphasize a high standard of architecture, landscape and urban design in the development and renovation of community facilities, including the integration of public art installations.



*Surrey's Civic Plaza accommodates community events including Part of the Planet shown here.*

Figure 35: Recreation Facilities



## C4 POLICIES: Recreation Centres and Facilities

- C4.5 Provide indoor recreation centres in each community with an emphasis on central locations in existing Town Centres and emerging neighbourhood centres.
- C4.6 Plan public community recreation centres that are sensitively integrated into their community and neighbourhood context.
- C4.7 Co-locate indoor and outdoor facilities, where feasible, so that recreation facilities and sites are safe, efficiently used and maintained and provide a focus and meeting place for all demographic groups.
- C4.8 Locate new recreation centres so they are easily and safely accessible from surrounding neighbourhoods by walking, cycling and transit.
- C4.9 Develop facility plans and design programs for community recreation centres in consultation with user groups and local communities.

## C4 POLICIES: Other Civic Facilities

- C4.10 Plan for new and expand existing Fire Halls in response to urban growth and development to provide adequate emergency response times as set out in the *Surrey Fire and Rescue Service Master Plan* (as amended).
- C4.11 Coordinate with the Surrey RCMP to locate community policing facilities within each of Surrey’s Town Centres and in emerging population centres, to ensure operational efficiency and community access to police services.
- C4.12 Coordinate with Surrey Libraries to locate new library branches and to expand existing libraries in areas of growth in the city, with a focus on Town Centres and emerging population centres such as Clayton and Grandview, in order to ensure wide public access to Surrey’s library branches.
- C4.13 Continue to expand heritage facilities, (e.g. the Surrey Museum) and performing and visual arts facilities (e.g. Surrey Art Gallery). Pursue the development of cultural facilities in Surrey’s City Centre and in South Surrey to compliment existing arts and heritage facilities in Newton and Cloverdale.



New Guildford Aquatic Centre; artistic rendering.

## C4 POLICIES: Partnerships

- C4.14 Pursue partnerships and collaborations to coordinate the development of new civic facilities with other public facilities, such as libraries and schools, to create community hubs and to achieve efficiencies in facilities and programming.
- C4.15 Consider opportunities to integrate space for community groups, non-profit organizations, childcare operations and other community programs into civic facilities in consultations with community groups and stakeholders.
- C4.16 Consider public-private recreation partnerships, where appropriate, where non-profit operators such as the YM-YWCA operate publically-accessible private recreation facilities on public lands or within existing shared facilities.

## C4 POLICIES: Implementation

- C4.17 Develop and maintain a capital funding plan for future development and expansion of civic facilities.
- C4.18 Vigorously pursue senior government grants and matching funding programs to support the development of community facilities throughout Surrey.
- C4.19 Consider using incentives such as bonus density provisions for private-sector development, to deliver space for community facilities such as cultural space, childcare space and community meeting space in appropriate locations and specifically within Surrey's Town Centers.



*Cloverdale Recreation Centre*