

Imagine Scott Road **Visioning Study**



**Community
Planning**

Land Acknowledgment

Surrey is situated on the unceded and ancestral lands of the Coast Salish peoples, including the se'mya'me (Semiahmoo), q'icəy' (Katzie), and q̓wɑ:ńłəń (Kwantlen) land based First Nations.

It is on their lands that our communities now live, work, and play. They were the first peoples to reside in the area. They are and will continue to be active in shaping the future of the neighbourhood and the City of Surrey. We strive to forge new positive relations.

Imagine Scott Road - Visioning Study

Planning and Development, Engineering,
and Parks, Recreation and Culture

City of Surrey
13450 104 Avenue
Surrey, British Columbia V3T 1V8

Approved By Council _____.



Community
Planning

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Introduction

Imagine Scott Road (the "Study") is a preliminary framework for long-term land use planning along the Scott Road and 72 Avenue Corridor in Surrey (the "Corridor"). It was developed through community consultation with support from residents, stakeholders, external agencies and City staff.

TransLink, along with the City of Surrey and the City of Delta, began planning for a RapidBus route between Scott Road SkyTrain Station and Newton Town Centre in 2020. The R6 RapidBus began operating in January 2024. The R6 RapidBus has increased development pressures and supports the need to comprehensively plan for growth along the Corridor. Imagine Scott Road is the first step in comprehensive planning for the Corridor. The Study establishes a vision, planning principles, and overall framework that will guide long term transit-oriented growth along the Corridor.

The vision, themes and principles contained in this document will be used to guide the preparation of future secondary plans and foster new development within the Scott Road Corridor.

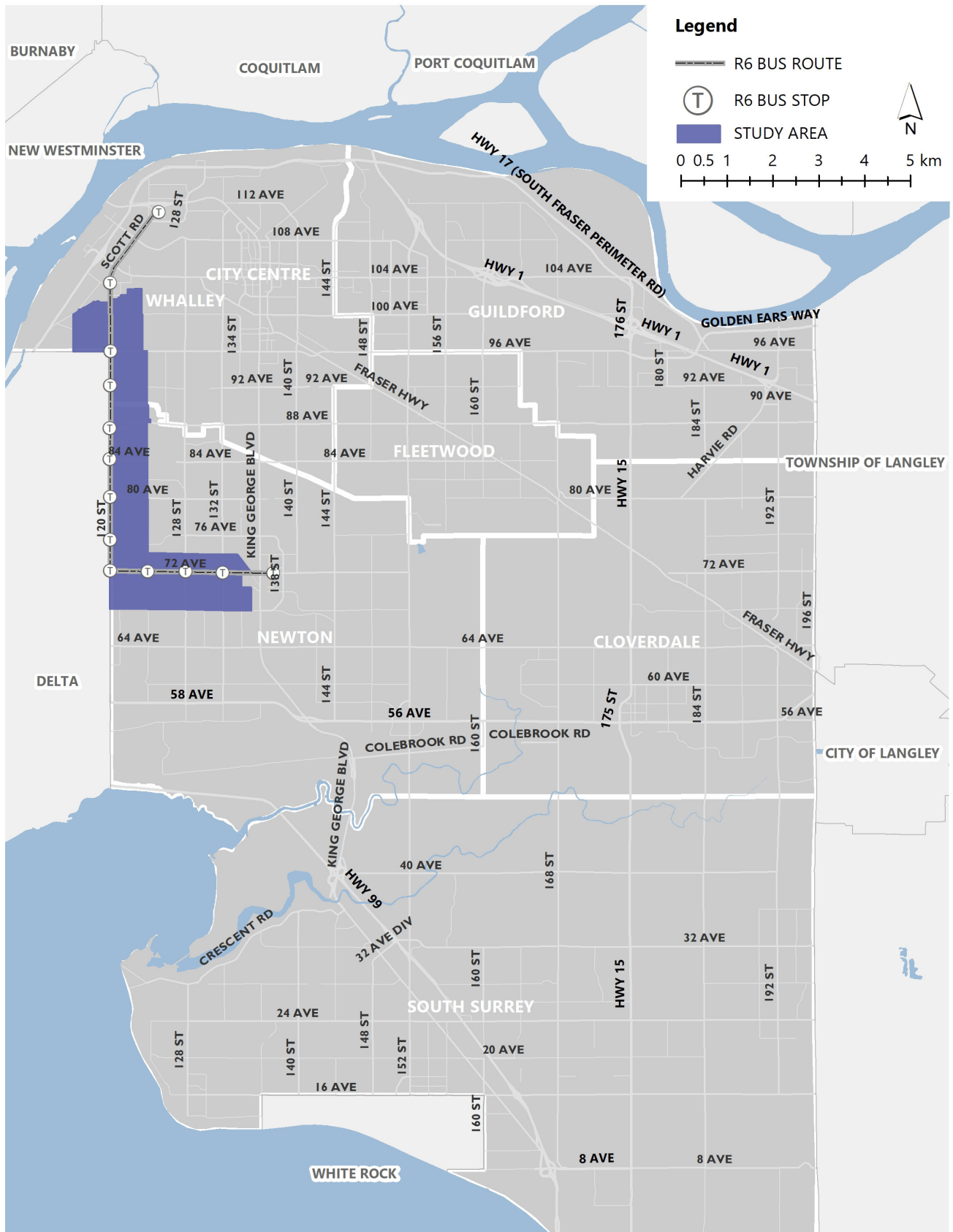
1.1 POLICY CONTEXT

Planning and development in Surrey is guided by social, environmental, and economic contexts. The Official Community Plan (OCP) and Sustainability Charter, along with the City's climate targets and plans, provide the policy framework for sustainable growth. Together these City policies implement broader direction from Metro Vancouver's Regional Growth Strategy (Metro 2050). Other strategic plans, such as Surrey's Biodiversity Conservation Strategy (BCS); Climate Change Action Strategy (CCAS); Parks, Recreation, and Culture (PRC) Strategic Plan; and the Surrey Transportation Plan frame the provision of natural and built infrastructure and amenities.

The Study is informed by these higher order policies and acts as a framework document to provide high-level direction for the long-term redevelopment of the Corridor. It is a precursor to detailed secondary planning processes. It informs interim development under the general guidance and established policies of the OCP and outlines the vision and themes that will guide future secondary plan processes along the Corridor.



FIGURE 1: STUDY AREA IN SURREY CONTEXT



1.2 LEGISLATIVE CONTEXT

In November 2023, the Provincial government introduced a suite of legislative changes intended to increase the supply and affordability of housing. Bill 44 and Bill 47, in particular, will influence how the Study Area develops over time. Below is a summary of each housing bill and their impacts on the Study Area.

Bill 44 - Small-Scale Multi-Unit Housing

Bill 44 is intended to increase the supply of missing middle housing. The Bill allows, as-of-right, up to three or four housing units on all existing lots zoned for single-family and duplex housing, depending on lot sizes. Lots within 400 metres of frequent bus stops, including the R6 RapidBus, may be developed with up to six housing units. Local Governments cannot restrict parking on lots within 400 metres of frequent bus stops.

Bill 44 will have the most influence on the Study Area. Affected areas include established single-family zoned lots that are designated Urban in the OCP.

Bill 47 – Transit Oriented Areas

Bill 47 aims to encourage more housing around select transit nodes by requiring municipalities to designate Transit-Oriented Areas (“TOAs”), which are defined as the land within 800 metres of rapid transit stations (Skytrain) and within 400 metres of major bus exchanges. The Bill also prescribes minimum densities and building heights within TOAs.

Scottsdale Exchange is one of the major bus exchanges that the province designated as a TOA. Minimum allowable densities and heights within the Scottsdale Exchange TOA are as follows:



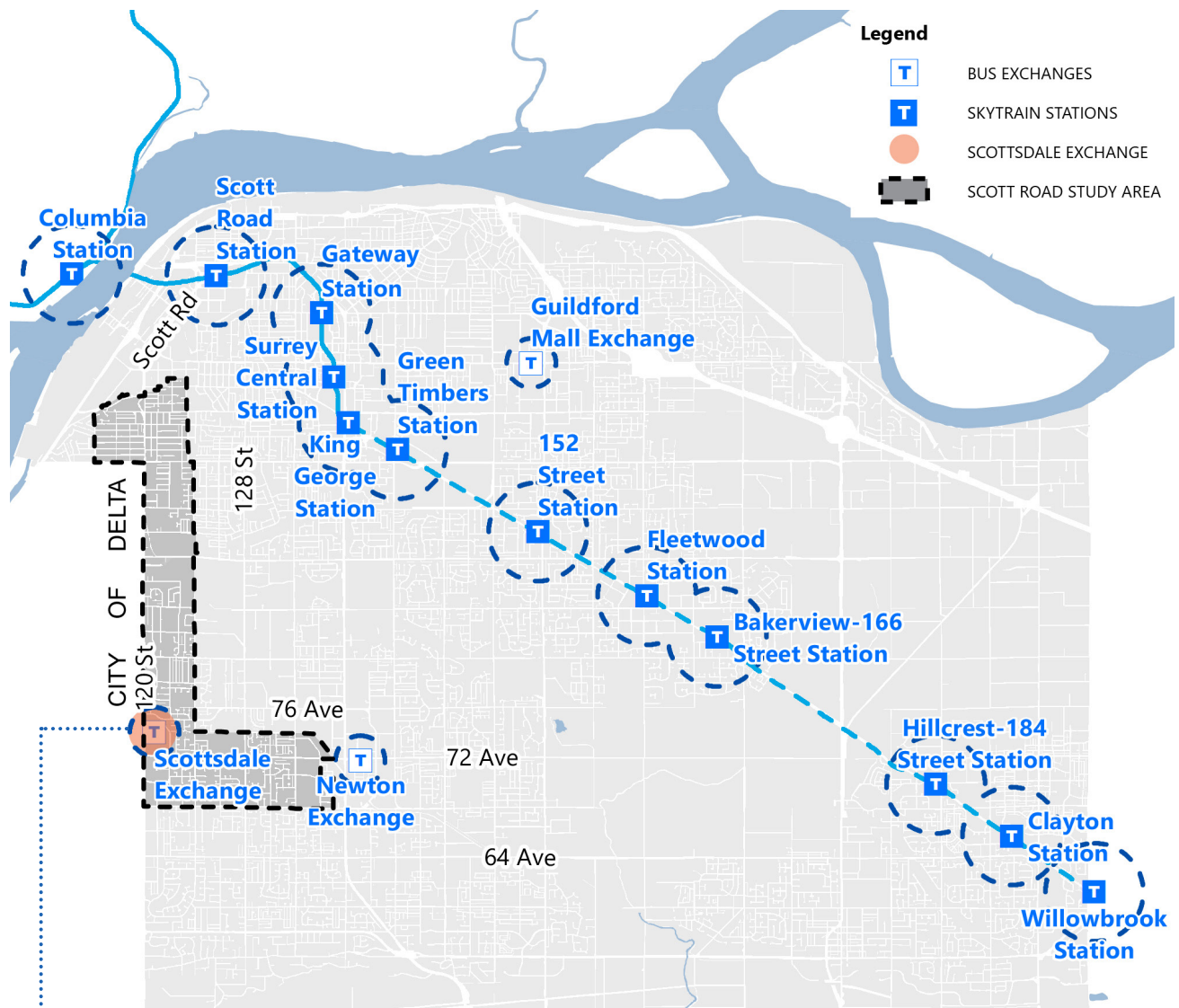




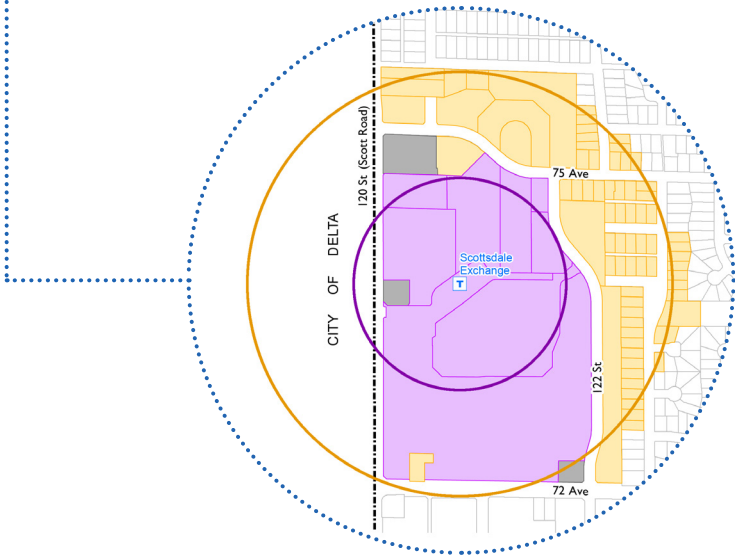
-  Within 200 metres of Scottsdale Exchange (Tier 4 TOA): 4.0 floor area ration (FAR) and 12 storeys in height.
-  Within 400 metres of Scottsdale Exchange (Tier 5 TOA): 3.0 FAR and eight storeys in heights.

FIGURE 2: SCOTTSDALE BUS EXCHANGE





Legend

-  BUS EXCHANGES
-  SKYTRAIN STATIONS
-  SCOTTSDALE EXCHANGE
-  SCOTT ROAD STUDY AREA



Transit Oriented Area Tiers

-  Tier 4 (within 200m)
-  Tier 5 (within 201m-400m)

1.3 RAPID TRANSIT CONTEXT

The Scott Road Corridor is identified as a Major Transit Growth Corridor in Metro 2050 and as part of the Major Transit Network in the Regional Transportation Strategy (Transport 2050). Major Transit Growth Corridors are select areas where future Frequent Transit Development Areas (FTDAs) may be established, to support transit-oriented growth. Transport 2050: 10-Year Priorities identifies additional transportation investment in the Scott Road Corridor, with the long-term objective of upgrading the R6 RapidBus route into a fully traffic separated bus rapid transit line.

The R6 RapidBus was a significant upgrade to the regional and local transportation network along the Corridor and was a key deliverable of both Metro 2050 and Transport 2050. The future secondary land use planning outlined within this document will provide clear growth management policies to respond to the R6 RapidBus and provide appropriate transit-supportive densities within the Scott Road Corridor.

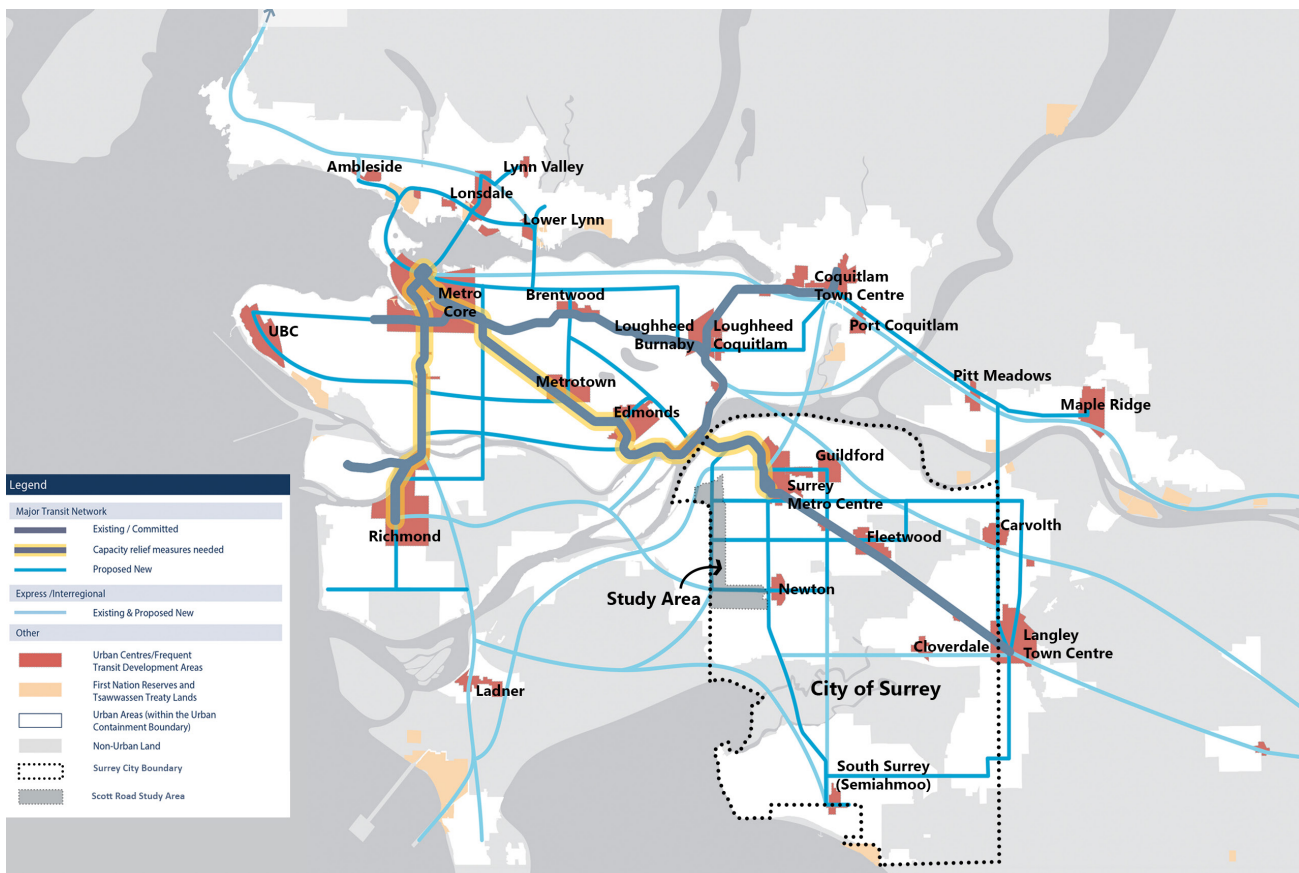


FIGURE 3: TRANSLINK'S TRANSPORT 2050 PLAN

Source: Transport 2050 Regional Transportation Strategy, TransLink

1.4 PLAN PROCESS

In 2022 a planning process was initiated for the Scott Road Corridor with the goal of supporting the anticipated R6 RapidBus service and establishing a framework to guide long term growth within the corridor. The Study Area was established to include lands within 800 metres of the proposed R6 RapidBus route.

The planning process included a series of background studies, such as demographic research, and environmental and market studies, as well as a community and stakeholder engagement. A heritage study (ongoing at the time of this Study's approval) will also be used to inform future secondary planning processes.

Feedback received from the engagement campaign and the findings from the background studies supported the development of the Imagine Scott Road vision, as well as its supporting themes, actions and principles. These components form the planning framework intended to guide future secondary planning processes along the Corridor. The information received through the community engagement campaign, in addition to the background studies, were also used to establish the general boundaries of the future secondary plan areas.

The Imagine Scott Road Visioning Study is intended as the first step of a multi-step approach for detailed neighbourhood planning for the Scott Road Corridor.



IMAGE OF THE R6 RAPIDBUS AT SCOTT ROAD SKYTRAIN STATION

► Engagement

Public engagement started in October 2022. The engagement campaign provided a variety of opportunities for people to provide feedback including an online survey, a number of interactive features on the project web page, and a pop-up event at Kwantlen Polytechnic University (KPU). Approximately 817 residents were engaged in the Scott Road Study, including 561 participants in the survey.





Approximately,

817

Engaged Residents

**An engaged resident is defined as an individual or group that has contributed to the project website, attended a pop-up event, connected through phone or email, completed the survey or attended a stakeholder meeting.*

Ways Residents Were Engaged:

-  **611** Website Interactions*
**survey, questions, mapping, "Big Ideas"*
-  **150** Kwantlen Polytechnic University Pop up Event Interactions
-  **50** Email and Phone Calls
-  **6** Stakeholder Meetings

Approximately,

29,767

Informed Residents

**An informed resident is defined as an individual or group that has made at least one single visit to the project website, received a postcard, or engaged in the project through social media.*

Ways Residents Were Informed:

-  **16,651** Mail Out Postcards to Plan Area Residents
-  **3,400** Website Page Views
-  **9,716** Social Media Engagements*
**Clicks, reactions, comments and shares*

► **Key takeaways**

The following themes emerged when survey respondents were asked how they envision the Scott Road - 72 Avenue Corridor in the next 25 years (verbatim responses in quotations).



Higher Density Mixed Use Buildings

“High density, transit orientated mixed-use neighbourhood of condos and retail services”
 “High density area with employment uses, restaurants at grade and residential towers”



Vibrant Community

“Vibrant and fast and fun”
 “Vibrant and bustling”



Parks, Greenery and Community Facilities

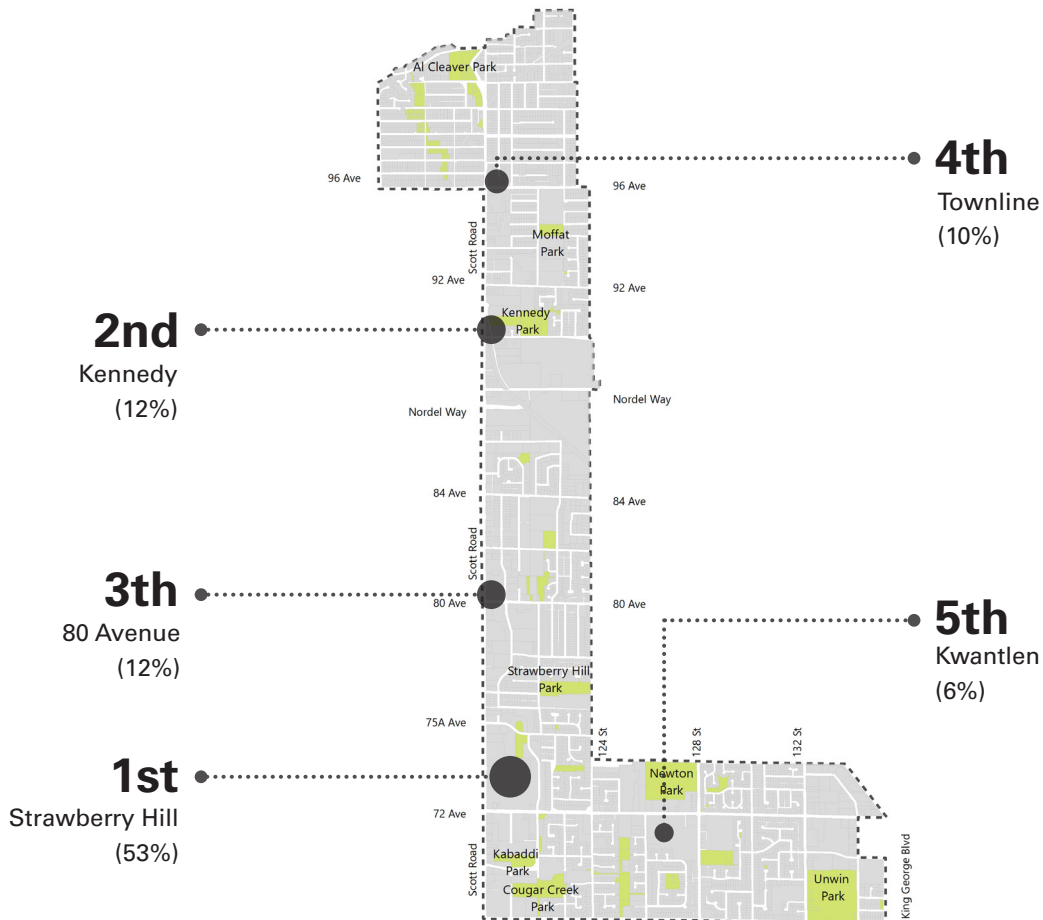
“Park and community area for local residents”
 “More parks and community facilities”



Transit Accessible

“Lots of transit, few cars”
 “More transit will help make the area more accessible”

We asked respondents to identify the heart of the Scott Road and 72 Avenue Corridor. Of those who participated in the survey, 53% identified Strawberry Hill as the heart of the Corridor.



Background

2.1 STUDY AREA

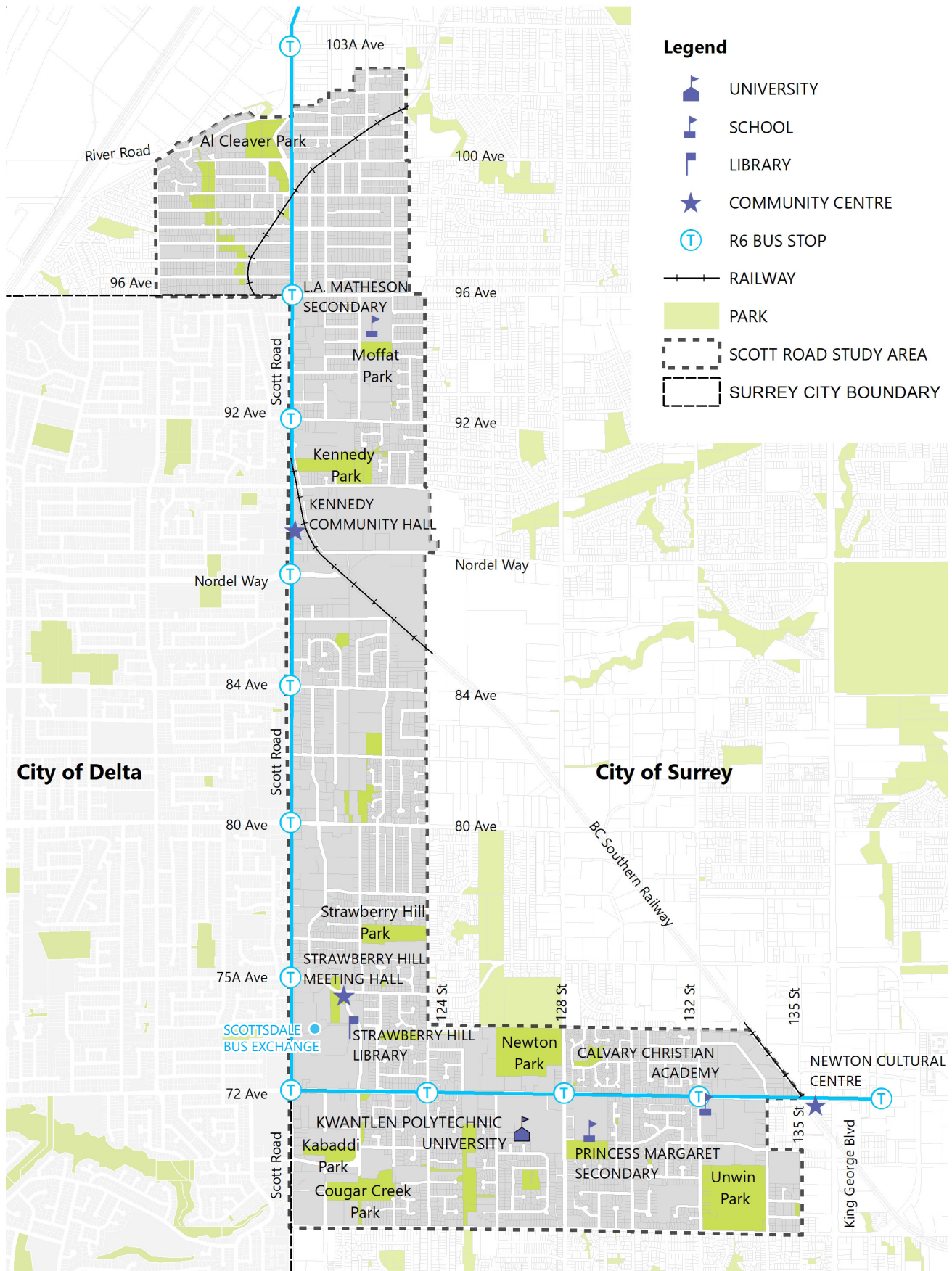
The Imagine Scott Road Study Area encompasses over 844 hectares (2,085 acres) at the northeastern boundary of Surrey. The Study Area, as shown in Figure 4: Study Area, is centred on Scott Road and 72 Avenue. It is bordered by the City of Delta in the west, 102A Avenue in the north, 135 Street in the east, and 68 Avenue in the south. The Study Area was informed by the R6 RapidBus route and the guidelines for FTDA's in Metro 2050.

The Study Area is bookended by the South Westminster Neighbourhood Concept Plan (NCP) area to the north (approved in 2003) and the Newton Town Centre Plan to the southeast (approved in 2020). West of Scott Road is North Delta. North Delta is one of the City of Delta's three urban centres and is expected to see significant population growth and development. Delta's OCP permits heights between 6 and 32 storeys within 400 meters of Scott Road, with the tallest buildings centre around R6 RapidBus stops on Scott Road.



AERIAL IMAGE OF SCOTT ROAD LOOKING SOUTH

FIGURE 4: STUDY AREA

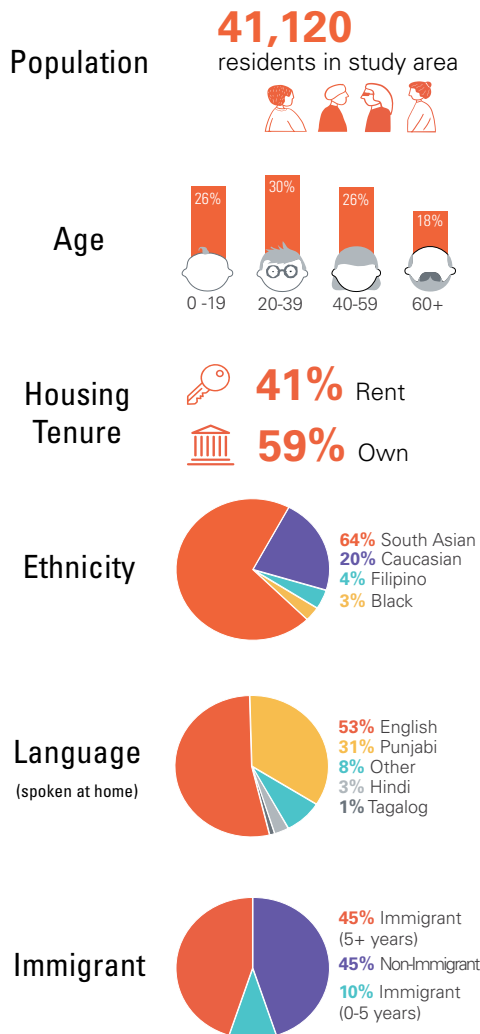


2.2 COMMUNITY PROFILE

Data was collected from 58 local Census 2021 dissemination areas to build a community demographic profile of the Study Area.

The Study Area is home to an estimated population of 41,120. The demographic profile of the area is highlighted by a notable proportion of people of South Asian descent and a high immigrant population. Of the people living in the Study area, 64% are of South Asian descent (compared to 33% citywide). As of 2016, 55% of the population are immigrants (compared to 43% citywide), 10% of which have immigrated within the past five years (compared to 7% citywide).

The population is skewed slightly younger than the Surrey average, with 56% of the population under 40 (compared to 52% citywide). The Study Area has a higher proportion of renters at 41% of the population compared to the rest of Surrey (29% citywide).



South Asian Immigration to Canada

The first major South Asian migration to Canada occurred in 1897. Throughout the early twentieth century, South Asians were critical in the building of British Columbia, working as farmers, construction workers, millworkers, and bricklayers.

From 1951-1962, the Quota immigration system was in place. This system limited annual immigration to 150 Indian, 100 Pakistani, and 50 Ceylonese. When the Quota immigration system ended in 1962, almost all racial and national restrictions were removed. In 1967, the Points-Based Immigration System was introduced. The new system replaced the quota system and resulted in 12 times more immigration.

Throughout the later half of the twentieth century, South Asians became more represented in Canadian culture, activism, business, and government.

Today, Canada contains the world's eighth largest Indian diaspora. With just over 20% of the entire Indian Canadian community residing in the Lower Mainland, 33% of the City of Surrey is of South Asian descent.

2.3 EXISTING CONDITIONS

► Built form

The Study Area is predominantly characterized by car-oriented retail and office, and low-rise, urban residential uses. It is home to an estimated 41,120 residents housed within 12,211 existing dwellings. Most of the existing housing stock is in the form of single-detached dwellings (approximately 38%) and secondary suites (approximately 21%).

The Study Area also has a significant employment base supported by industrial and mixed employment lands within Kennedy at Nordel Way. There are an estimated 4,506 existing jobs in the Study Area, most of which are attributed to the industrial sector. Commercial and institutional employment make up the remaining jobs in the Study Area.

On the west side of Scott Road, within the City of Delta, new high-rise residential and high-rise mixed-use developments have been approved and constructed over the past decade. Within the City of Surrey, new development has been more limited, predominately taking the form of low-rise (3-4 storey) commercial buildings.



Commercial Activities Along Scott Road Corridor



New Office Building



Old Townhouses



Strip Mall Along Scott Road Corridor



New Townhouses

► Natural Assets

The Study Area is home to four major watercourses: Scott Creek, Delta Creek, Mahood Creek, and Cougar Creeks. Lands identified within the Biodiversity Conservation Strategy are limited to the southwest (Cougar Creek, and the BC Hydro corridor west of Kwantlen Polytechnic University) and northwest (Delta Creek, Scott Creek and the BC Southern Railway) of the Study Area. The Study Area has sparse tree canopy coverage, as reflected in the Urban Forest Management Study. Most of the Corridor's tree canopy is located within riparian areas and park space.

► Transportation

The Study Area features an auto-centric transportation network, with 30,000-35,000 average vehicles per day travelling the Corridor. Sidewalks along Scott Road are narrow in many places and there are no cycling facilities, limiting active transportation as a viable mode choice.

In addition to the high number of vehicle trips that occur in the Study Area, Scott Road is the busiest bus corridor in the South of Fraser area. In 2022 the 319 Scott Road/Newton Exchange bus route was the busiest bus route in Surrey and the fourth busiest bus route in Metro Vancouver, with over 18,000 daily weekday passenger boardings. Approximately 30% of trips along Scott Road are by public transit, yet buses along Scott Road only comprise 1 – 2% of all vehicle traffic.

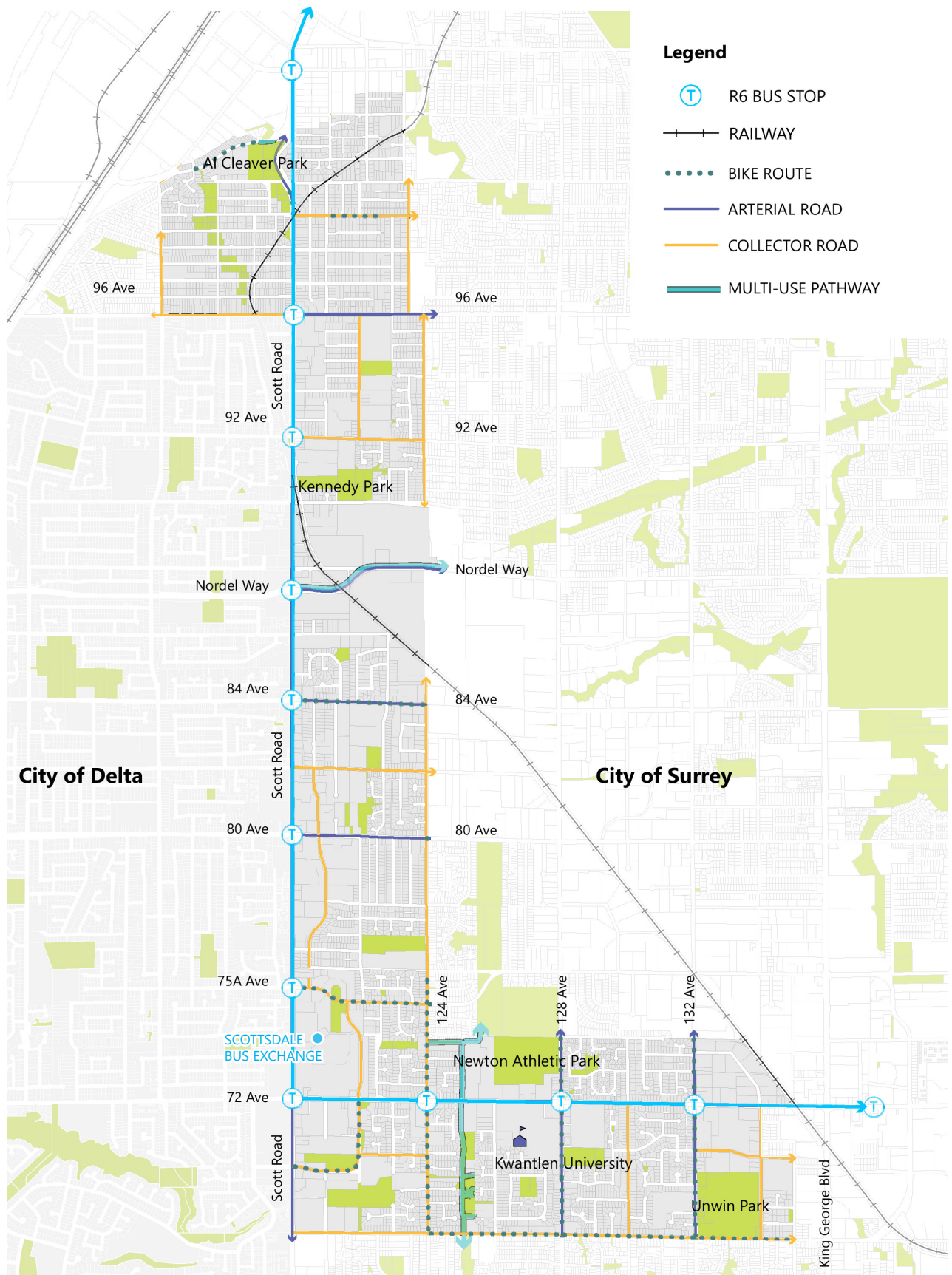
The Scottsdale Exchange is located within the Study Area, adjacent to the Strawberry Hill Shopping Centre. The Scottsdale Exchange is an important bus transfer point that provides access between Newton and neighbouring municipalities. The Scottsdale Exchange has been designated as a TOA in the 2023 provincial housing bills and provides access to 11 bus routes.

TransLink introduced the R6 RapidBus to provide additional service capacity along the corridor and to act as the primary bus route on the Corridor. Compared to Route 319, the R6 features high capacity articulated buses, more frequent service, and longer hours of operation. The R6 is also supported by transit priority measures to ensure buses are fast and reliable.



SCOTTSDALE EXCHANGE AT THE STRAWBERRY HILL SHOPPING CENTRE

FIGURE 5: EXISTING TRANSPORTATION NETWORK AND R6 ROUTE



Planning Framework

This section outlines the objectives and principles for growth management, transportation, parks and open space and engineering utilities for the Study Area. It provides the framework that will guide future secondary planning processes.

3.1 VISION STATEMENT

The Vision Statement for the Imagine Scott Road Study Area is based on the themes that emerged through community and stakeholder consultation, supported by the City's growth and sustainability goals. The following vision statement describes the intended future state of the area:

"Scott Road is a diverse, well connected, and vibrant corridor serviced by reliable public transit. Surrounding neighbourhoods provide a range of housing options, a network of natural spaces, and high-quality public places. The area is celebrated for its cultural diversity, vibrant shops and restaurants, employment opportunities, and walkability."

3.2 THEMES AND ACTIONS

Building from the Vision, the Themes drive the strategic direction, policy framework, and implementation strategies that will shape growth. The following themes and actions will support transformation of the area over the next generation and provide a basis for future detailed land use planning.



THEME 1

Resilient Green Spaces

Actions:

1. Protect, enhance, and expand parkland and natural spaces.
2. Enhance tree canopy coverage with street trees, on-site landscaping, and the retention and protection of established treed areas.
3. Ensure riparian setbacks, wetlands, and sensitive ecosystems are protected from development impacts in accordance with federal and provincial regulations and City policies.
4. Look for opportunities to restore and enhance ecosystems through redevelopment.



THEME 2

Accessible Housing

Actions:

1. Designate land to facilitate the construction of a range of housing types.
2. Incentivize the construction of new rental housing.
3. Protect the existing purpose-built rental stock (as per the City of Surrey's Rental Housing Redevelopment Policy - Policy O-61).
4. Encourage family-oriented housing in multi-family residential developments.
5. Provide incentives and support for non-market housing development.



THEME 3

Mobility for All

Actions:

1. Enhance the range of amenities within walking distance of residences.
2. Expand the cycling network and complete the sidewalk network to support the Surrey Transportation Plan target whereby 20% of all trips are made by walking or cycling.
3. Support transit investment and on-going service improvements through development of transit supportive uses, densities adjacent to RapidBus stops and the Scottsdale Bus Exchange.
4. Implement bus priority infrastructure to ensure transit services are fast and reliable.



THEME 4

Culture and Community

Actions:

1. Explore funding community and cultural spaces through amenity contributions as part of future secondary plans.
2. Identify, protect, and enhance heritage features.
3. Enhance the area's sense of place through placemaking and public art.
4. Promote public safety and community cohesion.
5. Develop accessible and adaptable public plazas and community spaces that enhance social connection, well-being and support cultural diversity and expression.



THEME 5

Resilient Economy

Actions:

1. Support thriving local businesses that advance a sense of community.
2. Increase the diversity of employment and business opportunities to meet the four strategic priorities outlined in the City of Surrey's Economic Strategy.
3. Encourage no net-loss of commercial floor area through redevelopment.
4. Protect existing industrial and mixed employment land supply.



THEME 6

Climate Action

Actions:

1. Incentivize zero-carbon (non-polluting) buildings to reduce the operational greenhouse gas emissions associated with new development.
2. Encourage and explore incentivizing wood frame construction to lower the embodied carbon of new developments.
3. Improve access to electric vehicle charging in publicly accessible locations, workplaces, and multi-family buildings through City programs and partnerships.
4. Enhance shade trees and cooling features in parks and public spaces to help mitigate the urban heat island effect.
5. Implement green infrastructure (e.g. rain gardens, permeable pavement, street trees) on development sites and in the public realm for climate resilience, ecosystem and human health.

3.3 SECONDARY LAND USE PLANNING

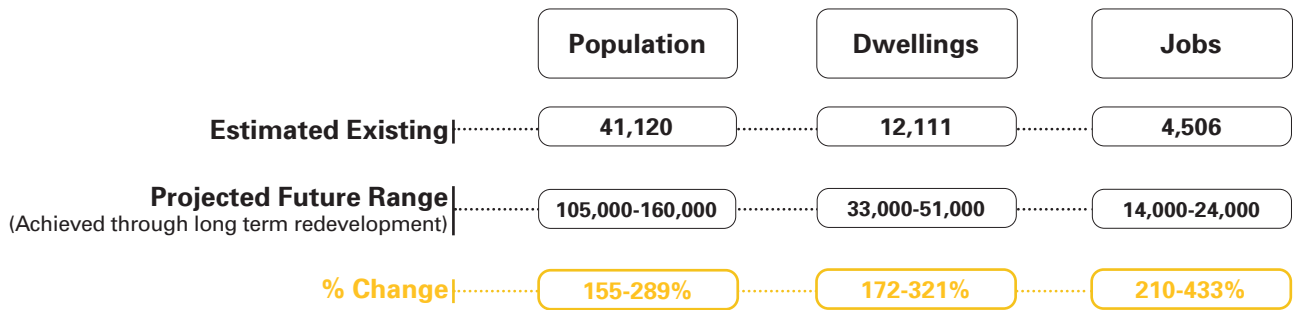
The Study Area is a long-term growth corridor. Growth will be phased over many decades and the area will redevelop as market conditions and policies evolve over time.

To support this growth, three areas have been identified for additional detailed secondary land use planning processes: **Townline, Kennedy, and Strawberry Hill**. New land use plans will identify appropriate densities, uses and building forms, as well as detailed transportation and community amenity concepts. Section 4.1 describes the secondary plans in further detail.

3.4 GROWTH PROJECTIONS

Based on preliminary forecasts, the Study Area has the potential to accommodate an estimated 60,000-140,000 new residents through the development and construction of 20,000-40,000 new dwelling units. This can be achieved predominately through increasing the availability and proportional housing mix of multi-family apartment-style units. Growth within this context would take many decades to occur and remains somewhat speculative in nature. Updated and more detailed growth forecasting will be completed with each future secondary plan.

Employment forecasting assumes the protection and intensification of existing industrial/mixed employment land supply, as well as the increase in mixed-use development. Focusing mixed-use redevelopment on underutilized commercial lands projects the greatest potential for job creation with a potential 3-7 times increase in commercial floor space. Through redevelopment, the Study Area has potential to accommodate between 10,000 and 20,000 new jobs.



**Growth projections will be refined throughout future secondary planning process.*

3.5 TRANSPORTATION

Further enhancements beyond the R6 RapidBus are required to produce a multi-modal transportation network and support the Study Area's transformation into vibrant urban neighbourhoods. Sidewalks will be upgraded through redevelopment and a network of protected cycling facilities will be built to deliver safe and sustainable transportation options for everyday trips. The future transportation network will provide opportunities to increase the tree canopy within the Study Area, which will mitigate the urban heat island effect and support the well-being of residents.

The following transportation principles guide and support the Study Area's transformation and provide a basis for future secondary planning. These principles are based on the Surrey Transportation Plan's foundational five pillars, consisting of:

- Grow the Transportation Network
- Prioritize Vision Zero Surrey
- Tackle the Climate Crisis
- Innovate through Technology and New Mobility
- Balance Equity

► Transportation PRINCIPLES

1. Establish a robust, interconnected, multi-modal road network through the secondary planning processes.
2. Prioritize sustainable transportation facilities to support increased transportation choice.
3. Improve walkability and the pedestrian realm to provide safer mobility and support commercial uses.
4. Implement protected cycling infrastructure on parallel routes to Scott road and 72 Avenue, with connections to RapidBus stops and key destinations.

3.6 PARKS AND OPEN SPACES

Imagine Scott Road envisions improvements to the quality and quantity of parkland and open space throughout the Study Area. Parks and open spaces support a range of amenities and provide a platform for recreation, community and social uses. They also offer valuable ecosystem services, enhance biodiversity and support climate resiliency.

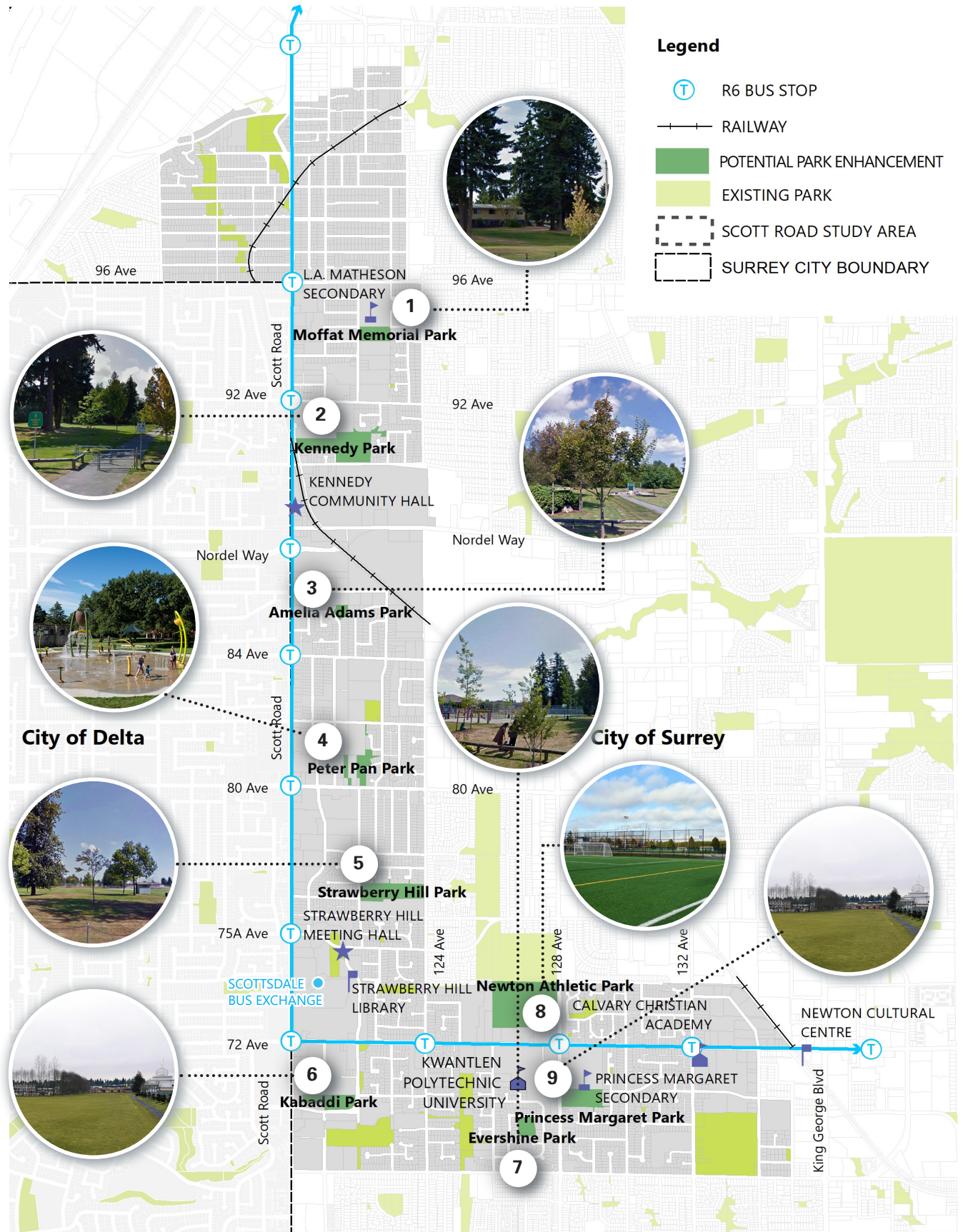
The Study Area is home to several community and neighbourhood parks that provide a range of amenities and natural areas for both local residents and the community at-large. Several existing parks within the Study Area will be considered for enhancements as part of future secondary planning. Figure 5 illustrates parks that will be considered for enhancements.

► Parks and Open space Principles

The following parks planning principles outline an accessible and well-connected network of parks, natural areas and pathways that serve to support the health and wellbeing of residents. The following principles will be used to inform identification, funding and design of the parks and open space network of future secondary planning processes.

1. Parks are accessible and located within walking distance to all residents (10 minute walk).
2. Parks are generally located away from arterial streets to encourage pedestrian safety and to promote quieter spaces for recreation.
3. Park spaces accommodate a diversity of uses and offer a range of amenities.
4. Parks and Natural Areas are well connected through a network of pathways and corridors.
5. Tree canopy cover is protected, enhanced and expanded.
6. Parks and green spaces support biodiversity and climate resilience.
7. Green infrastructure, such as urban trees, rain gardens and native plant landscaping, is incorporated in public open spaces throughout the community, providing cooling and other ecosystem services.

FIGURE 6: EXISTING PARKS FOR ENHANCEMENT



► Future opportunities for Parks and Open space

The Study identifies the preliminary location of new neighbourhood and mini-parks in the Study Area. These preliminary park and open spaces will be refined and designated through future secondary land use planning. Secondary plans should ensure that parkland is provided within a 10-minute walkshed (500m) of all residents.

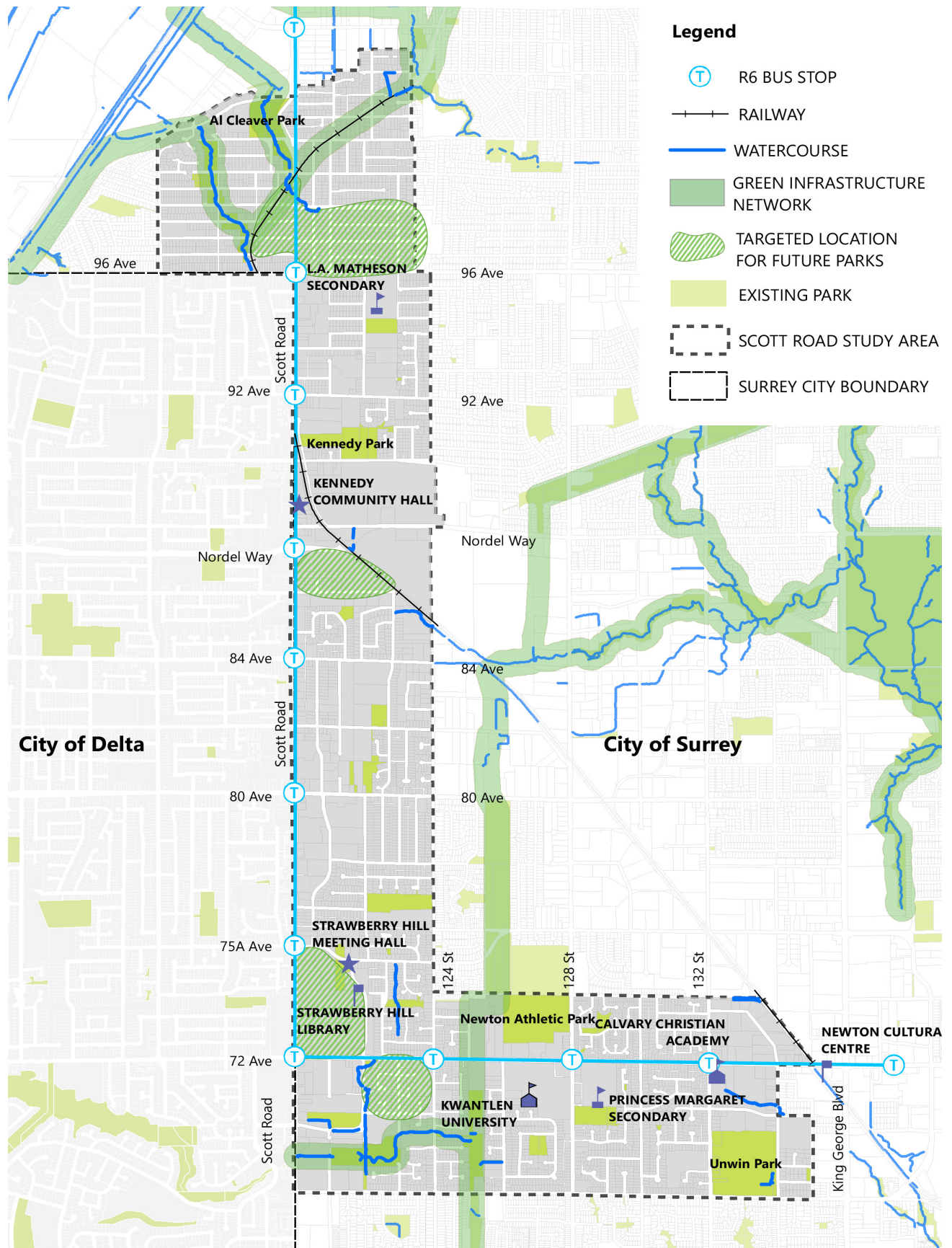
Neighbourhood parks serve local residents and feature amenities such as passive grass, playgrounds and natural areas. New neighbourhood parks of approximately 1.5- 2 acres in size should be prioritized in the following areas:

1. One in the area bounded by Scott Road, 96 Avenue, 123A Street, and 98 Avenue.
2. One in the area bounded by 124 Street, 72 Avenue, 70A Avenue, and the BC Hydro Corridor.

Mini-parks are intended for urban areas. They provide contemporary open space and realize the goal of providing parkland within walking distance of all residents. Mini-parks should be a minimum of 2,850 sq. meters (0.7 acres) in area.

1. One in the area west of Scott Road, north of 96 Avenue, and south of the BC Southern Railway within the future Townline Plan.
2. One in the area south of Nordel Way, east of 120 Street, and north of 86 Avenue within the future Kennedy Plan.
3. One within any subsequent redevelopment of the Strawberry Hill Shopping Centre as part of the future Strawberry Hill Plan.

FIGURE 7: PROPOSED LOCATIONS FOR FUTURE PARKS



3.7 UTILITIES

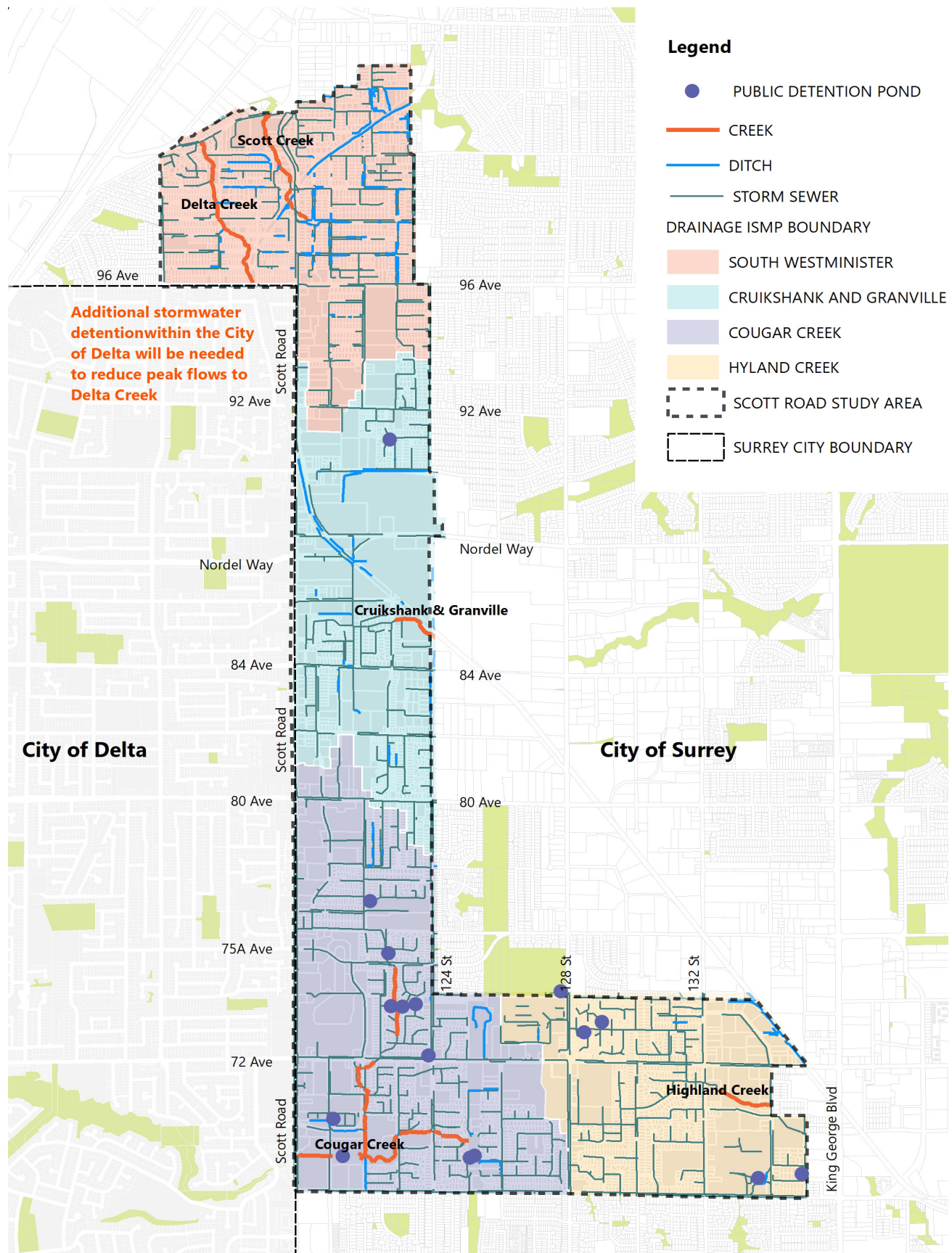
► Drainage

The Study Area is located within four distinct Integrated Stormwater Management Plan (ISMP) areas: South Westminster, Cruikshank and Grenville, Cougar Creek, and Hyland Creek. Existing drainage servicing is accomplished by an extensive network of storm sewers and open ditches that capture and convey flow to downstream watercourses. There are four major watercourses in the Study Area: Delta Creek, Scott Creek, Mahood Creek, and Cougar Creek. All four watercourses are identified as Class A in the Surrey's Zoning Bylaw.

Most of the existing storm sewers within the Study Area were installed in the 1970s and 1980s. This was a period when stormwater management focused on conveying rainwater off-site as quickly as possible. However, current practice emphasizes retaining rainwater onsite to better maintain the natural pre-development flow and quality of water in the receiving watercourse. The drainage infrastructure in this area is incomplete, undersized in some instances, and nearing the end of its design life, and may need to be replaced to accommodate future re-development of the Study Area.

In the northern portion of the Study Area, the City recently assessed high-flow diversion concepts to address ongoing erosion issues in Delta Creek (from 96 Avenue to River Road). A similar diversion system was constructed for Scott Creek in 2002. Approximately 85% of the area draining to Delta Creek is within the City of Delta. Aside from implementing a high-flow diversion system to divert peak flows away from Delta Creek, further stormwater detention will be required within the City of Delta to help stabilize the erosion issues along Delta Creek. The City has initiated discussions with the City of Delta on the erosion issues. In the southern portion of the Study Area, approximately 300ha of developed areas discharge into the City of Delta via the Cougar Creek watershed. To mitigate drainage impacts from existing development, the City constructed a series of detention ponds to control the release of runoff into Cougar Creek. To accommodate future redevelopment of the Study Area, it is recommended that tributary areas and performance of the existing detention ponds be assessed under future development conditions to determine achievable storage potential, release rates, water quality treatment, and potential pond modifications. Further coordination with the City of Delta will be required.

FIGURE 8: EXISTING DRAINAGE NETWORK



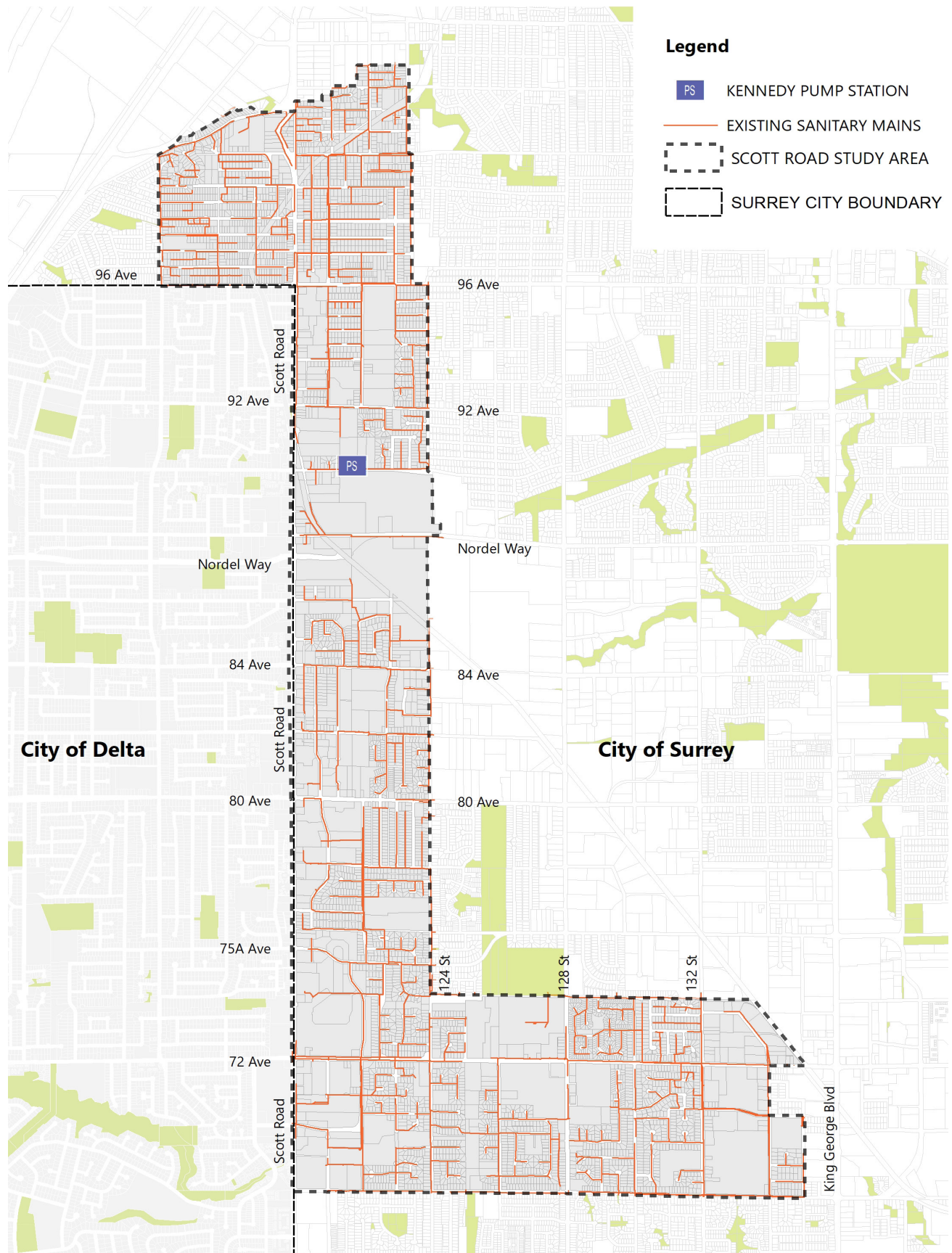
► Sanitary

The Study Area generally splits into two main sanitary catchment areas. Areas north of 92nd Avenue are part of the North Surrey sewer catchment area and flow to the North Surrey Interceptor, while areas to the south of 92 Avenue flow to the South Surrey Interceptor.

The northern part of the Study Area, to be addressed through the future Townline Plan, typically has 200 mm and some 150 mm sanitary sewers. Local sewer upgrading to minimum pipe sizes will be required throughout this area, particularly where significant densification occurs. 121 Street and Scott Road north of the railway are key conveyance routes that will require capacity upgrades.

The central part of the Study Area, to be addressed through the future Kennedy Plan, generally flows towards the Bear Creek trunk sewer. The southernmost portion of the Study Area near 72 Avenue, to be addressed through the future Strawberry Hill Plan, flows west towards Delta or east into the Hyland Creek area. Some local sewer replacements are expected with more significant trunk sewer upgrading foreseen in the areas between 80 and 86 Avenues and near 72 Avenue. Additional capacity issues beyond the Study Area are foreseen.

FIGURE 9: EXISTING SANITARY NETWORK



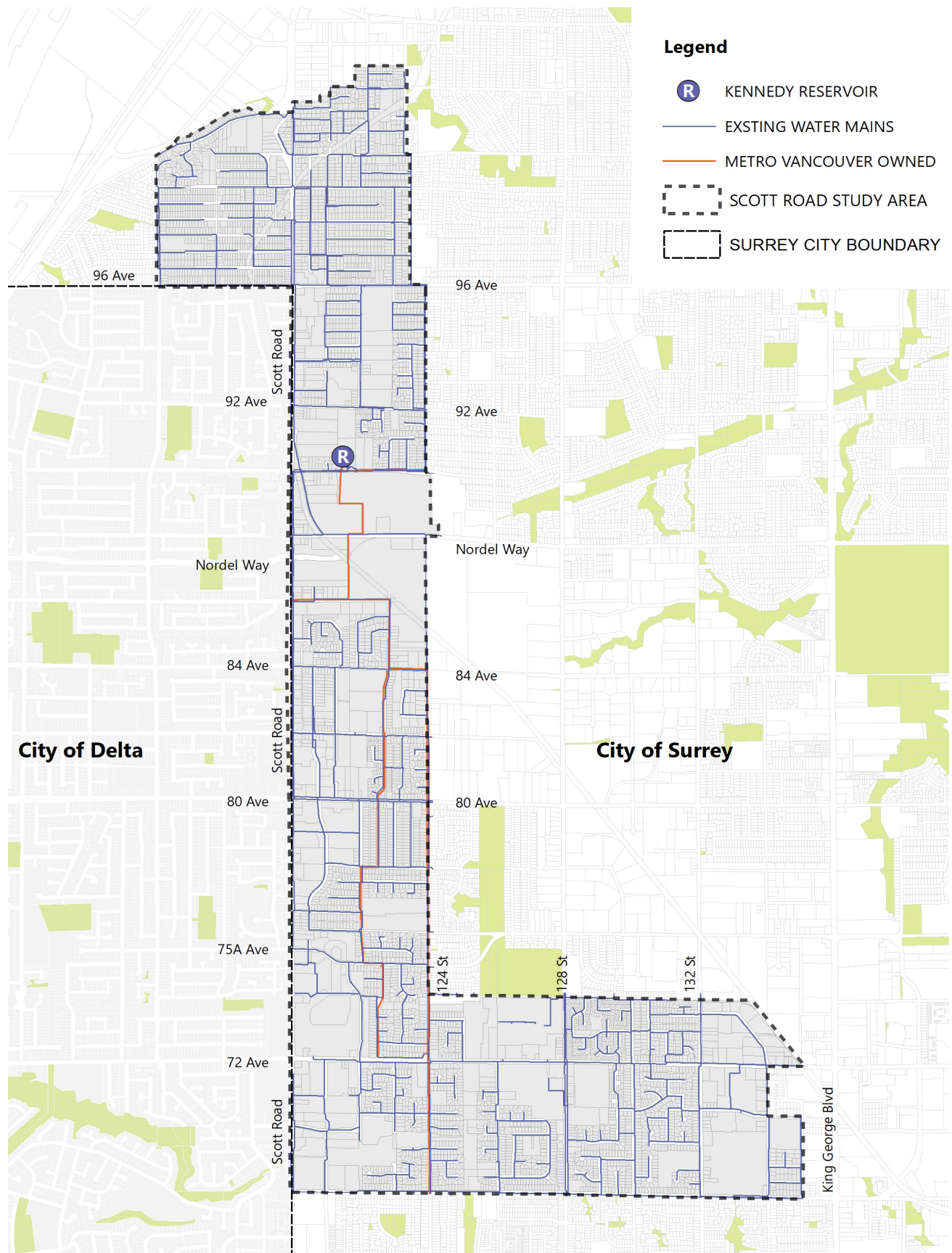
► Water

The majority of the Study Area is within the 135m Kennedy-Newton pressure zone, which is supplied by Kennedy and Newton Pump Stations. Properties within the Study Area are currently serviced by a combination of local and feeder mains ranging from 100mm to 1050mm.

Detailed assessments of the water system will be performed as part of the secondary planning process to determine watermain upgrades and additions required to supply adequate domestic and fire flows to future plan areas. Capacity upgrades to Kennedy and Newton Pump Stations may be required to support the additional demand caused by intensification and redevelopment. Requirements will be determined as part of the water system assessments.

Additionally, construction of the new Kennedy Newton (KNA) watermain (owned and operated by Metro Vancouver) is presently underway, with an anticipated completion date set for 2025. Completion of this watermain will provide additional bulk water supply capacity to the Study Area.

FIGURE 10: EXISTING WATER NETWORK



Implementation

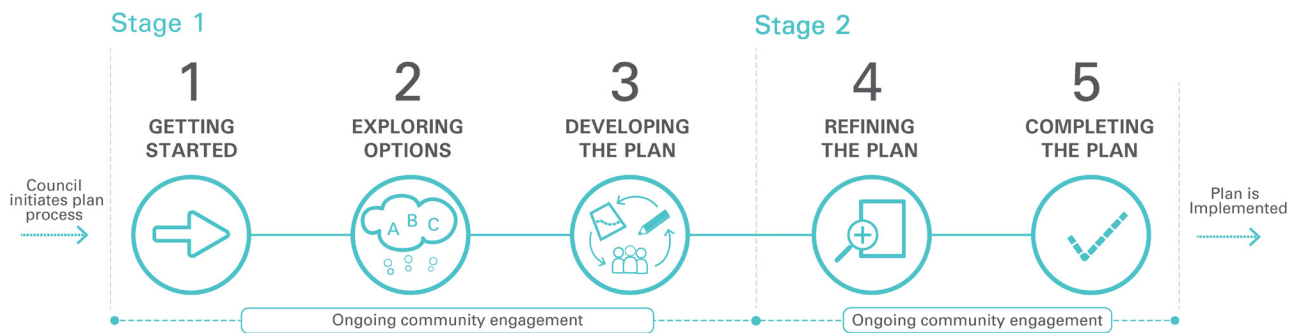
4.1. SECONDARY LAND USE PLANS

The Scott Road-72 Avenue Corridor is located on the unceded and ancestral lands of the Salish peoples, including the ƛiƛəy̓ (Katzie), ƛʷɑ:ŋʷəŋ (Kwantlen), and se'mya'me (Semiahmoo) Nations. The Imagine Scott Road Study recognizes the disruptive legacy of European settlement on the traditional territory and practices of these host First Nations. Through the ongoing process of Reconciliation, future secondary planning processes shall seek opportunities to work with host First Nations on developing a deeper understanding of their long-standing relationship to the land and respond to the impacts of colonialism.

Three future secondary plan areas have been identified within the Corridor (Figure 11). These secondary plan areas were identified through a review of existing land uses and densities, including ongoing development applications and growth areas identified in the City of Delta's planning framework. The secondary plans will be guided by the vision statement, themes, and principles discussed in Section 3. The three plan areas are described in detail below.

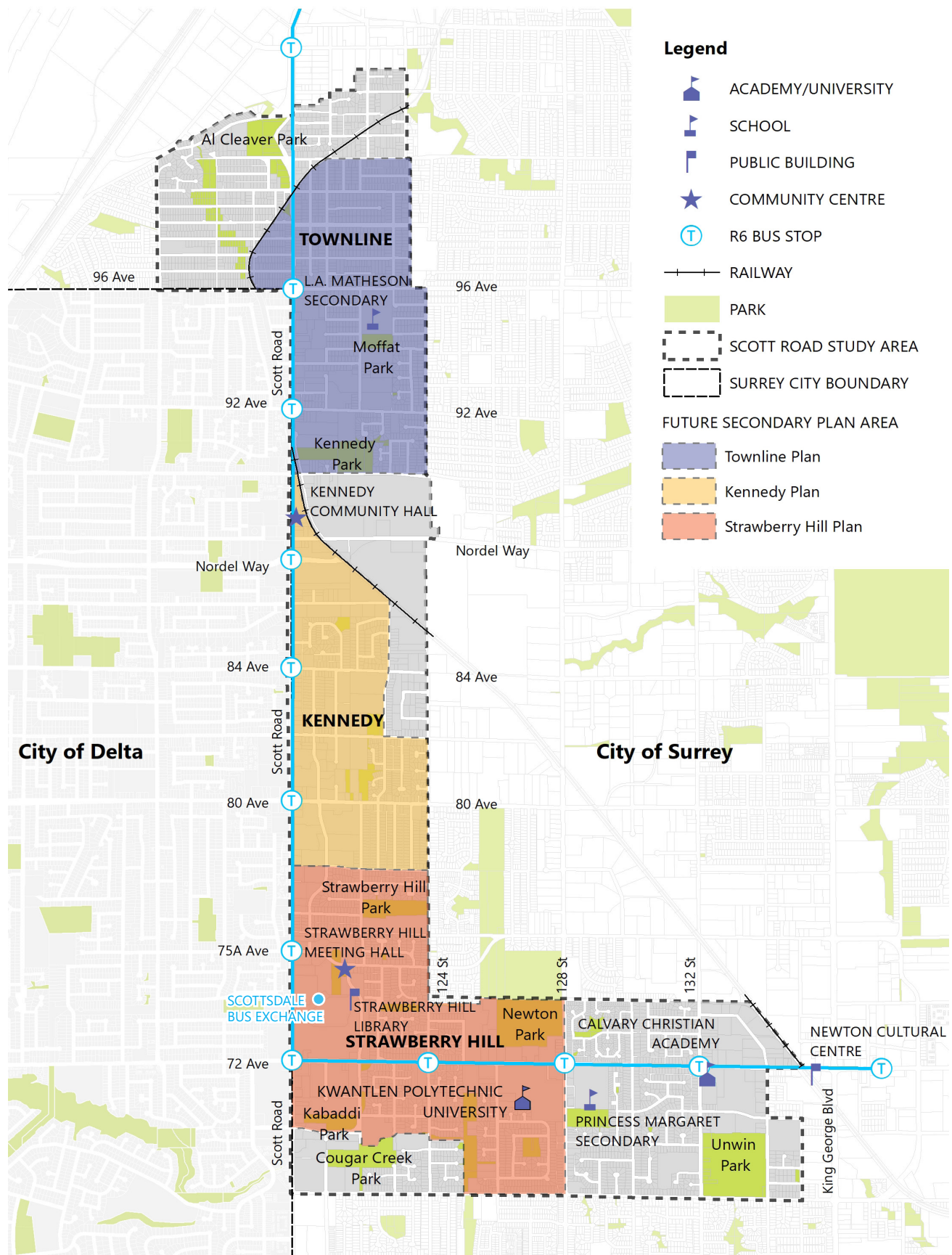
Future secondary land use planning processes will be supported by a combination of community engagement and technical planning and analysis to determine appropriate densities, uses and buildings forms. They will also include detailed strategies for transportation, parks and open spaces, heritage and culture, utilities, and urban design, including all relevant financial and development implementation considerations.

In addition to this document, future secondary land use planning will be supported by a market study completed in Spring 2024. As a collaboration between Metro Vancouver and the Cities of Surrey and Delta, the market study examined the supply and demand for commercial and residential development along the Corridor, with consideration given to the R6 RapidBus and changes to the provincial housing framework. By examining model proformas and growth demands, the market study will inform the phasing of secondary planning and detailed land use designations, ensuring that future land use plans are market responsive.



PROCESS FOR FUTURE SECONDARY PLANS

FIGURE 11: SECONDARY LAND USE PLAN AREAS



Legend

- ACADEMY/UNIVERSITY
- SCHOOL
- PUBLIC BUILDING
- COMMUNITY CENTRE
- R6 BUS STOP
- RAILWAY
- PARK
- SCOTT ROAD STUDY AREA
- SURREY CITY BOUNDARY
- FUTURE SECONDARY PLAN AREA**
 - Townline Plan
 - Kennedy Plan
 - Strawberry Hill Plan

► Townline Plan

The future Townline Secondary Plan Area is bounded by the BC Southern Railway and Scott Road in the west, 100 Avenue in the north, 123A and 124 Street in the east, and 90 Avenue in the south.

Currently, low-rise commercial uses with large surface parking lots are the dominant land use along Scott Road within the Townline Plan Area. These areas are surrounded by single detached residential neighbourhoods. West of Scott Road, within the City of Delta, significant redevelopment has been envisioned. New high-rise developments are expected for the five-block triangular area within Delta between Scott Road and the BC Southern Railway corridor. The highest densities in this plan area are likely to be focused at the intersection of Scott Road and 96 Avenue and act as a northern gateway to the Corridor.

There are two RapidBus stops in the Townline Plan Area, located at 92 Avenue and 96 Avenue.

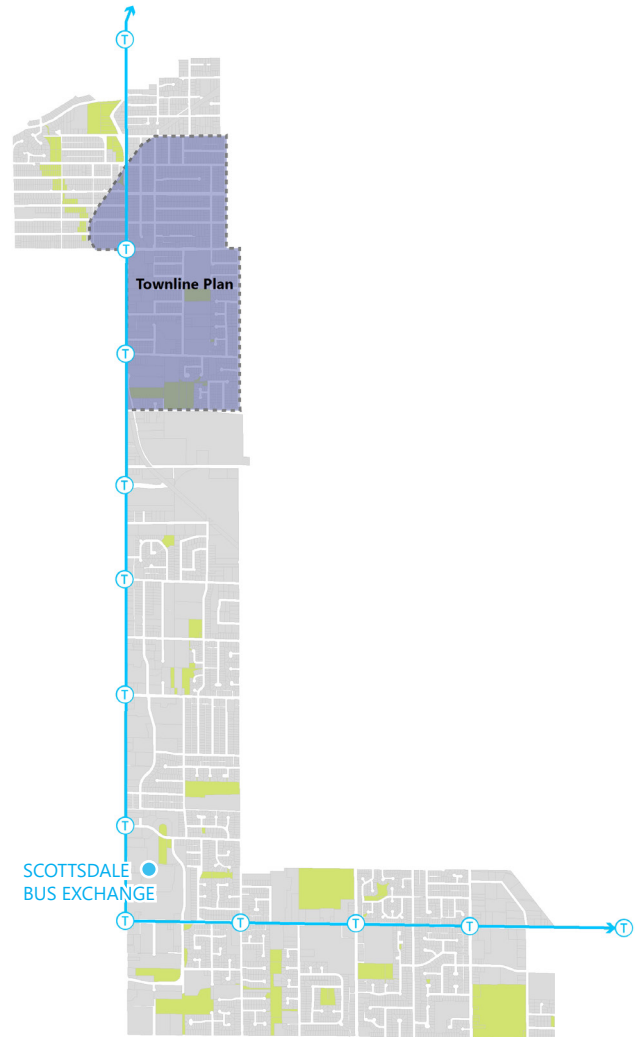
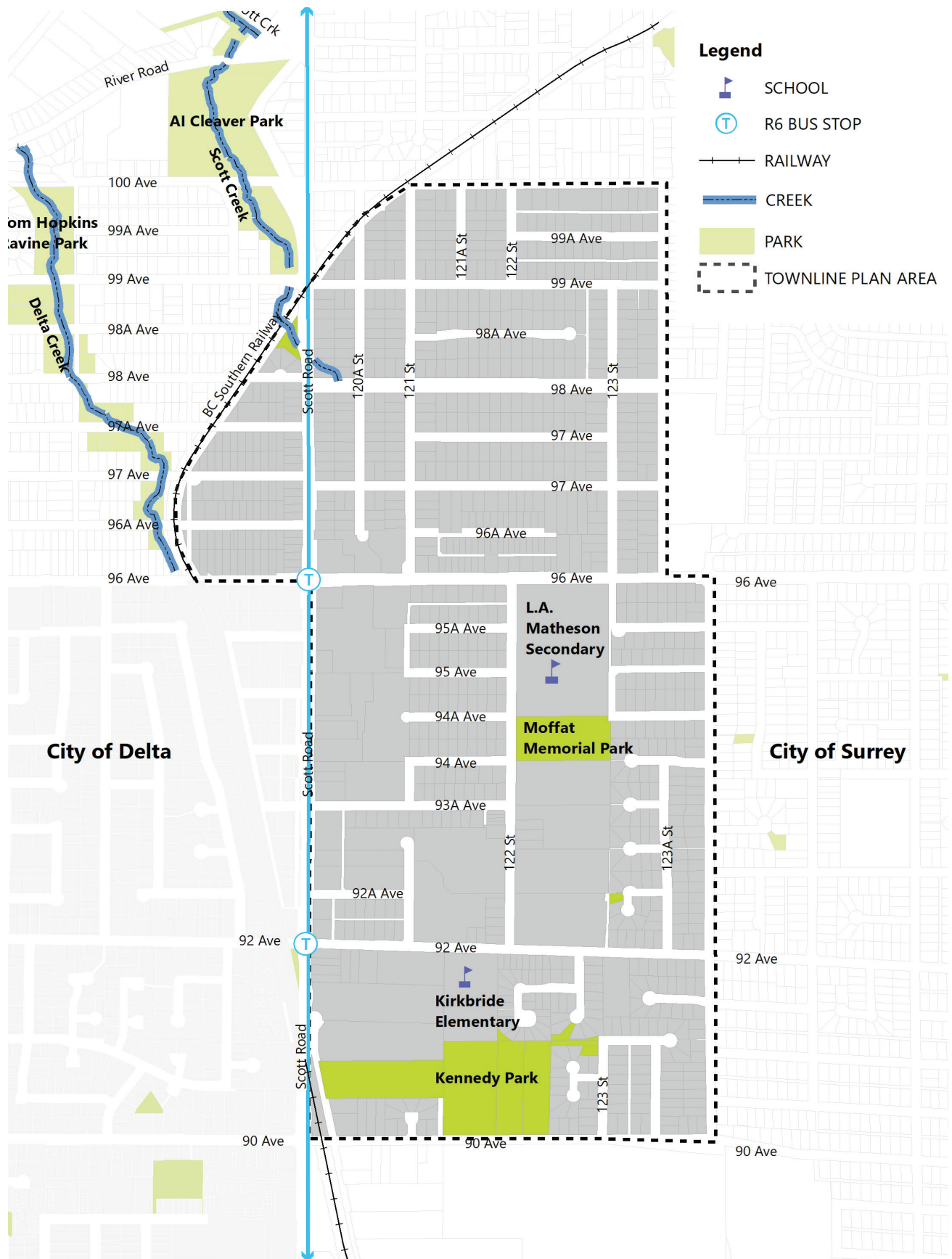


FIGURE 12: TOWNLINE SECONDARY PLAN AREA



► Kennedy Plan

The future Kennedy Secondary Plan Area will contain the lands between the Townline and Strawberry Hill Plan Areas. This area includes the lands between Scott Road and 123 Street/124 Street in the east, bounded by the BC Southern Railway (at approximately 90 Avenue) in the north and 78 Avenue in the south.

The Kennedy Plan Area contains the longest section of Scott Road and has more variety in existing built form, lot sizes and land uses compared to the other two preliminary plan areas. Notably, the only recent redevelopment to occur within the Study Area has occurred within the Kennedy Plan Area, largely in the form of three and four storey office development.

The area is flanked by industrial lands to the east at Nordel Way. These areas provide a significant regional employment and economic base. Existing industrial areas have been omitted from the preliminary Kennedy Plan area boundaries to main the integrity of the land's "Industrial" land use designation in the OCP and Metro 2050. These lands may be considered for inclusion in the Kennedy Plan Area to explore strategies for industrial land intensification.

The Delta Rise development located within the City of Delta, west of Scott Road at 80 Avenue, represents the first contemporary high-rise along the Scott Road Corridor. Additional high-density redevelopment is proposed at this location.

Future secondary planning will seek to complement the existing redevelopment in the City of Delta and get a deeper understanding on how to manage densities along this portion of Scott Road.

There are three RapidBus stops in the Kennedy Plan Area, located at 80 Avenue, 84 Avenue, and Nordel Way.

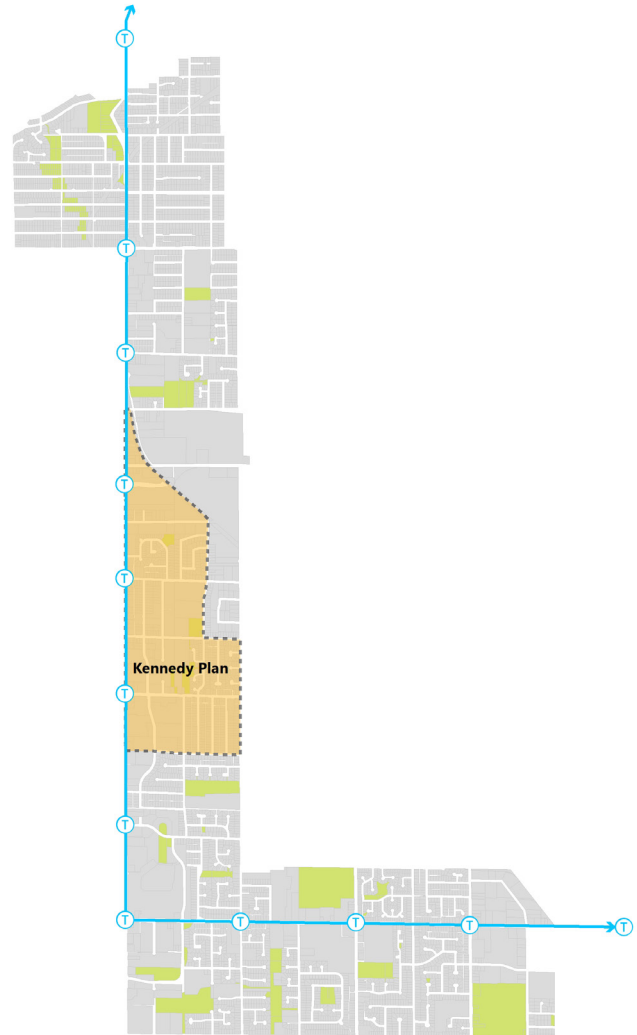
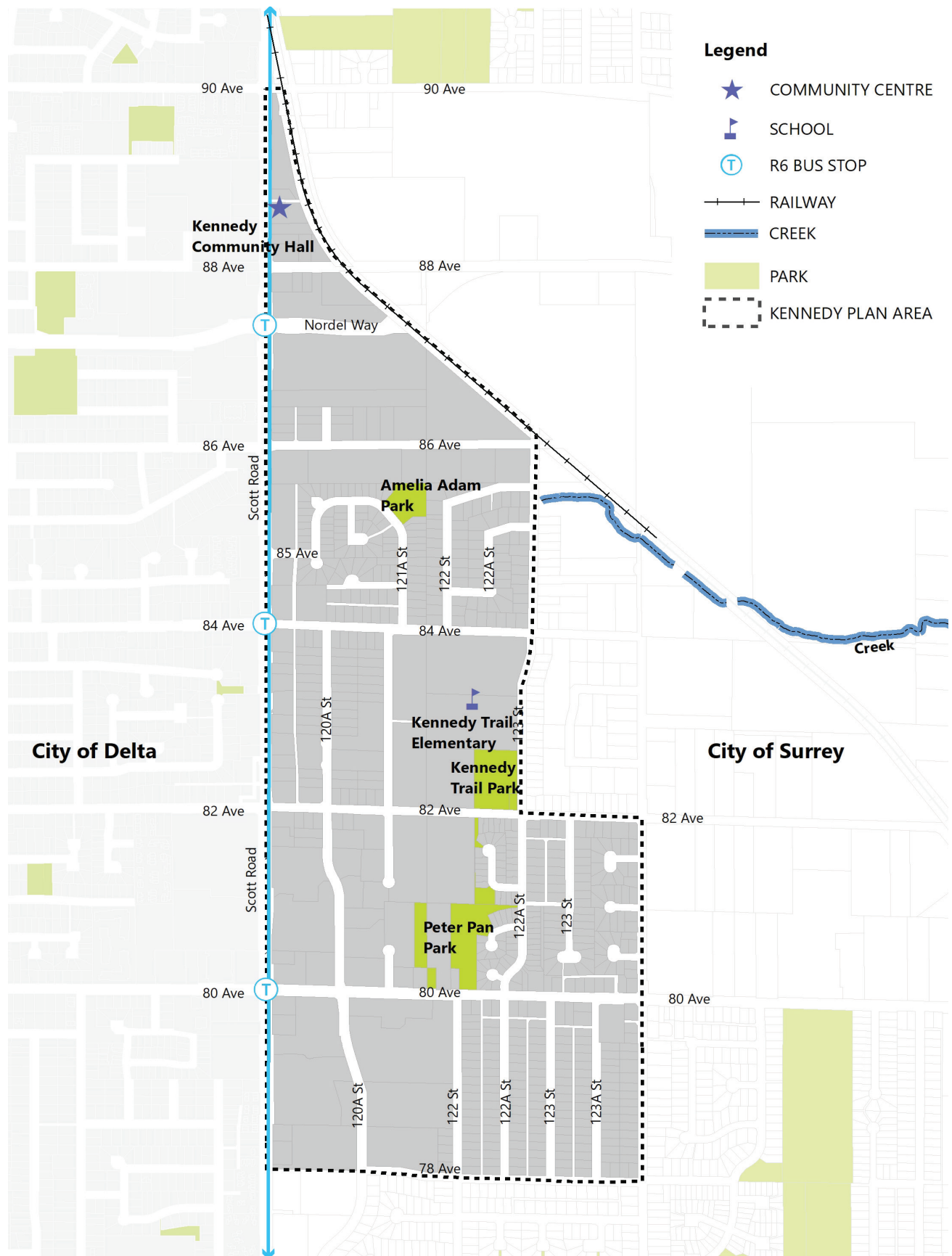


FIGURE 13: KENNEDY SECONDARY PLAN AREA



► Strawberry Hill Plan

The proposed Strawberry Hill Secondary Plan Area encompasses the area between Scott Road and 128 Street, bounded by 78 Avenue in the north, 70 Avenue, Cougar Creek, and 68 Avenue in the south. This area was identified by the residents as the heart of the Corridor and one of the most appropriate locations for future growth and redevelopment. This is emphasized by the designation of the Scottsdale Exchange as a TOA in the 2023 provincial housing bills.

Currently, the area is characterized by large format, multi-tenant, low-rise commercial buildings with large surface parking lots. Surrounding neighbourhoods consist of low-density multi-family (townhouse and apartment buildings) and single detached residential. Notable places in the the Strawberry Hill Plan Area include: Strawberry Hill Shopping Centre, Guru Nanak Sikh Gurdwara, Scottsdale Exchange, and Kwantlen Polytechnic University (KPU).

The existing large commercial sites between 75A Avenue and 72 Avenue provides significant long-term redevelopment opportunities. Future secondary planning will seek a deeper understanding of these sites' operational constraints, lease obligations, and long-term redevelopment feasibility. Within these areas, community/cultural amenities, public gathering spaces, and transportation and infrastructure upgrades are expected as part of redevelopment.

Kwantlen Polytechnic University is a significant landowner and education/employment hub within the future Strawberry Hill Plan Area. Future planning will seek to further the objectives of the KPU2050 Campus Master Plan by working closely with KPU stakeholders and the adjacent community.

There are four RapidBus stops located in the Strawberry Hill Plan Area, located on 120 Street (at 72 Avenue and 75 Avenue) and on 72 Avenue (at 124 Street and 128 Street).

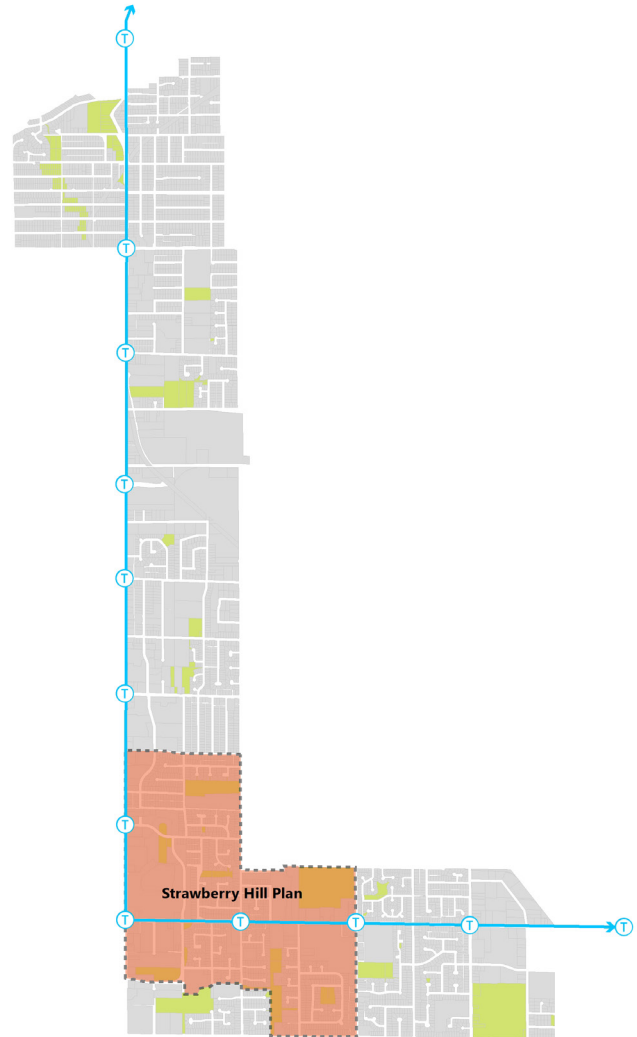
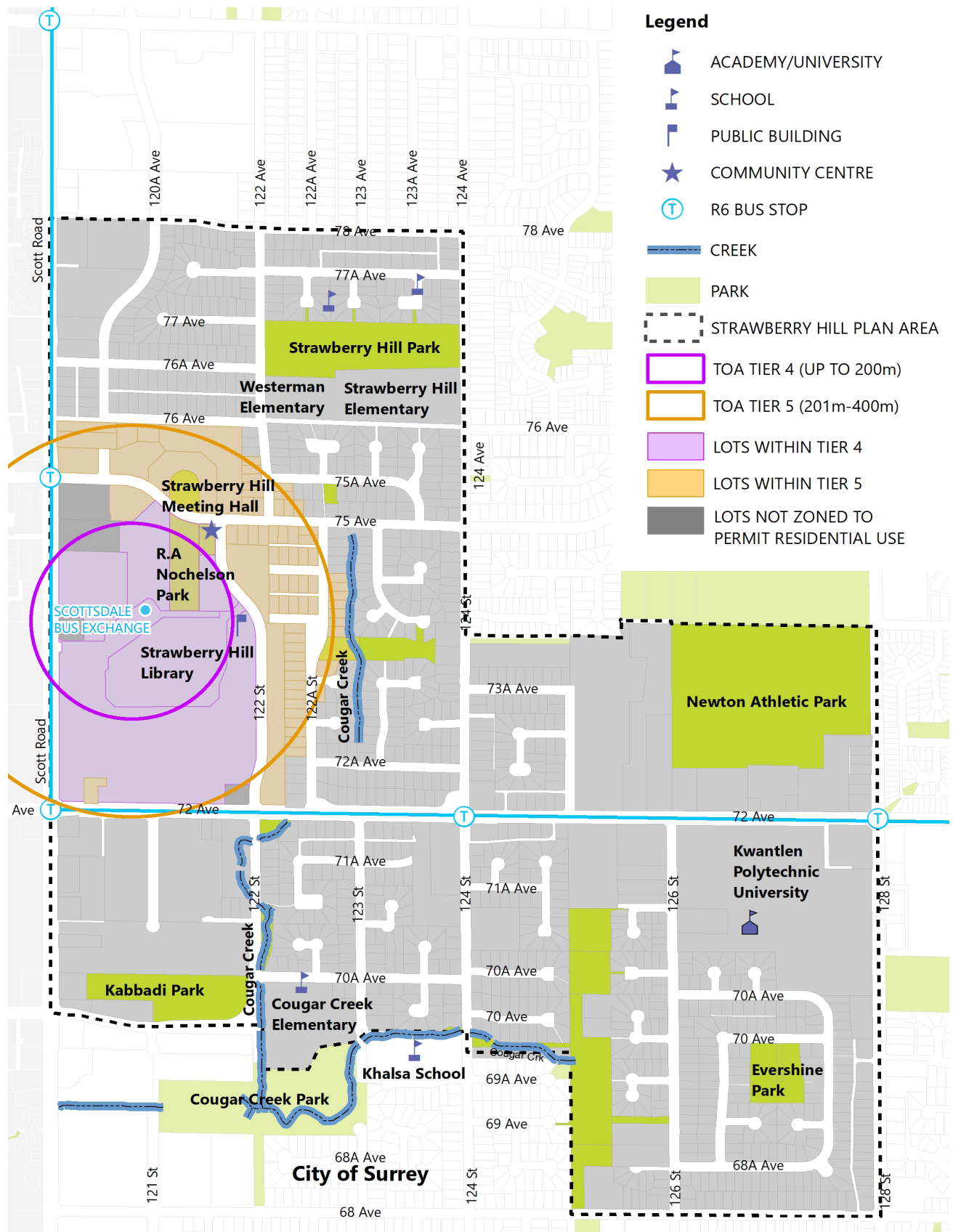


FIGURE 14: STRAWBERRY HILL SECONDARY PLAN AREA



4.2. DEVELOPMENT EXPECTATIONS

Secondary planning processes along the Corridor will be considered for initiation at the discretion of Surrey Council. To meet local growth demand, development within the Study Area may occur in advance of future secondary land use plans.

Development within the Study Area that occurs in advance of future secondary plans shall proceed under the guidance of the OCP. Generally, applications for rezoning within the Corridor that require an OCP amendment will not be considered while secondary planning is pending or underway. OCP land use designations found within the Study Area are as follows:

The “Commercial” designation is intended to support major commercial developments, including neighbourhood-serving and city-serving retail and office developments. Within the Study Area, the majority of Commercial designated properties are located along Scott Road. Multi-unit residential uses may also be permitted in mixed-use development provided that ground-level uses, with noted exceptions, are exclusively commercial.

*Detailed requirements including Floor Area Ratio (FAR) and bonus density provisions are outlined in the OCP.

The “Multiple Residential” designation is intended to support higher-density residential development including local, neighbourhood-serving commercial and community uses. Within the Study Area, the majority of Multiple Residential designated properties are located abutting the commercial core along Scott Road, abutting Newton Town Centre, and within residential areas along 72 Avenue.

*Detailed requirements including FAR and bonus density provisions are outlined in the OCP.

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

*Detailed requirements including Units per Hectare (UPH) and bonus density provisions are outlined in the OCP.

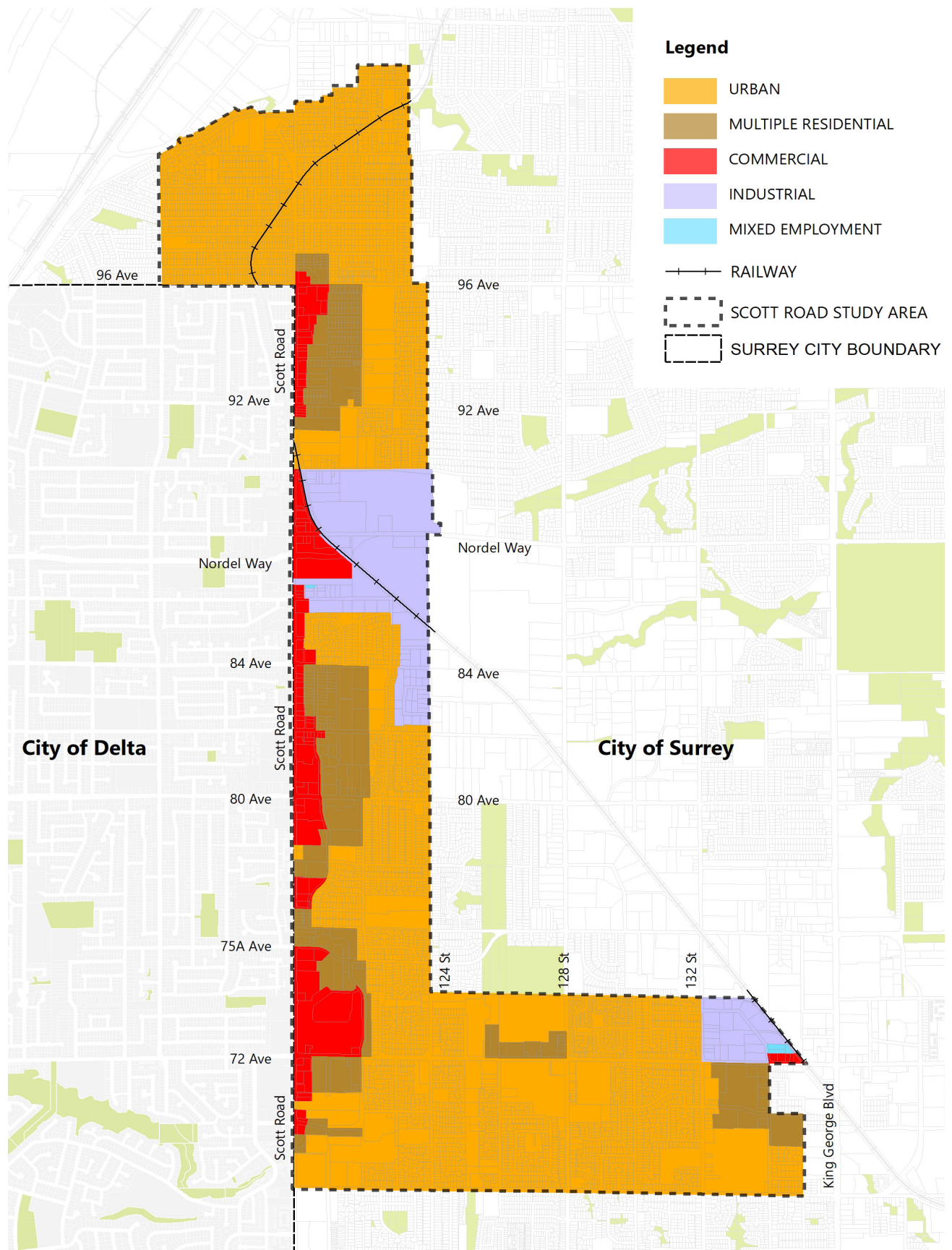
The “Mixed Employment” designation is intended to support a mix of industrial, commercial, business and office uses that are not suited for locations within Town Centres or commercial centres. Residential uses are not permitted in this land use classification except for accessory caretaker units.

*Detailed requirements including FAR are outlined in the OCP.

The “Industrial” designation supports light and heavy industrial land uses, including manufacturing, warehouse, wholesale trade and equipment storage and repair.

*Detailed requirements including FAR are outlined in the OCP.

FIGURE 15: OCP DESIGNATIONS



Interim development shall adhere to the following five policies. These interim policies will govern expectations for development advice (enquiries) and rezoning applications, until such a time that the future Scott Road Corridor plans are approved by Council. These policies may be replaced by subsequent interim development policies that are established by the future secondary planning processes for the Corridor.

POLICY 1: Where there is a rezoning application that is compliant and aligned with the OCP, the application may be considered by Council for final adoption.

POLICY 2: Prior to the initiation of a secondary plan, rezoning applications within an identified secondary plan area seeking an amendment to the OCP shall only be considered at the discretion of the General Manager of Planning and Development based upon the merits of the proposed application and the community amenity considerations proposed through that application. Examples of suitable community amenity considerations include: the provision of social and supportive housing, community care facilities, below market housing, or student housing associated with an education institution.

POLICY 3: Once a secondary plan process has been initiated, rezoning applications proposing a major OCP amendment shall not generally be considered.

POLICY 4: Where, at the time of approval date of Imagine Scott Road, there is an active rezoning application that has received conditional approval or where a recent application for rezoning advice has been received, and the applicant has received a written response from the City stating that a rezoning application would be considered by Council (within the past three years), the application may be considered.

POLICY 5: Applications which seek relief from any of the terms of these interim development policy may be considered on a case-by case bases under exceptional circumstances or where it would be prudent, once reported to Council for direction, at the discretion of the General Manager of Planning and Development

In addition to rezoning, Development Permits Areas (“DPA”) for Form and Character will apply to all future multiple residential, mixed-use, commercial, and industrial buildings, as directed by the OCP. Development Permits for Sensitive Ecosystems, and Hazardous Slopes may also be applicable in Sensitive Ecosystem and Hazard DPA areas outlined in the OCP. Development applications falling within a DPA shall adhere to the Development Permit Guidelines of the OCP.

4.3. FUNDING

Community Amenity Contributions

Residential development projects that require rezoning within the Scott Road Corridor will contribute to the provision of community amenities to help offset the impacts of growth. This is typically done in the form of a monetary payment at rates established in Schedule G of Surrey's Zoning Bylaw. There are four categories of Community Amenity Contributions (CACs) that may be applicable to developments within the Plan Area:

- 1 Universal Citywide CACs for affordable housing and public art.
- 2 Area specific secondary plan CACs.
- 3 "Tier 1" Capital Projects CACs for projects (or portions thereof) that are consistent with OCP or secondary plan densities.
- 4 "Tier 2" Capital Projects CACs for the portions of projects that exceed OCP or secondary plan densities.

Universal and Tier 1 Capital Project CACs are generally applicable to residential developments seeking rezoning. Area specific secondary plan CACs will be established and applicable through future secondary planning processes along the Corridor to reflect the specific amenity requirements and unique market conditions of the community. Tier 2 Capital Project CACs are applicable where development applications exceed the OCP or future Secondary Plans.

Tier 2 Capital Project CAC rates are assigned by specific 'Community Areas' within the City of Surrey and outlined in Schedule G of the Zoning Bylaw. Previously, the Study Area was located in both the Whalley and Newton 'Community Areas', which have significantly different Tier 2 contribution rates. To establish parity within the Study Area, a new Tier 2 CAC 'Community Area' rate is proposed for the Study Area. This new rate is reflective of existing land use designations, market conditions, and the R6 RapidBus alignment. The new Tier 2 CAC rate for the Scott Road Sub-Area will be outlined within Schedule G of the Zoning By-Law and will be subject to re-examination through future secondary planning.

Projected CAC Revenue will be determined as part of the secondary plan process.

Development Cost Charges

New and upgraded infrastructure is required to support development of the Plan Area. This infrastructure is funded through Development Cost Charges (DCCs), whose rates are established by Bylaw and are paid through development. Growth projects, eligible costs and projected DCC revenue will be established as part of future secondary plan processes.

