

South Westminster Plan

Step 1: Getting Started Engagement Summary

December 2022

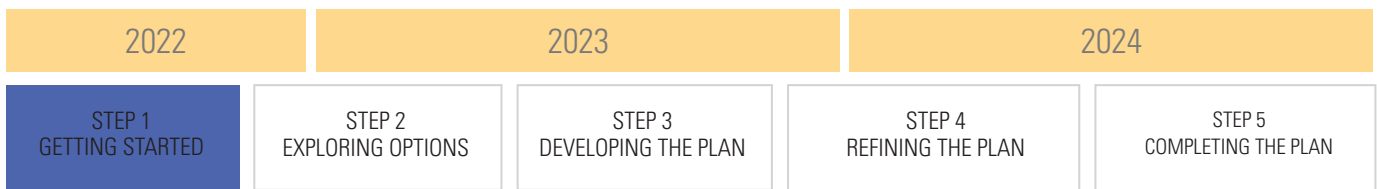
| Where We Are

Introduction

The South Westminster NCP was approved by Council in 2003. It presented a vision intended to transform under-utilized industrial areas into business districts, public spaces, and special residential communities. Despite some success, the plan has not realized its vision of intensified industrial uses or comprehensive transit-oriented development.

An update of the plan will ensure that current challenges and development conditions are considered, and that transit-oriented development principles are incorporated around the Scott Road SkyTrain Station and along the alignment of the planned R6 RapidBus and future Major Transit Network corridor.

We recently concluded the first phase of engagement (Step 1 Getting Started). Feedback from residents and stakeholders provided valuable information that will be used to develop land use and policy options in Step 2 Developing the Plan.



WE ARE HERE

| How We Engaged



Online Engagement Portal

- ~3,300 web page visits
- 286 survey responses
- 40 participants on various webpage engagement tools



Social Media

- Facebook
- Instagram
- Twitter
- LinkedIn



Mail Outs

- ~4,300 postcards and letters

Who We Reached

In total, the survey received input from 286 respondents. The majority of survey respondents (80%) were residents that lived in either South Westminster or elsewhere in Surrey. 20% of survey respondents were either business owners / work in the area or realtors / developers.

Below is a snap shot of who we reached, organized into three groups of respondents:



Residents



Realtors / Developers



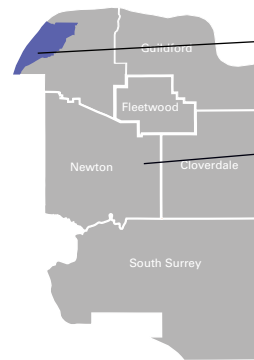
Business owners / employees that work in the area



228

Residents

Relationship to South Westminster



Live in South Westminster: 49%

Live elsewhere in Surrey: 31%

Live in another municipality: 6%

Age*



0 - 14 years: 0%
 15 - 24 years: 1%
 25 - 34 years: 18%
 35 - 54 years: 44%
 55+ years: 35%
 Prefer not to answer: 1%

Language Spoken Most Often at Home*



English: 83%
 Punjabi: 9%
 Mandarin: 2%
 Cantonese: 1%
 Hindi: 1%
 Other: 4%

Housing Tenure*



Own a home: 87%
 Rent: 11%
 Other: 2%

Household Income*



Less than \$29,000: 2%
 \$30,000 - \$59,000: 8%
 \$60,000 - \$99,000: 22%
 \$100,000 - \$149,000: 22%
 More than \$150,000: 24%
 Prefer not to answer: 22%

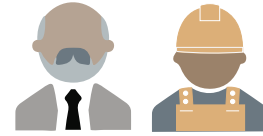
*Note: These questions were optional for participants to answer. Results may include responses from all three survey respondent groups.

Who We Reached



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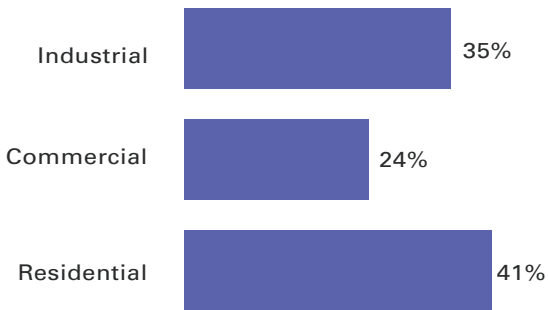
Realtor / Developer
with interest in the plan area



38

Business Owners / Employees
that work in the area

Area of focus / specialty in real estate development



40% work in the area

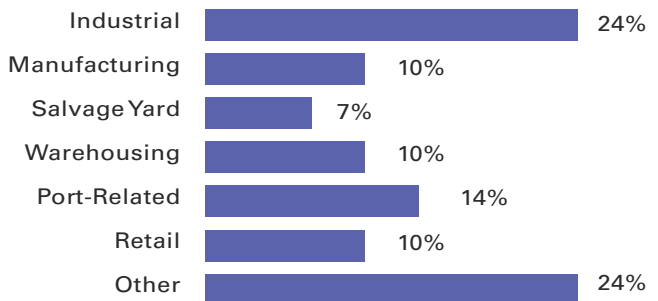
60% operate a business
in the area



Years business has been in operation

Less than 5 years	17%
5 - 10 years	17%
10+ years	65%

Type of business operated



I What We Heard: Your South Westminster

What people value most

As we think of the possibilities about how the area should grow, we wanted to hear about people's experience of South Westminster today. We asked **what's working today and what can we build off of as we move forward in the plan process?**

Top 3 things that participants love about South Westminster:

- 1 Proximity to, and views of the Fraser River
- 2 Central location in the Lower Mainland and access to the highway, transit, and the port.
- 3 The future potential of South Westminster - its' waterfront and industry.

What participants said

- *"Views of the river and the potential to create a viable livable community there."*
- *"Close Proximity to New Westminister, access to Highway 17, SkyTrain."*
- *"...it is an industrial area and brings jobs and income to Surrey."*
- *"Access to key transportation and logistics."*

What people would like to see more of in South Westminster

We asked what's one thing missing in South Westminister. **What new or improved public space, facilities, services or infrastructure should be considered for South Westminister in the future?**

Top things participants would like to see more of:

- 1 More amenities and places to shop (e.g., recreation centre, restaurants, and retail).
- 2 Revitalized waterfront that is easily accessible.
- 3 Parks and natural areas.
- 4 Improved walkability and connectivity for pedestrians and cyclists.

What participants said

- *"Area is dominated by transportation infrastructure and it is unpleasant to walk or cycle most places."*
- *"It needs to provide easy and recreational access to the river. A 'sea wall'-type promenade is needed."*
- *"Retail stores, grocery stores, Costco and an inviting walking zone that would give people a chance to walk near the river..."*

What We Heard: Plan Objectives

Most Important Objectives

All land use plans start with identifying key objectives to guide the planning process. We developed a draft set of plan objectives that reflect the existing conditions in South Westminster and align with City priorities. We asked participants to:

1. Consider the plan objectives and rank them in order of importance, and;
2. What other objectives we should consider:

How each group of participants ranked the 5 objectives:



Residents

- 1 Revitalize the Waterfront
- 2 Mitigate Flood Risk
- 3 Focus Development around the SkyTrain Station
- 4 Maximize Employment
- 5 Celebrate Indigenous Heritage



Business Owners / Employees that work in the area

- 1 Maximize Employment
- 2 Focus Development around the SkyTrain Station
- 3 Mitigate Flood Risk
- 4 Revitalize the Waterfront
- 5 Celebrate Indigenous Heritage



Realtors / Developers

- 1 Focus Development around the SkyTrain Station
- 2 Maximize Employment
- 3 Mitigate Flood Risk
- 4 Revitalize the Waterfront
- 5 Celebrate Indigenous Heritage

Missing Objectives

In addition to the 5 objectives, we wanted to know what other objectives we should consider:

Top 3 things participants said we should consider:

- 1 Places to shop, entertainment and community amenities.
- 2 Create a sense of place and community.
- 3 Improve traffic conditions as well as pedestrian and cycling infrastructure.

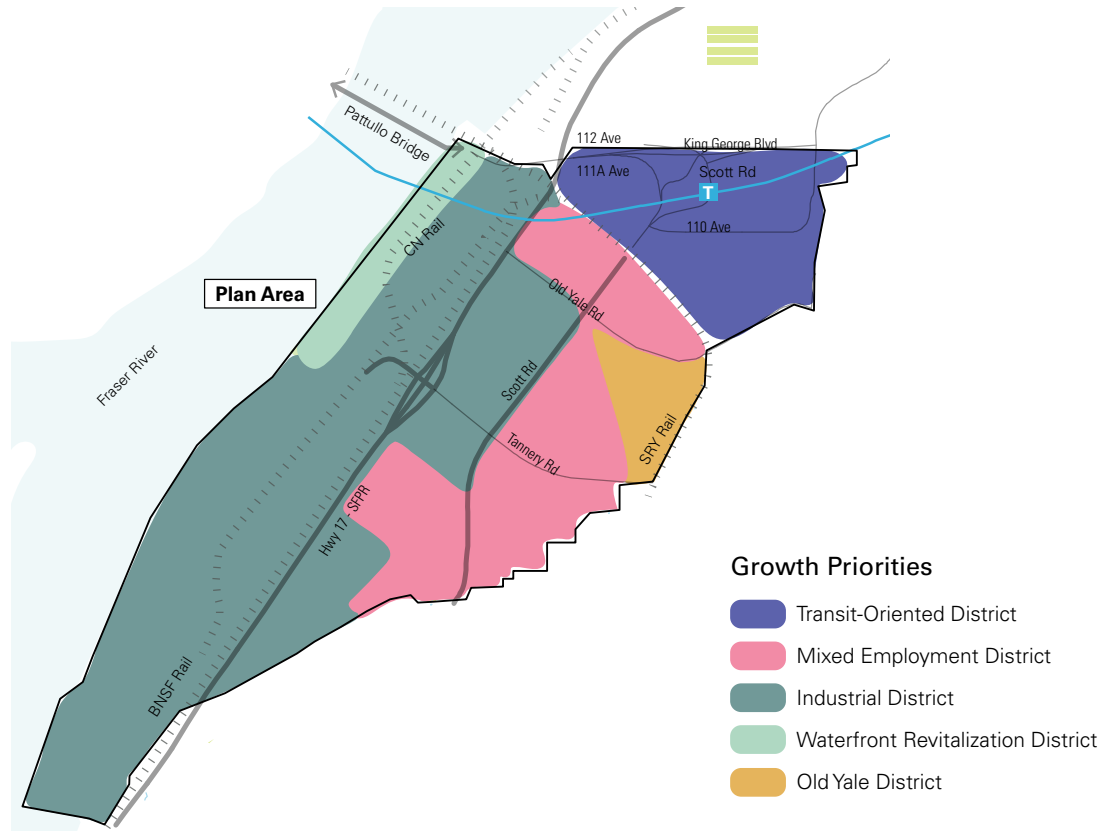
What participants said:

- "The area needs to be more pedestrian friendly."
- "Recreation opportunities. Bike paths, safe walking trails..."
- "Entertainment, restaurants and bars, water sports, and cruising and boating opportunities."
- "Objective 3 should take inspiration from the New Westminster riverfront where there is a boardwalk, playground and market."

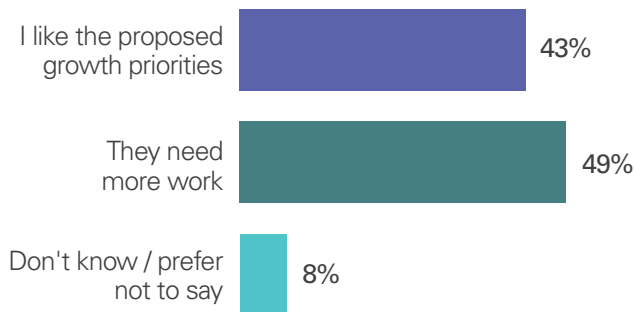
What We Heard: Growth Priorities

Growth Priorities

We asked participants what they thought about the proposed growth priorities and the land uses within each district. Overall, 43% said they like the proposed districts and their growth priorities, while 49% said they need more work.



What participants thought about the proposed growth priorities:



For those that noted that the growth priorities "need more work", they said:

- "There needs to be a clear connection between the TOD District and the Waterfront revitalization district. They should link."
- "How do you revitalize the waterfront without having residential near the water?"
- "Affordable housing should be part of the plan."
- "Park land should be bigger and longer, similar to new west pier."
- "I think the transit oriented district should be expanded further south west towards the waterfront to create a livable community along the water with shops and entertainment areas."

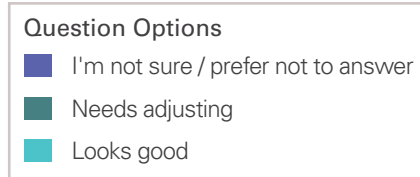
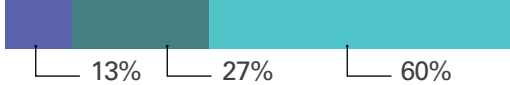
What We Heard: Growth Priorities

District Boundaries

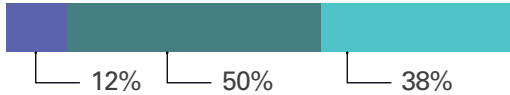
We also asked participants what they thought about the proposed growth priority boundaries. While most participants felt that the district boundaries look good, 50% felt the Industrial District boundary needs adjusting.

What participants thought about the district boundaries:

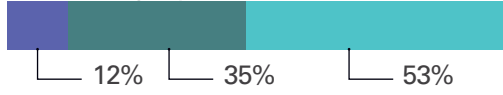
Transit-Oriented District



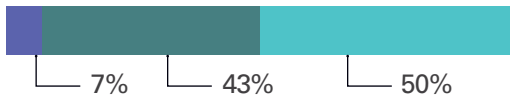
Industrial District



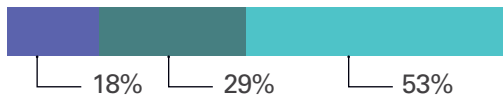
Mixed Employment District



Waterfront Revitalization District



Old Yale District



What stakeholders said about the district boundaries:



Residents

- "Transit oriented district needs to connect directly to the revitalized waterfront, some green buffers are required within and around the industrial district."
- "I would increase residential areas along the river and the waterfront revitalization areas. The industrial areas should move further away from the river."
- "Shrink Industrial District, expand Waterfront Revitalization District."



Business Owners /
Employees that work in
the area

- "Is there any chance to extend the boundary of the Waterfront revitalization further to the SW? The section between Scott Road and SFPR should become light industrial or commercial. Is there an opportunity to develop high density high rises along the proposed greenway on the NE section of the proposed Industrial area? "
- "Too much industrial."
- "Industrial space should be expanded as it is of major need."



Realtors / Developers

- "Adjust the waterfront revitalization district to link to the TOD area, by reducing or adjusting the industrial district and/or extending the TOD district a little more west."
- "I would increase residential areas along the river and the waterfront revitalization areas. The industrial areas should move further away from the river."
- "add bridgeview!"

What We Heard: Development Challenges + Opportunities

What industries could be successful in South Westminster?

We asked stakeholders on what industries they think would be successful in South Westminster. There were a wide range of ideas, but some of the unique ones included: film studios, breweries, shopping centres, and small scale manufacturing and industrial.

Top things participants suggested

- 1 Technology industry
- 2 Light manufacturing, industrial, and storage
- 3 'Last mile' distribution and logistics

What participants said



Residents

- "As someone in tech, my bias is more towards the tech industry. Having some good lunch options that are easily accessible by foot would also be good for the area I think."
- "Manufacturing, smaller warehousing. Tech development is already being encouraged in the area Surrey Hospital/Simon Fraser. Having worked on Fraser River dykes in 1948, flood mitigation will be a critical issue for any development."
- "Small manufacturing plants, small workshops, retail front with workshop on rear as Surrey is a hub (for) small businesses."
- "Tech could be attracted if the district was made attractive. Businesses need employees and employees want to work where they can enjoy a lifestyle. A vibrant waterfront area with residential opportunities and shopping nearby would be a must."



Business Owners /
Employees that work in
the area

- "The plan needs to allow for more flexible uses in the mixed - employment as well as industrial zoned areas."
- "All types of business should be welcomed. But, I recognize that many salvage/auto-wrecking/recycling yards are not the most pleasing to the eye. However, these types of businesses are essential to a modern, consumer-based economy. Helping these types of businesses to improve their outward appearance and not forcing them out, would be my suggestion."
- "Manufacturing, tech, supply chain, Amazon."



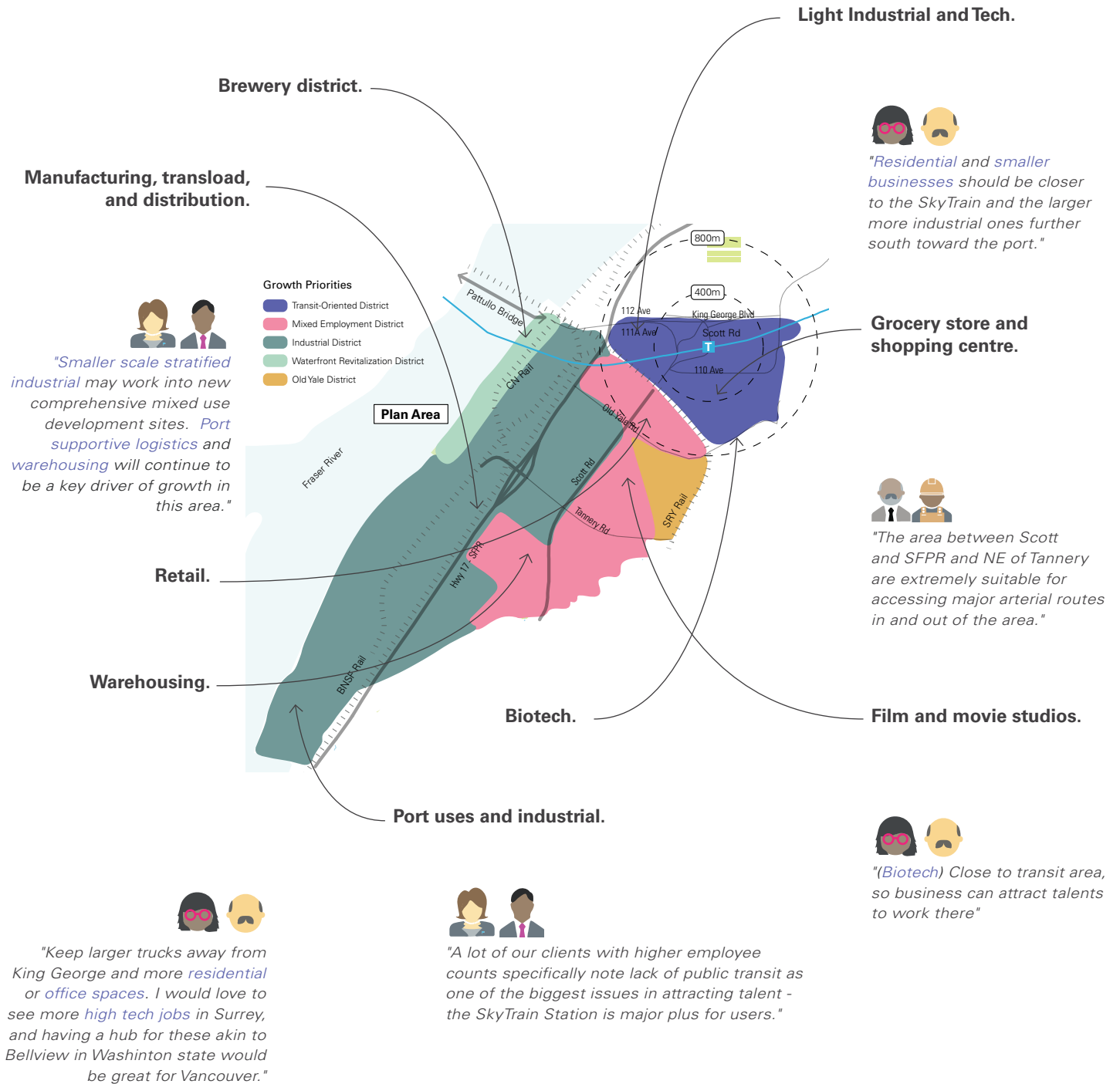
Realtors / Developers

- "Small scale manufacturing, "maker spaces" with small showroom, logistics, port-enabling uses."
- "Smaller scale stratified industrial may work into new comprehensive mixed use development sites. Port supportive logistics and warehousing will continue to be a key driver of growth in this area."
- "Having industry land to a port is very valuable. Being able to live and work in that community is also a bonus point."
- "Preload and pilings can allow denser development. If Richmond can pull it off, so can Surrey. This is a far more desirable location than Richmond by the airport. Light industrial manufacturing, research and development, last mile distribution are all great here. Well, they would be really great if the Pattullo Bridge wasn't being replaced with a new traffic jam."

What We Heard: Development Challenges + Opportunities

Areas suitable for new business and industries.

Considering the previous question, we asked participants what areas in South Westminster would be suitable for new businesses and industries and why.



What We Heard: Development Challenges + Opportunities

Key barriers / challenges to success in South Westminster

We asked stakeholders **what they thought were key barriers to success** in South Westminster. Some common themes include **constrained road network and connectivity, poor soils and flood risks, and overall lack of 'sense of place'**.

Top things participants suggested

- 1 Soft soils and flood risk
- 2 Light manufacturing, industrial, and storage
- 3 Poor roads and need for improved infrastructure

What participants said



Residents

- "Access... Business parks tend to have this feel to them that you must drive there in order to get there... it would be a shame to not put emphasis on getting to work by bike or transit, so good transit going to the businesses, and bike paths would be a plus."
- "Poor roads. Access will improve greatly after bridge construction."
- "Flood mitigation, ground stability."
- "Lack of current development making it unattractive."



Business Owners /
Employees that work in
the area

- "Global-warming induced flooding. The drainage infrastructure needs work."
- "Transit beyond SkyTrain down SFPR to serve businesses and bring in customers if it were to become a destination area - think Lonsdale or (New) Westminster Quay."
- "The railway crossing could have an impact."
- "1) Geo-tech issues with soft soils
2) Lack of coordination between the city \ port \ rail \ business community
3) City regulation \ bureaucracy \ un-responsiveness \ process - industry needs the city hall as a partner not an obstacle. We need city hall to be a champion of business owners and employment creators."



Realtors / Developers

- "The two identified challenges, geo-tech and flood management."
- "Trying to mitigate flooding risks in this area is key..."
- "Lot consolidation will be an issue - we need large lots to facilitate meaningful development sites."
- "Competing areas in Metro Vancouver such as Mt Pleasant."
- "Existing inefficient road network."
- "The soil is the biggest barrier to construction and growth."
- "The cost and timelines to development in South Westminster can be an issue given the geotechnical conditions. More bus transit would assist as well."

South Westminster Plan

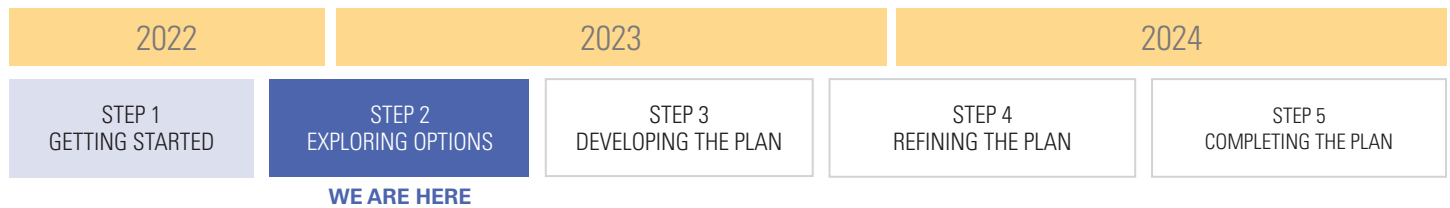
Step 2: Exploring Options
January 20, 2023 Workshop Summary

Winter 2023

| Where We Are

Introduction

The South Westminster NCP was originally approved in 2003. It presented a vision intended to transform under-utilized industrial areas into business districts, public spaces, and special residential communities. We got started on updating the plan (Step 1) in Fall 2022 with a survey to gather input on the draft plan objectives and growth priorities. It also helped identify some of the key challenges and opportunities for South Westminster, which were then explored further in an in-person workshop.



| Workshop Summary

On Friday, January 23, 2023, the City of Surrey hosted an in-person workshop with key partners. The intent of the workshop was to build on the findings of the Fall 2022 public survey and have focused discussions on two key themes:

1. Tackling the Key Challenges

How can the plan help address challenges related to Flood Construction Levels (FCLs) and existing geotechnical conditions?

2. Big Moves

What critical decisions/ideas (or 'Big Moves') are needed to realize the plans objectives?

Participants

In total there were 22 participants and 14 City of Surrey staff in attendance. Participants were from a range of City of Surrey Divisions and external organizations:

City of Surrey

- Community Planning
- Area Planning North
- Parks, Recreation & Culture
- Transportation
- Drainage

External Participants

- Kwantlen First Nation
- TransLink
- DIALOG
- PCI
- Colliers
- BOSA
- Pacific Land Group
- Conwest
- Beedie
- Wales McLelland
- WesGroup





I What We Heard Highlights

The discussion generated a lot of ideas and suggestions for the plan to consider. Here's a high a level summary of some recurring thoughts and themes:

Flood Risk Mitigation

- Being in a flood plain means it's about resilience.
- Flood protection will have to consider areas along the Fraser River, beyond the plan area.
- South Westminster is like a bathtub facing flood challenges from river breach and overland flow.
- Hydrostatic pressure. The area has a high groundwater table and being within the lowlands, development is susceptible to runoff from the upland, resulting in high levels of hydrostatic pressure. This can cause walls to crack. If the water table is high, water will find its way into the basement through any gaps found in the foundation/floor. If the basement is tight, water pressure may heave and crack the floor to retrieve the pressure.
- What are the emergency routes, and how can they be protected?
- Are there areas where flooding would be acceptable?

Financing Flood Protection

- Can a 'growth pay for growth' model work here? What are the costs of (a) Road Lifting and associated utility improvements/replacements, (b) Parks, and (c) Drainage. What can Development Cost Charges (DCCs) cover?
- Can off-site improvements be covered by an area-specific DCC? Will the resultant DCC rates be so high that the area is sterilized?
- What major capital projects are on the table?



First Nations History + Role in Planning Process

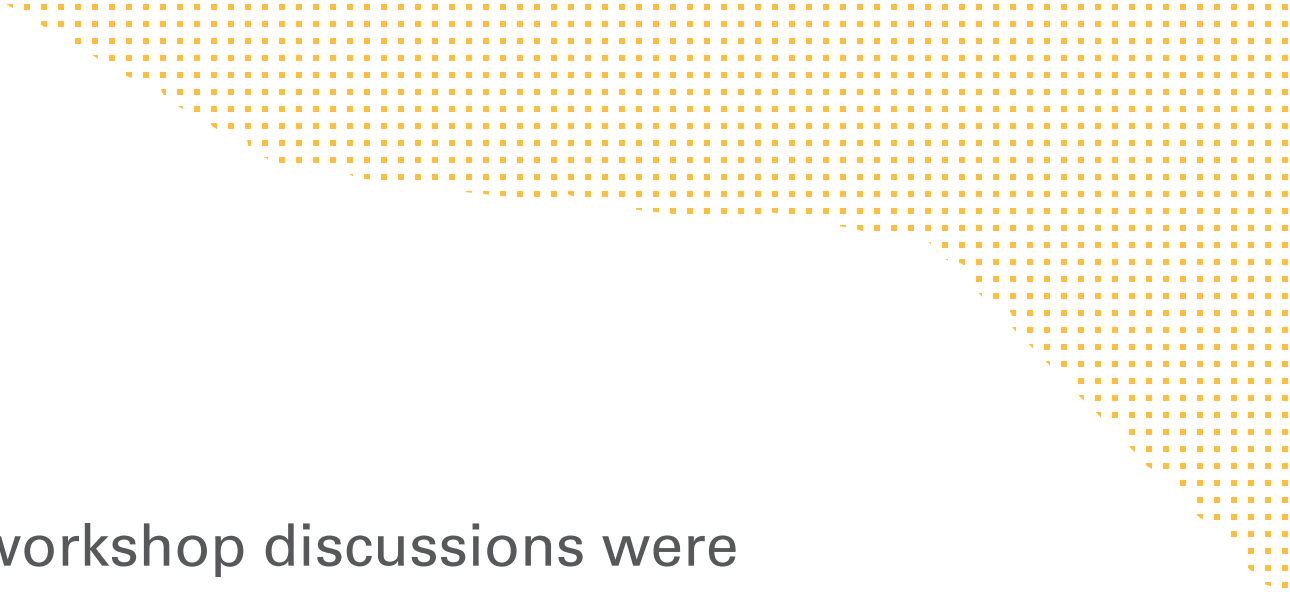
- There are areas in the plan boundaries that are of cultural significance to First Nations.
- The base of Pattullo Bridge was the site of a Kwantlen First Nation fishing village. It was where fish were processed.
- How can we work together with Kwantlen First Nation?
- What additional work is needed regarding traditional use?

Parking Strategy

- Parking is very costly to provide. What are some viable alternatives to underground parking?
- Is rooftop parking an option anywhere (e.g., for industrial sites)?
- If groundwater is required to be removed to keep subsurface / parkades dry, where will the water be redirected after de-watering?
- Pumping groundwater continuously to keep subsurface / parkades dry would risk de-watering high value (Class A) watercourses in the area. How can this be avoided?
- Can solutions to parking be explored through form and density exercises?

General Comments

- Keep the plan moving forward. Further background studies with industry needed.
- How the first development is constructed to meet new FCL may set a precedent for subsequent development.
- There was a concern that high density residential development in South Westminster would hinder or redirect development from City Centre. Another participant noted that competition for development in South Westminster is New Westminster, not City Centre.
- What's on the table? What design solutions would the City entertain?
- Amend plan boundary to align with flood protection strategy for a broader area (e.g., consider Bridgeview, exclude Port Lands, align with watershed and/or floodplain boundary).
- How do we balance industrial and waterfront access?



The workshop discussions were framed around two key themes:

1 Tackling the Key Challenges

The two key challenges facing the plan area are flood risk and geotechnical conditions.

2 Exploring the Big Moves

Exploring what 'Big Moves' are needed to realize the plan objectives and growth priority areas.





1 Tackling the Key Challenges

Workshop participants were tasked with tackling the key challenges facing the plan area. The key challenges that need to be understood and addressed are flood risk and geotechnical conditions.

Flood Risk Mitigation + Geotechnical Conditions

The South Westminster Plan area is located within the lowland floodplain of the Fraser River and is subject to flooding due to storm surges and river freshet.

Currently, projects are required to build to or exceed the Flood Construction Level (FCL) to prevent damage due to flooding. The FCL is projected to increase in the area. As such, the minimum height requirements for new development will likely increase. Further, establishing what uses may be below or above FCL has implications on the interface between roads and new buildings.

Key Questions Asked

- What challenges does a potentially higher FCL pose to development?
- Should the City consider allowing commercial uses / business operations below FCL? If so, where and why?

Geotechnical Conditions

Soils in the area consist of peat (partly decomposed plant material) which, given its high compressibility, provide for poor foundational materials. The area also has a high water table, posing constraints on excavation and underground parking.

Key Questions Asked

- If the required levels of underground parking are not possible, how should on-site parking be addressed?

KEY THEMES

Below is a summary of what we heard during the discussion surrounding the key challenges.

Suggested Next Steps

1. Determine what major engineering work is needed in the long term (Engineering).
2. What new infrastructure components can the plan regionally incorporate (Engineering).
3. Consider amending plan boundary to align with flood protection strategy for a broader area (i.e., consider Bridgeview, exclude Port Lands, align with watershed and/or floodplain boundary).
4. Clarify developer expectation policies as soon as possible (DCC, CACs, uses, etc.); should the plan area alone be responsible to cover costs for infrastructure improvements that may have regional significance / benefits?

Considerations for the City

	Participant Suggestions	Description / Comments
Policy	Consider allowing habitable (non-residential) spaces below FCL.	If considered, this could be implemented in two ways: <ul style="list-style-type: none"> • Habitable space below FCL where land is partially lifted. • Habitable space below FCL where land is not lifted.
	Distinguish between habitable and non-residential.	The provincial definition of 'habitable' space applies to business, residential, and storage uses. 'Habitable space' can be misinterpreted to meaning only residential.
	If non-residential spaces are allowed below FCL, restrictive covenants to indemnify the City may be required.	See Richmond and Squamish. Further input from Legal required.
	Unit storage below FCL. <ul style="list-style-type: none"> • Would unit storage count towards FAR or would it be exempt? Unit storage above FCL. <ul style="list-style-type: none"> • If storage is required to be above FCL, it should not be counted toward FAR. 	Westone site located unit storage at L1/L2, above grade.

	Reduce setback and parking requirements without cash in lieu.	Particularly for small lots where sites may be further constrained by the potential of enhanced setbacks.
Policy	An area/district wide approach Coordination across groups of parcels and major stakeholders (e.g., Port, rail, City).	A district/area wide strategy required to mitigate flood risk comprehensively. A site-by-site approach redirects flooding elsewhere. Need a phasing and implementation strategy for land raising.
	Lot consolidation strategy.	Some lots are too small to pre-load on their own to meet FCL. Raising lots to FCL is unfeasible without larger parcels and lot consolidation.
Studies	Conduct hydrology study.	Examine the area using the watershed as a unit of design. Help understand specific areas that are prone to flooding and the movement and distribution of water due to Fraser freshet and upland storm events.
Capital Projects	Explore or consider a central flood protection (sponge) feature (e.g., floodable park).	Large centralized flooding and storage reservoir may be an option, e.g. an expanded and enhanced Pattullo channel?



Considerations for the Development Industry

	Suggestions	Description / Comments
Design & Construction	Off-site improvements for flood risk mitigation.	Off-site flood risk mitigation used for construction / improvement for riparian areas, dual purpose (floodable) roads and parks, canals. Additional pump stations / existing pump station upgrades may be required.
	Increase permeable / natural area for on-site storm water management.	Given the high-water table, this approach may not provide much infiltration but will provide water quality benefit and may act to slow down flows before leaving the site.
	Yaletown model as a public realm example that could work in South Westminster	Commercial frontage, patios, and walkway raised above street level, to support functional public realm. It will be important to have significant residential density (as well as other daytime and/or civic uses) to ensure high level of activity and viability of restaurants, cafes, bars etc.
	Dry flood proofing buildings (e.g., flood walls) could be a viable option. Resilient Construction Design for flooding up to FCL.	May be worth the initial capital costs if it enables the operation of the intended use for the space.
	Naturalize edges to support drainage and soften transition between uses	Buffers between different uses could function as drainage features.
	More underground parking may be viable with piling.	A 6 storey development without piling can currently achieve P1. P3 may be viable with piling and greater density (e.g. ~5 FAR).



2 The Big Moves

We wanted to know what 'Big Moves' are needed to realize the plan objectives and growth priority areas.

The Plan Objectives

Objective 1 - Maximize Employment

Optimize the use of employment lands by attracting new and innovative businesses (e.g., mixed use industrial, tech, manufacturing) and supporting small-scale industrial development where appropriate.

Objective 2 - Focus Development around the SkyTrain Station

Concentrate higher densities, a mix of uses and amenities within a short walk of the Scott Road SkyTrain Station, including residential, commercial, light industrial and office uses.

Objective 3 - Revitalize the Waterfront

Expand public access to the waterfront, re-naturalize and restore the foreshore.

Objective 4 - Mitigate Flood Risk

Explore solutions to enhance shoreline and inland flood protection including raising the land, raising the Flood Construction Level ("FCL") and dual-purpose drainage features such as floodable parks.

Objective 5 - Celebrate Indigenous Heritage

Explore meaningful ways to acknowledge and tell the story of the land, and plan for the future through dialogue and co-planning with First Nations.

Key Questions Asked

- What new plan designations and development parameters (if any) should be explored to support new industry?
- How can connectivity to and from South Westminster be improved?
- What are some ways the plan can share Indigenous heritage? How can we meaningfully acknowledge and tell the story of the land?

KEY THEMES

Below is a summary of what we heard during the discussion regarding the 'Big Moves'.

I Industrial & Employment Use

1. **Understand Industrial and Employment Market**
 - It's important for the City and stakeholders to understand the employment/industrial market.
 - All industrial spaces and types of industrial lands are in short supply.
 - Some users will locate in South Westminster because it's what's available for land in the region. Ex Damon Motors – progressive up and coming manufacturer. Why did they choose to build in South Westminster? Probably one of the only sites that met their needs.
 - Industrial typology study – don't neglect the need for one storey industrial.
2. **Update Land Use Designations and Zoning with a Long-term Outlook**
 - Don't just think about the next generation of industrial employment. Make plans for 100 years.
 - What do we need to do to set the stage for beyond 30 years? Hard to say but think long term.
 - How will uses evolve and how will zoning accommodate it?
3. **Allow for Flexibility in Land Use Designations and Zoning**
 - Examine zoning and designs that are feasible.
 - Use zoning creatively. There is a strong need for flexibility. Businesses grow and evolve and may need to scale up over time as space needs grow.
 - Encourage more intensive industrial development. Increase lot coverage, height, and density.
 - Different zones for mixed employment and industrial are needed.
4. **Parameters for Industrial Development**
 - Some users need a 1 storey building with circulation, these users should still be accommodated.
 - Allow 2 storey construction height that can be built as a 1 storey to allow user flexibility and growth, but don't penalize by charging rates for two levels of floor space (like Vancouver)
 - Reduce parking to incentivize development of employment uses.
5. **Questions**
 - Do the growth priority districts capture the right uses?





I Flooding

1. Questions

- Are there areas where flooding would be acceptable?

2. Parks and Natural Areas

- Utilize existing natural watercourses leveraging natural areas for flood mitigation.
- Consider flooding effect that beaver dams have on Pattullo watercourse.

I Mobility & Connections

1. Challenges

- Road and rail create barriers for pedestrians but are critical for goods movement and success of industrial in the area.

2. Suggestions to Improve Pedestrian Mobility & Connections

- Make walking to work in the area a viable option.
- Increase mobility capacity (e.g. adding cycling routes).
- Transportation network – improvement on all modes is positive.
- There may be forthcoming TransLink funding for active transportation in industrial areas.
- See Port Moody overpass as a precedent.
- Add cycling routes near the water.

3. Suggestions for Direct Links between Destinations

- Link Brownsville Bar Park and Scott Road Station.
- Link Tannery and Brownsville Bar Park.
- SFPR can be a plus and bring people to the waterfront.
- Improve overall access to water and nature.
- Cross river transportation, expand water taxi from New Westminster.
- Mixed employment next to Old Yale needs connectivity.
- Old Yale Road residential area is isolated from TOD by mixed employment. Need to create connectivity with this neighbourhood and surrounding area.

4. Movement of Goods and Services

- Ensure logistics connectivity and movement of goods is not impeded.

I Waterfront

1. General Comments

- Regional waterfront greenway – opportunity for collaboration / funding.
- Intent and vision for the waterfront and area west side of South Fraser Perimeter Road should be distinct from the east side.

I Land Use

1. Questions

- Do the districts capture the right uses?

2. Comments

- Clarify the definition of each zone as there was considerable overlap in the employment uses.
- Consider adjusting the location of zones for a more cohesive plan moving away from the historic land uses and projecting what the city would like into the future. I.e., connecting the Old Yale District with the Transit-Oriented District and Waterfront District.
- Maintain flexibility in permitted height and FAR for expected high density sites near the transit station...given potential for evolving approach to addressing soils, parking as well as seismic regulations.
- Prioritize mixed employment uses over light industrial.
- The distinction between the Industrial and Mixed Employment District is arbitrary. This may be combined.
- Benefits of mixed employment – smaller building footprint.
- Introduce maker spaces.
- Consider introducing residential uses along the river.

I Sense of Place & Character

1. General Comments

- Who do we think is going to live at the TOD node? People that work in the area? People who work along the SkyTrain line in a different part of Surrey or the region?
- Important value creation through neighbourhood identity and placemaking.
- Design with nature ('biophilic design') should be focused around TOD area.
- Use CPTED to improve safety.

2. South Westminster as a Gateway

- South Westminster is strategically located as a convergence point in the metro region and serves as a gateway into the City.
- It's identity as a gateway to Surrey could be improved.

3. Old Yale Road

- Old Yale Road Opportunity – clear boundary – feeling of entering a new space when you go under tracks west of Hwy 17.
- When you go under the train tracks at Old Yale Road you feel like you are entering a new space, like Granville Island.



I Next Steps

A flood risk mitigation study is currently under way. A key outcome of the study is the development of interim FCL's. The next step is to explore development planning considerations and raise the challenge to Council. It is anticipated that the challenge of flood risk and the implications of the interim FCL will be presented to Council in Spring 2023.

Learn More and Get Involved

For information visit our website at:

- <https://engage.surrey.ca/south-westminster-plan>

Contact John Nguyen by:

- email - john.nguyen@surrey.ca, or by;
- phone - 236-598-3028



South Westminster Plan

Step 3: Developing the Plan Engagement Summary

November 2024

Where We Are

Introduction

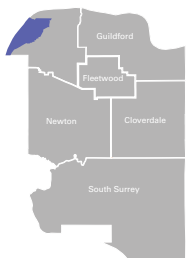
We're creating a new plan for South Westminster. The plan aims to build on the areas proximity to the port, major roads and transit, while taking into consideration development challenges, such as the areas soil conditions, flooding and site contamination. We started the process in Fall 2022 with an online survey to explore plan priorities and growth options for South Westminster. In January 2023, we hosted an industry focused workshop to build on the findings of the public survey. In September 2024, we collected feedback on the draft plan through an online survey. This input will help in further refining the future vision for South Westminster.



Who We Reached

We engaged residents through social media campaigns on Facebook, Instagram, Twitter, and LinkedIn, reaching over 3,300 individuals. Our Phase 2 online survey for the draft Stage 1 plan received input from **476 respondents**. In the survey, we gathered information about participants' connection to South Westminster, as well as their ethnicity, age, and housing tenure. Below is a snapshot of the community profile of those who participated in the survey:

Relationship to South Westminster*



- Live in South Westminster: 22%
- Work in South Westminster: 9%
- Business Owner / Work in the area: 9%
- Realtor / Developer: 4%
- Visit Often: 25%
- Live elsewhere in Surrey: 42%
- Live in another municipality: 9%
- Other: 6%

Ethnic/ Cultural Origins*



- British Isles and Other Europeans: 33%
- South Asian: 24%
- Other East and Southeast Asian: 7%
- Chinese: 4%
- French: 2%
- Other: 16%
- Prefer not to answer: 14%

Age



- 0 - 19 years: 1%
- 20 - 29 years: 18%
- 30 - 39 years: 24%
- 40 - 64 years: 47%
- 65+ years: 9%
- Prefer not to answer: 1%

Housing Tenure

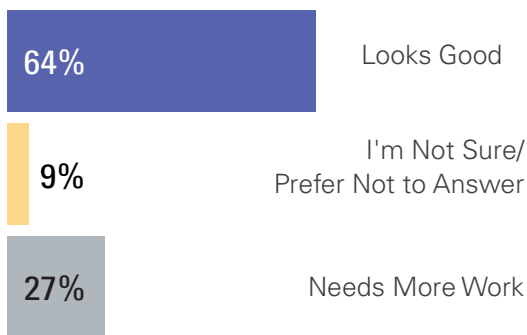


- Own a home: 75%
- Rent: 18%
- Prefer not to answer: 5%
- Other: 2%

What We Heard: Your South Westminster

Parks and Natural Area

We asked about participants' thoughts on the proposed parks and natural area plan. (111 responses)



For those who said "Needs More Work", we asked what would they change or add.

Key themes that emerged:

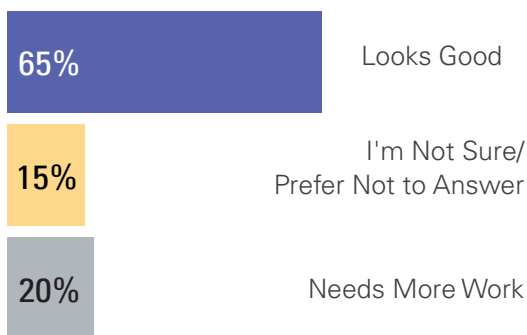
- 1 Desire for more parks and natural areas.
- 2 Waterfront extension to the shoreline of Fraser River
- 3 Provision for pedestrian pathways and increase in active transportation.

What participants said:

- "Add more riparian and green space for flood control and intersperse inland areas with interconnecting green space for wildlife"
- "More parks and waterfront pathways for walking/ biking."
- "More green space, beach access and public parking would enhance the area."

Road Network

We asked about participants' thoughts on the proposed roads and active transportation network. (80 responses)



For those who said "Needs More Work", we asked what would they change or add.

Key themes that emerged:

- 1 Provision for traffic calming measures to mitigate congestion.
- 2 Provision for biking/walking paths for accessibility.
- 3 Infrastructure upgrades to enhance safety and traffic flow.

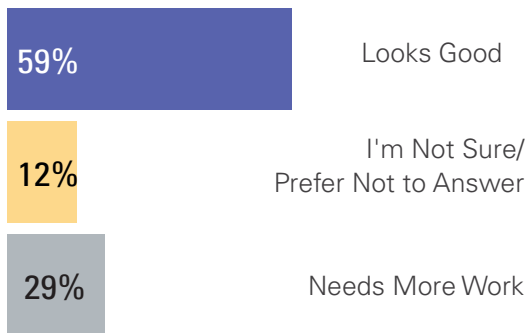
What participants said:

- "Better traffic control anticipating high population growth and high rises in skytrain parking lot."
- "Multi use paths and cycling infrastructure needs to be segregated from high use traffic roads."
- "More active transportation trails with designated signage and safe walking lanes."
- "Need wider roads and more lanes."

| What We Heard: Your South Westminster

Draft Land Use Concept

We asked about participants' thoughts on the proposed draft land use concept. (124 responses)



For those who said "Needs More Work", we asked what would they change or add.

Key themes that emerged:

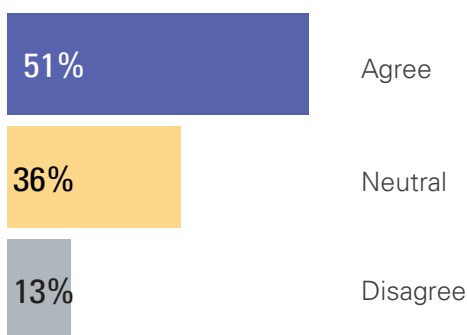
- 1 Provision for more parkland along the waterfront.
- 2 Provision for more urban mixed-use development.
- 3 Road network to be wide enough to accommodate future industrial development.

What participants said:

- "Needs proper separation from existing residential houses from the industrial."
- "More park area along the waterfront."
- "More parkland and walking trails along the waterfront."
- "A walking cycling path along the shore. A walking cycling connector from New Westminster."

Plan Objectives

We asked participants' if the draft land use plan meets the objective. (46 responses)



For those who said "Needs More Work", we asked what would they change or add.

Key themes that emerged:

- 1 Celebrating indigenous heritage.
- 2 Emphasis on making the community transit friendly and walkable.
- 3 Supporting balanced employment opportunities integrated with housing and transit.

What participants said:

- "Improved access to the Scott Road SkyTrain station."
- "More development around Sky train, less development and more green space by waterfront."
- "More community and public development on the waterfront is needed to revitalize the area in the proper direction. This also enhances more residential development and cleaner businesses to locate in South Westminster."