

NO: R049

COUNCIL DATE: March 7, 2022

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **March 1, 2022**

FROM: **Acting General Manager, Planning & Development
General Manager, Engineering
General Manager, Parks, Recreation & Culture**

FILE: **6520-20
(Fleetwood Plan)**

SUBJECT: **Fleetwood Stage 1 Plan**

RECOMMENDATION

The Planning & Development, Engineering, and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Approve the proposed Fleetwood Stage 1 Plan, including the land use, transportation, and parks and open space concepts, attached as Appendix "I" and generally described in this report;
3. Approve the interim Fleetwood Plan Development Expectations Strategy, as described in this report and attached as Appendix "II";
4. Approve proposed amendments to *Surrey Zoning By-law, 1993, No. 12000, as amended* (the "Zoning Bylaw"), to increase amenity contributions for the Fleetwood Plan Area based upon the density bonus concept, as documented in Appendix "III", and authorize the City Clerk to bring forward the necessary Zoning Bylaw Amendment Bylaws for the required readings and to set a date for the related Public Hearing;
5. Approve the proposed boundary extensions to the Fleetwood Plan Area, attached as Appendix "IV" and as generally described in this report;
6. Authorize staff to proceed with all necessary actions to proceed to the Stage 2 Plan development for the Fleetwood Plan, as generally described in this report; and
7. Authorize staff to receive development applications for properties within the Fleetwood Plan that are generally consistent with the Stage 1 Plan and interim Plan Development Expectations Strategy, provided that any such applications, that are 6 storeys or greater, should not proceed to final approval until a completed Stage 2 Plan is approved by Council.

INTENT

The purpose of this report is to provide a summary of the Fleetwood Plan planning process and to seek authorization to proceed with the Stage 2 planning process, as outlined within this report. It outlines all necessary actions to proceed with Stage 2 and presents an interim Plan Development Expectations Strategy that will allow staff to begin processing development applications within the Fleetwood Plan Area (the “Plan Area”) based on the proposed Stage 1 Plan.

BACKGROUND

The Fleetwood Plan will be a comprehensive community plan that focuses on opportunities to integrate new housing, job space, and amenities in Fleetwood Town Centre and along the Surrey-Langley SkyTrain (“SLS”) on Fraser Highway. It provides opportunities to advance Council priorities related to housing, childcare, jobs and economy, climate change, integrated water resource management, and transportation.

The Plan is centered on Fleetwood Town Centre, a significant Urban Centre within the Official Community Plan (“OCP”) and Metro Vancouver Regional Growth Strategy (“RGS”). Urban Centres provide regional employment and services, as well as business, commercial, community, and cultural activities for the surrounding communities. They are intended as the region’s primary focal points for concentrated growth, with high and medium density housing, including affordable housing. Urban Centres are intended for rapid transit service, including TransLink’s Frequent Transit Network (“FTN”).

In April 2019, Council authorized staff to initiate preliminary planning and background studies to support land use planning along the SLS corridor. The background studies included a market supply and demand study and environmental study. In February 2020, Council authorized the Mayor and City Clerk to execute a finalized Supportive Policies Agreement with TransLink to support the prioritization and alignment of policies to ensure successful performance of the SLS corridor.

In February 2020, following completion of the background studies and a preliminary phase of community engagement, Council initiated the two-stage secondary land use planning process for the Fleetwood portion of the SLS. The report outlined a boundary for the Fleetwood Plan, as well as a schedule and approach for the planning process. It also included a detailed communications and engagement strategy to support the planning process.

Policy Context

Planning and development in Surrey are guided by social, environmental, and economic contexts. The OCP and Sustainability Charter 2.0, combined with the City’s climate targets and plans, provide the policy framework for sustainable growth. Together, they implement broader direction from Metro Vancouver’s RGS. Other Strategic plans, such as Surrey’s Biodiversity Conservation Strategy (“BCS”); Parks, Recreation, & Culture Strategic Plan (“PRC Plan”), and the Surrey Transportation Plan frame the provision of natural and built infrastructure, and the forthcoming housing needs report.

Official Community Plan

The OCP plays a key role in guiding the development of land use plans and policy. It provides the policy framework that initiated and guides the Fleetwood Plan process, establishes clear content to support the SLS project, and identifies overarching land use designations to focus growth in the Plan Area.

The OCP identifies the following land use designations within the Plan Area: Town Centre, Commercial, Multiple Residential, and Urban. A Frequent Transit Development Area (“FTDA”) is located in the West Fleetwood portion of the Plan Area, surrounding 152 Street. These OCP designations will be refined and updated upon the completion of the Stage 2 Fleetwood Plan.

Supportive Policies Agreement

The Council-endorsed SLS Corridor Supportive Policies Agreement confirms policy commitments that have significant impacts on the SLS project’s objectives. These include the provision of and access to affordable housing, including purpose built rental housing, as well as the prioritization of office and employment uses around stations. The agreement also outlines key objectives around the identification of institutional and community services, as well as urban design and active transportation considerations. These policy considerations and objectives have been incorporated into the planning process and are reflected in the draft plan.

Plan Area

The Fleetwood Plan boundary is strategically located along Fraser Highway and the SLS Project and is comprised of over 900 hectares. The Plan Area is generally bound by Green Timbers Urban Forest to the west and the Agricultural Land Reserve to the east. The northern and southern boundary extents vary, but are generally located about 1,000 metres away from Fraser Highway.

Fleetwood is a largely residential community centered on Fleetwood Town Centre (Appendix “V”), the commercial, civic and cultural heart of the community. It is characterized by beautiful parks, friendly neighbourhoods and agricultural lowlands in the east. A secondary commercial node is located in West Fleetwood around the intersection of 152 Street and Fraser Highway.

DISCUSSION

Stage 1 Planning Process

The Fleetwood Plan process was initiated in April 2019 with background studies and preliminary analysis. Following the completion of background studies, staff began the exploration of land use alternatives and the preparation of draft land use, transportation, and parks and open space concepts. This process was accompanied by a comprehensive program of public engagement and stakeholder consultation to ensure that diverse interests represented in the area, including renters, homeowners, businesses, community groups, and public agencies, participated in the planning process. Details of the consultation activities, along with key findings, are described in the following sections, as well as in a consolidated engagement summary attached as Appendix “VI”.

Background Studies

To provide context for the planning process, staff undertook various background studies and research including a market study, environmental study, transportation review, heritage building assessment, and preliminary growth forecasts. These studies, summarized in detail through prior reporting (Corporate Report No. R059; 2019), have provided staff with key context to support the planning process.

City staff have also been working to review and update the Community Amenity Contribution (“CAC”) and Density Bonus policies to ensure that development adequately contributes towards the funding of capital projects outlined in the City’s Annual Five-Year Capital Financial Plan. This review included a comparison of existing CAC rates in Surrey and Metro Vancouver, and evaluation of Surrey rates for current market conditions across the City, including consideration of the SLS.

Public Engagement

Since November 2019, informed by the City’s Public Engagement Strategy, the plan has been refined through a comprehensive-stakeholder engagement process. Over this period, staff have heard from thousands of residents. This engagement has occurred through in-person and online activities including open houses, workshops, surveys and polls, online mapping exercises, as well as hosting an ongoing online question and answer. Through this process, staff have also spoken and corresponded with hundreds of people over the phone and by email and had numerous meetings with community stakeholders.

Residents and stakeholders were made aware of the planning process and invited to participate through multiple postcard mail outs, social media campaigns, lawn sign installations, media releases, newspaper ads, electronic newsletters and emails. Staff also worked directly with community groups to promote engagement through their local channels.

Community preferences and engagement findings have been used to shape key aspects of the plan and support decision-making. Throughout the planning process, the results of surveying have indicated a majority support for the overall plan. Even with the overall levels of support, some respondents had concerns around the following issues:

- The amount of development and density for areas further away from core areas;
- The transition of building heights between transit-oriented growth areas and existing established lower density neighbourhoods;
- The impact of development on housing affordability;
- The urban design controls on massing, transitioning and form of high-rises;
- The potential for increased traffic congestion;
- The increased demand on community amenities and services such as parks, schools, libraries and recreation facilities; and
- The need for future and additional amenities, including shopping, services, entertainment, civic and cultural attractions.

Staff have reviewed these issues and will continue to address them during Stage 2 of plan development. Details of the Stage 2 planning process are outlined later within this report. Staff have also noted that some of the aforementioned issues are being addressed through existing City strategies or parallel streams of work, such as the Affordable Housing Strategy, the update of the Transportation Strategic Plan (in process), the BCS, and the PRC Plan.

Overview of the Draft Plan

The proposed Fleetwood Stage 1 Plan Summary document is the culmination of work undertaken over the course of the last 24 months (see Appendix “I”). It is reflective of consultation with area residents and other stakeholders, and embodies the vision and principles developed through the engagement process. The plan recognizes the function of the Fleetwood Town Centre as the primary commercial and civic heart of the Fleetwood community while supporting transit-oriented growth around future SkyTrain Stations. It represents a clear strategy to integrate land use and sustainable transportation systems, while addressing concerns around the supply of affordable housing.

The proposed Stage 1 Plan, recommended in this report, is largely in keeping with the most recent version presented to the public in the summer of 2021. It is comprised of three key components, including a Land Use Concept, Transportation Concept, and Parks and Open Space Concept.

Vision

All land use plans start with a vision statement and plan objectives. They guide the planning process and create a sense of the future. At the beginning of the planning process, staff worked with the community to develop a vision statement for the Fleetwood Plan.

Fleetwood is an inviting community, home to people of all ages, cultures and backgrounds. Known for its arts scene, history, distinctive parks, natural areas, and exceptional community facilities. Fleetwood is celebrated for its distinctive urban village character, thriving local businesses, and its livable and accessible neighbourhoods.

Guiding Principles

Guiding principles summarize the ideas and values that influenced the draft Plan’s development. Derived through public engagement, these guiding principles build upon the Vision for the Fleetwood Plan and will be reinforced within the final plan. These seven guiding principles also reflect City-wide and regional policy obligations and Council’s smart development commitments:

- Green Spaces: Protect, create, and enhance biodiversity, parks and natural spaces.
- Active Living: Provide spaces and amenities to foster active living, wellness, and opportunities for social connection.
- Heart of Fleetwood: Build on the Town Centre’s role as a local destination and enrich its sense of place, heritage, and culture.
- Mobility for All: Develop active transportation and transit infrastructure to support universal access to safe mobility.
- Robust Economy: Support a thriving and diverse local business environment.
- Climate Adaptive: Transition to a zero-carbon community that can adapt to climate change.

- Focused Growth: Support thoughtful transit-oriented development guided by the community context.

Growth Concept

The proposed draft plan recognizes the town centre as the primary commercial, cultural, and civic heart of Fleetwood. It also embodies the preferred outcomes from public engagement, to focus growth around SkyTrain stations, rather than dispersing it throughout the broader community. As a result, higher density development is primarily focused into three core areas centred on the proposed SkyTrain stations at the intersections of Fraser Highway and 152 Street, 160 Street, and 166 Street. These mixed-use areas support a variety of residential, commercial, employment, and civic uses.

Density and building heights transition away from the core station areas and frequent transit services. Transition areas, of mid and low-rise apartments and townhouses, provide a buffer between SkyTrain oriented higher density mixed-use areas and existing lower density neighbourhoods.

By focusing the majority of future redevelopment within strategic nodes and corridors, much of the existing lower density areas, at the peripheries of the Plan Area, are expected to remain single family oriented. The plan provides opportunities for sensitive infill throughout these peripheral areas, including townhouses, rowhouses, semi-detached and urban single-family uses over time.

New land uses are supported by a finer-grained and pedestrian friendly street network. New streets serve local businesses and offer a variety of public gathering spaces to encourage social interaction and build community wellbeing and cohesion. Neighbourhood commercial spaces provide local commercial uses and neighbourhood services within a 15-minute walk of most residents.

New parks and civic facilities provide community amenities that serve new residents, as well as the broader Fleetwood community. A mix of housing types and sizes will support a diverse community, including families, seniors, and young professionals.

Employment District

The plan includes an employment district around the 166 Street SkyTrain station. The area is already largely designated for employment uses within the OCP and RGS. This area will prioritize development that contains a mix of employment generating businesses and offices, with opportunities for commercial and potentially some residential above. The designation builds off existing employment uses in the area, including the Fortis offices and the Surrey Sport & Leisure Complex.

Land Use Designation Descriptions

Land use designations define future land uses that the city will consider over time. Each land use designation outlines what may be possible on sites with that designation. They provide clear intent and development parameters to guide future growth. The following land use designation descriptions, including intended form, density, character, and use, are preliminary and subject to further refinement which may be undertaken during Stage 2 Plan development.

Base Densities

Base densities, measured in Floor Area Ratio (“FAR”) or Units per Hectare (“UPH”), are outlined within each land use designation description below. In Urban Centres and FTDA’s, densities expressed as FAR are calculated on a gross site basis, before dedications for roadways or other public purposes are accounted for, unless otherwise noted. For the purposes of density calculations, undevelopable areas such as riparian areas or utility corridors are not included in the gross site area. Parkland dedication areas may only be considered for Gross Density where a park is conveyed to the City without compensation. In all other circumstances, densities expressed as either FAR or UPH are calculated on a net site basis, after dedications for roadways or public purposes are accounted for, unless otherwise noted.

Development parameters for density and building heights will be subject to additional review and refinement through the Stage 2 planning process. This may include additional requirements for commercial, institutional, office and affordable housing (including rental housing) within allowable base density for land use designations, with a focus on sites within 200 metre distance of planned SkyTrain stations.

Zero Carbon Incentive

A Zero Carbon Incentive (“ZCI”) will be considered for the Fleetwood Plan to encourage the construction of buildings that limit their contribution to climate change. Any density allowances for a ZCI are expected to be delivered through a future update to the Zoning Bylaw. Where applicable, this ZCI approach would enable a modest increase to the allowable base density of specific land use designations where zero carbon energy is used for all on-site building operation. Applicable updates to the Zoning Bylaw are anticipated to be brought forward for Council consideration with the Stage 2 Plan adoption.

Bonus Density

Increases to specific site base densities may be considered where additional community benefit is being provided in accordance with City policies and Schedule G, Section C.14 of the Zoning Bylaw. In such cases, proposed development must meet the intent of the plan designation, including the development and urban design parameters outlined within the interim Plan Development Expectations Strategy. Areas within direct proximity to planned stations, where the highest densities are proposed, will be expected to support the goals and objectives of the SLS Supportive Policies Agreement.

Development is subject to urban design review and development permit approvals to ensure appropriate interface treatments, consistency with design guidelines and land use designation intent. Applications seeking bonus density must also receive endorsement from the Advisory Design Panel and City Architect for consideration with regards to form and character.

Applications submitted concurrent with the Stage 2 planning process should meet the intent of the land use designations as described below. Applicants should also refer to the interim Fleetwood Plan Development Expectations Strategy for additional direction regarding density bonusing and lot consolidation requirements (attached as Appendix “II”).

Mixed Use and Commercial Designations

Four mixed-use designations are included in the Land Use Concept, requiring, at minimum, one floor of active commercial uses with office, institutional, and/or residential uses above. A mixed employment and neighbourhood commercial designation provides additional opportunity for employment and commercial uses throughout the Plan Area.

- Fleetwood Core:
The Fleetwood Core designation is intended only for use within the Fleetwood Town Centre geography, centred on 160 Street and Fraser Highway. New development will include a mix of retail commercial, offices or institutional uses, along with residential. Active ground floor uses such as restaurants, cafes and retail shopping are encouraged to foster vibrant streets. This is the highest density designation within the plan.
- Mixed Use:
Focused along Fraser Highway, new development in these areas will include, at minimum, ground level commercial, along with residential uses above.
- Employment District:
This area supports the continued development of civic, commercial, and office uses. The area is largely designated as mixed employment within the OCP and RGS.
- Neighbourhood Commercial:
At key intersections throughout the community, these areas provide local commercial uses and neighbourhood services (e.g., doctors office) within close proximity to all residents.

All mixed-use designations will also allow purely commercial developments on sites that are designated Town Centre in the OCP. Office space is expected to service the town centre and may include satellite locations of offices established in the Central Business District. In all mixed-use designations, there will be a requirement for a minimum of 0.25 FAR of commercial, office and/or institutional uses to be included within base density calculations, unless otherwise noted. Underground parking is required within all mixed-use designations.

Designation	Intent	Building Height	*Base Density
Fleetwood Core	Mixed-use high-rise development supported by active street-level commercial with office and institutional podium uses.	Min 4-6 Storey Podium; Up to 36 Storey Tower	4.5 FAR* *inclusive of 0.75 FAR commercial/office/institutional
High-Rise Mixed-Use	High-rise development supported by a mixed-use podium. Active street-level retail and commercial uses with office or residential above.	Min 2-4 Storey Podium; Up to 30 Storey Tower	4.0 FAR* *inclusive of 0.3 FAR commercial/office/institutional
Mid-Rise Mixed-Use	Mid-rise development supported by active street-level retail and commercial uses on all primary road frontages with office or residential above.	6 to 12 Storeys* *15 storeys may be considered in strategic locations	3.25 FAR* *inclusive of 0.25 FAR commercial/office/institutional
Mixed Employment	Mid-rise development supported by 3-5 storey mixed use podium. Active street-level retail and commercial uses on all primary road frontages with office or residential above.	6 to 20 Storeys	3.25 FAR Office and/or Business Oriented Commercial
Low-Rise Mixed-Use	Low-rise development with street-level commercial and retail. Office or residential above.	4-5 storeys. May consider up to 6 storeys for sites abutting a Frequent Transit Network and in key locations.	2.20 FAR
Neighbourhood Commercial	Neighborhood serving retail and office uses with limited residential above.	1-4 Storeys	1.5 FAR* *inclusive of 0.5 FAR commercial

Residential Designations

A variety of residential designations are included in the Land Use Concept to support a diversity of housing options. These range from single-detached dwellings to low-rise apartments. A gradual transition of heights and densities is maintained between higher density areas and existing low-rise and single-detached areas that is not expected to change considerably.

Higher density residential development will be focused within walking distance of future SkyTrain stations. This will attract new residents to support local business and provide a buffer between higher density mixed-use areas and lower density existing neighbourhoods. A greater variety of housing types will support a full range of housing needs for young families, working professionals, and seniors.

Underground parking is required in the Core, High-Rise, Mid-Rise, Low-Rise, and Commercial designations and for stacked townhouse projects.

Designation	Intent	Building Height	Base Density
Mid-Rise Residential	Mid-rise supported by a min. 2 storey podium. Podiums should include ground floor townhouses with front door access to the street.	Up to 12 storeys	3.0 FAR
Low-Rise Residential	Low-rise residential with ground floor townhouse units with front door access to the street and apartments above.	Site-specific (4-6 storeys)	2.0 FAR
Townhouse	Ground-oriented townhouses, including stacked townhouses.	3 storeys for traditional townhouse, 4 storeys for stacked townhouses where underground parking is provided.	1.0 FAR
Urban Residential	A range of residential uses, including single-detached, semi-detached dwellings, duplexes, rowhouses and/or lower density townhouses. Laneway and coachhouses may be considered in some single-family areas with existing lanes.	9-9.5 metres (~30 feet)	Detached 24 UPH
			Duplex 35 UPH
			Row House or Townhouse 37 UPH

Civic Designations

The Civic designation supports the social, health, and educational foundation of community. It allows for educational and community uses. This may include primary uses such as education, civic facilities and other community uses.

Parks and Open Spaces

The Land Use Concept includes the Parks and Open Space designation that identifies areas for active and passive park use. This is discussed in greater detail later in this report.

Riparian Areas

Riparian areas are important habitat for fish and wildlife and support biodiversity. Watercourses (including wetlands, ditches, channelized streams, and natural streams) are all protected under the City's Streamside Protection Provisions in Part 7A of the Zoning Bylaw and through Sensitive Ecosystem Development Permits. All identified or suspected watercourses require an assessment by a qualified environmental professional as part of any development application.

Future Study Areas

Two future study areas have been identified, including the City-owned properties at the intersection of 164 Street and Fraser Highway, as well as the area to the east adjacent to the future 166 Street SkyTrain Station. Future land uses, development opportunities, and community amenity provisions are to be determined as part of the Stage 2 Plan.

Growth Projections

The Fleetwood Plan Area has an existing housing stock of approximately 13,000 units, with a population of approximately 40,000 residents. These numbers are projected to increase to approximately 28,000 units, more than doubling the existing population to approximately 84,000 by 2051. The Plan Area is anticipated to support an annual increase of 400-500+ units and 800-1,000+ people. This growth is expected to be equivalent to roughly 10-12% of Surrey's overall average growth.

The proposed land uses have a long-term "build-out" capacity of over 52,000 units, housing some 142,000 residents. Growth forecasts will be refined with further market supply and demand review through the Stage 2 planning process and included within the final Stage 2 Plan.

Transportation Network

The Transportation Concept components for the Plan follow the guiding principles outlined within the City's updated Surrey Transportation Plan. In addition, the Transportation Concept is consistent with the *Highway and Traffic By-law, 1997, No. 13007* and other City policies and practices regarding traffic operation.

Based on these documents, the proposed transportation network focuses on providing a finer grained, interconnected, and continuous street grid that integrates efficiently into the surrounding area. In doing so, the network promotes frequent transit service, cycling and pedestrian connectivity, and compact neighbourhood development. The Plan also establishes the conditions necessary to support future rapid transit expansion along 152 Street, 88 Avenue, and 96 Avenue.

Rapid Transit

The Fleetwood Plan will support the extension of the Expo Line SkyTrain, through Fleetwood to Langley City Centre. New SkyTrain stations at the intersections of Fraser Highway and 152 Street, 160 Street and 166 Street will support convenient access to improved transit services. In addition to the SkyTrain extension, the City is working with TransLink and the Province on additional long term transit plans. The draft concept map (Appendix “I”) illustrates a potential future transit network. Long-term transit service improvements will help address growth and provide alternatives to driving, including:

- Potential rapid transit on 96 Avenue and 152 Street;
- Potential high frequency limited stop bus service on 88 Avenue; and
- FTN service on portions of 152 Street, 160 Street, 84 Avenue, 80 Avenue, and 168 Street.

The final transit network design will be determined by TransLink through their rapid transit bus integration plans and ongoing management of the transit network. Staff will continue to work with TransLink staff on refining transit plans through the Stage 2 planning process for Fleetwood.

Street Network

A central tenet of the Transportation Concept is a finer-grained, grid road pattern. This supports walkability, well-connected cycling infrastructure, convenient access to transit, and multiple route options to disperse vehicular traffic and decrease congestion.

The street network includes a hierarchy of arterial and collector roads, local streets, and lanes. Off-street pathways, parks, and plazas provide supplementary connections that support mobility and placemaking. Together, they create a network that meets the transportation demands from the anticipated growth.

The network’s spacing and block size is comparable with other recently approved Town Centre Plans, including City Centre and Newton. The Plan envisions an urban street network designed for people of all ages and abilities. Typical block sizes are smaller where densities are higher and closer to future rapid transit service and commercial uses, and where there is a greater need for walkability and distribution of traffic.

Key components of the street network currently exist, including all of the arterial roads and most of the collector roads. To complete the remainder of the planned network, several new local roads, green lanes, lanes, and pedestrian connections will be delivered primarily through development. New traffic controls, intersections and supportive infrastructure will increase the efficiency of the existing road network while adding capacity. New road connections are indicated on the Transportation Concept provided in Appendix “I”.

To reduce the impact of the finer grid on development and ensure equity, the FAR is expected to be calculated on a gross site area within the proposed Urban Centre and FTDA, identified in the interim Plan Development Expectations Strategy attached in Appendix “II”.

The proposed road network is intended to provide a basis and some certainty for development proposals, however, developments may be required to dedicate additional roads or lanes for access and circulation, as determined on a case-by-case basis.

Walking and Cycling

The proposed road network enhances the walking and cycling experience by breaking up large blocks, while providing more direct access to planned SkyTrain stations. All roads, new and existing, are envisioned to include sidewalks on both sides, separated from traffic by a treed boulevard. In addition, several new pedestrian-only connections, and new green lanes (with sidewalks and boulevards) are planned to reduce block sizes and improve walkability.

Currently, several roads in the area have on-street bike lanes, which cater to the more confident cyclists. To increase cycling mode share, separated cycling facilities are planned on key collector and arterial roads throughout the area. Separated cycling encourages cycling for all ages and abilities by providing safe and accessible infrastructure that is physically separated from traffic. They also provide potential to support emerging micro-mobility forms such as e-bikes and e-scooters. A further review of the corridors will be completed as part of the Stage 2 servicing strategy process.

Pedestrian Connections

New pedestrian connections are planned to link residential areas with commercial destinations and future transit stops. Pedestrian connections break up large blocks and improve walkability without encouraging commercial automobile traffic into existing residential areas. Pedestrian-only streets have also been identified in key locations.

Electric Vehicle Infrastructure

The City will require new development to install EV charging infrastructure. As per the Zoning Bylaw, 100% of residential parking spaces in new residential developments are required to have an electrical outlet capable of supporting Level 2 EV charging (e.g., 220V outlet). All new commercial developments are required to provide a minimum 20% of parking spaces that have an electrical outlet capable of supporting Level 2 EV charging. The Zoning Bylaw requirements provide for EV Energy Management Systems to be implemented, where power can be shared between up to four parking spaces and where the minimum performance standard is achieved.

Parks and Open Space Network

The Parks and Open Space Concept follows the guiding principles outlined within the PRC Plan, and supplementary plans such as the Greenways Plan and the BCS.

The Parks and Open Space Concept addresses the impacts of growth and increasing demand for new parkland. It delivers on several key objectives of the PRC Plan, including ensuring that neighbourhood parkland is provided within a 10-minute walk of all residents. To accomplish this, the plan proposes twelve new parks throughout the community, as well as the expansion of nine existing parks. It also includes the expansion of natural area parks for the conservation of riparian areas and creeks.

The Parks and Open Space Concept will be accomplished through the strategic acquisition of property and the conveyance of parkland to the City through development. Total parkland acquisition is estimated at 54.5 Hectares (134.6 Acres). CACs will also be collected to develop and enhance parkland amenities and facilities in the area. Final Development Cost Charge (“DCC”) and CAC rates will be determined through the Stage 2 planning process.

Future Parkland Acquisition

The parkland designation within the plan signifies that the City will be interested in future property acquisition for community purposes. It does not change existing zoning or the development rights of properties under that zoning.

Parkland acquisition will be prioritized after Stage 2, will be conducted at fair market value (as established by an independent appraisal), and will take place when property owners are willing and ready to sell. Acquisition is based on the highest and best use of the land absent of the parkland designation, and typically involves evaluating the development potential of the property based on site characteristics, neighbourhood context, and neighbouring land use designations. A property owner is not required to sell to the City and may list their property publicly as desired.

Community Facilities and Services

Urban Centres create a critical mass of activity that facilitates cultural, social, educational, and economic exchange. Community facilities, services, and events are the foundation of that exchange. They provide amenities and programming that encourage active lifestyles, learning, opportunities for cultural and social interaction, and services to promote health and well-being.

Fleetwood is serviced by the Fleetwood Community Centre and Library, as well as the Surrey Sport & Leisure Complex. These facilities support a variety of existing community and recreational needs. The Fleetwood Plan proposes to expand these facilities and their capacity for programs, activities, and community events. In addition to creating a sense of place, these facilities are vital to attract new residents, enhance character, and support local business.

Community facility expansion will be considered in greater detail through the Stage 2 planning process. The Plan will consider several major capital community facility projects including an expansion of the Fleetwood Community Centre and Library, an expansion of the Surrey Sport & Leisure Complex, and the relocation of the West Fleetwood Fire Hall #6. Opportunities for new community facilities and services will also be considered.

Details of these projects will be subject to future study and will respond to community needs outlined in the Fleetwood Plan process, and based on capital project and PRC Plan priorities.

Schools

The Surrey School District is the largest and fastest growing district in the Province and is responsible for planning for the growth of schools in Fleetwood and the rest of Surrey. The City works with the Surrey School District to help identify areas of expected growth, and locations where future population and student demands may emerge. This, in turn, helps inform capital planning for schools to meet the space demands into the future.

The plan anticipates new growth and development taking place gradually over several decades. This is expected to increase student numbers and school enrollment in Fleetwood. The Plan Area is centrally located to various school catchments at both the elementary and secondary levels.

The School District is currently reviewing its existing elementary and secondary school sites to ensure the future projected demand in school population can be met. All elementary schools that serve the Plan Area also have capacity for longer-term school capacity expansions as outlined within their 2022 Five-year Capital Plan.

Proposed Plan extension Area

Subject to Council approval of the Stage 1 plan, staff recommend inclusion of two proposed extension areas into the ongoing land use planning process. These areas have already undergone an environmental assessment as discussed earlier in this report. The proposed northwest extension area has development interest and would remain orphaned from future urban services and amenities if not included in the Plan. Additionally, the central area requires further study given its proximity to Fraser Highway and rapid transit.

Subject to Council approval of the proposed plan extension areas (Attachment “IV”), staff will explore land uses, servicing, transportation network, environmental protection, parks and amenities as part of the Stage 2 planning process. It is not expected that addition of the extension area will impact the schedule for the Stage 2 plan process.

Stage 2 Planning Process

The preparation of an engineering servicing strategy is a significant component of the Stage 2 planning process. The Plan Area is serviced by relatively complete storm, sanitary and water infrastructure networks. While this infrastructure supports existing development, it is anticipated that infrastructure upgrades will be required to accommodate future growth and land uses proposed within the Stage 1 Land Use Concept. A detailed engineering analysis, to be completed during Stage 2, will identify transportation, storm, sanitary and water infrastructure improvements to support future development. Infrastructure costs and financing requirements will also be identified.

In addition to an engineering servicing strategy, there are a variety of detailed planning processes necessary to develop the final and comprehensive Stage 2 Plan. Subject to Council’s approval of the Stage 1 Plan, staff will undertake the following items during the Stage 2 planning process:

- Prepare or refine development policies for the Plan Area including:
 - A lot consolidation policy to ensure efficient, equitable, and orderly development;
 - A policy establishing the applicability of gross density provisions within the Plan Area, in accordance with existing OCP policy;
 - A review of parking standards, including potential transit-supportive off-street parking ratios for affordable and non-market multi-family developments; and
 - Finalized use and density provisions for each land use designation;

- Prepare Urban Design Guidelines for the Plan Area including:
 - Building height and massing guidelines;
 - Building setback and street interface guidelines;
 - Public realm, plaza and streetscape guidelines;
 - Street cross-section design concepts; and
 - SkyTrain interface and setback design guidelines;
- Finalize the Transportation Concept, incorporating the results of growth projections and any further public engagement, including:
 - Opportunities for pedestrian plazas, green lanes and pedestrian-only streets within core and transition areas of the plan;
 - Pedestrian and cycling strategies to ensure seamless connectivity and access to existing and future transit service; and
 - Local road and block alignments;
- Refine the Parks and Open Space Concept, incorporating the results of growth projections, parkland acquisition forecasting, and further public engagement;
- Update the Residential and Commercial Market Supply and Demand Study for the Plan Area, including Demand Threshold Analysis;
- Finalize the Land Use Concept, incorporating the results of any further public engagement, including:
 - Opportunities for additional place-making opportunities, including urban plazas;
 - Determination of land use, transportation and parks and amenity concepts for the Special Study Areas; and
 - Refinements to Stage 1 land use designations and associated development parameters where appropriate;
- Develop a community amenities strategy that includes a comprehensive assessment of the amenities required to support growth and options for achieving them, such as area-specific Density Bonus and CACs, including, but not limited to, cultural, arts, libraries, fire, police, parks and other civic amenities;
- Develop Housing Needs Policy including Adaptable, Rental, and Low-Income housing strategies;
- Review and consider affordable housing policies including an assessment of government-owned properties, partnership agreements with BC Housing and the Province, and tools such as the rental zoning powers available to municipalities;
- Prepare an engineering servicing plan and financial strategy ensuring that services are adequate to support growth and a funding strategy is in place;
- Prepare a financial strategy for the acquisition of property for parkland and environmental purposes;
- Prepare a financial strategy for the acquisition of full properties for road purposes;

- Prepare a final implementation strategy for achieving the plan, including any consequential amendments to the OCP, Zoning Bylaw, Fees Bylaw, Regional Context Statement and other City bylaws and policy; and
- Prepare and publish a final Stage 2 Plan document that presents the final land use strategy with all corresponding strategies, policies and guidelines.

It is noted that the review of these issues may result in refinements to the Land Use, Transportation, and Parks and Open Space Concepts that make up the proposed Stage 1 Plan including changes to land use designations, densities, and road locations.

During Stage 2 of the Fleetwood Plan process, there will be more opportunities for the public to help shape and refine the plan. It is anticipated that the final Stage 2 Fleetwood Plan document will be completed in the summer of 2023 for Council consideration.

Community Amenity Contributions

The Fleetwood Community is currently subject to the City’s Density Bonus Policy (Policy O-54) and associated Fleetwood interim rates of \$15 per square foot as established in Schedule G of the Zoning Bylaw. This is specifically applicable within plan noted land use designations where residential re-zonings seek increased density above plan or OCP designations. An interim increase to the current \$15 per square foot rate is proposed to \$35 per square foot in association with the adoption of the Stage 1 Plan for Fleetwood, and in keeping with market conditions in the area. The \$35 per square foot rate is in between Guildford Town Centre (\$30 per square foot) and City Centre (\$40 per square foot) Community Specific CAC rates.

To enact the above noted Community Specific Fleetwood amenity contribution requirements, it is proposed that Schedule G of the Zoning Bylaw be amended to increase the existing rate. The proposed amendments to Schedule G of the Zoning Bylaw are attached as Appendix “III”.

Interim Fleetwood Secondary Plan Community Amenity Contributions

One outstanding component of the Stage 2 Plan that has significance for applicants seeking final approval, is the establishment of Secondary Plan CACs for the entirety of the Fleetwood Plan, with rates used to fund police, fire, library, and park improvements. In addition to already established rates for the Affordable Housing and Capital Projects Contributions, Secondary Plan CAC rates are needed to clarify the total CACs expected from development, with previous rates only applicable to the Town Centre area. Based on plan progress to-date, interim Secondary Plan CAC rates are proposed, as documented below.

Uses	Fleetwood Plan Amenity Contribution Rates				
	Police	Fire	Libraries	Parks	TOTAL
RESIDENTIAL \$/dwelling unit	\$82.94	\$358.33	\$186.61	\$4,000.00	\$4,627.88
NON-RESIDENTIAL \$/hectare (\$/acre)	\$1,229.62 (\$497.61)	\$5,312.66 (\$2,149.96)	n/a	n/a	\$6,542.28 (\$2,647.57)

It is proposed that these interim rates be incorporated into the Zoning Bylaw, in advance of plan completion in Stage 2, in keeping with that of Guildford Town Centre. This will enable in-stream

applications to proceed in keeping with the interim Plan Development Expectations Strategy. The Zoning Bylaw will be updated in the interim, with the ultimate Secondary Plan CAC rates with Council approval of the Stage 2 Plan. For clarity, CACs are to be paid in accordance with the rates in effect at the time that they are due, which, for multi-family and non-residential development, is prior to building permit issuance.

To enact the above noted Community Specific Fleetwood amenity contribution requirements, it is proposed that Schedule G of the Zoning Bylaw be amended to increase the existing rate. The proposed amendments to Schedule G of the Zoning Bylaw are attached as Appendix "III".

Preliminary Financial Strategy

A detailed engineering financial analysis will be completed during Stage 2 to identify drainage, sanitary, water and transportation infrastructure improvements to support development, as well as parkland. Through this process, infrastructure and parkland requirements and costs will be calculated, along with a detailed financial strategy to support their acquisition and construction.

A financial analysis for lands identified as future park, will also be completed as part of Stage 2. It is anticipated that the revenue generated through City-wide DCCs will be insufficient to fund these parkland investments. Financing options to address the funding shortfall will be explored in Stage 2 and will inform the financial strategy.

Processing of Development Applications in the Plan Area

It is recommended that, during Stage 2 of the planning process, staff be authorized to receive and process development applications for properties in the Plan Area based on the Stage 1 Plan. Any such applications that are greater than 6 storeys, would not proceed to final approval until the Stage 2 component of plan development is complete and the plan is approved by Council. Any applications received and processed during the Stage 2 planning process should conform to the interim Plan Development Expectations Strategy attached as Appendix "II".

Additional Community Engagement

The Stage 1 Plan was developed based on the 2019 Fleetwood Engagement Strategy. This strategy provided a framework for engagement along with a list of tools and techniques. As staff worked to develop the plan, they incorporated many of these tools and adjusted as necessary.

It is expected that staff will adjust the engagement and consultation approach, as needed, to reflect the relaxation of restrictions related to COVID-19. The objectives of Stage 2 engagement will be to develop and share key content related to the Stage 2 scope of work, gather public input and report back on input received. Future community engagement will follow the framework and best practices outlined with the City's Public Engagement Strategy and Toolkit.

SUSTAINABILITY CONSIDERATIONS

The work of this plan supports the objectives of the City's Sustainability Charter 2.0. In particular, this Plan relates to Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods and Economic Prosperity and Livelihoods. Specifically, this Plan supports the following Desired Outcomes ("DO")

- Built Environment and Neighbourhoods DO1: Surrey is comprised of distinct, diverse and compact neighbourhoods and Town Centres, with an engaging public realm;
- Built Environment and Neighbourhoods DO2: Surrey is well-connected within the City and to the rest of the region by fast and efficient public transit and active all-ages-and-abilities transportation infrastructure;
- Built Environment and Neighbourhoods DO4: Surrey's neighbourhoods are safe, accessible, well-connected, walkable and bike friendly;
- Built Environment and Neighbourhoods DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, viewscales, agricultural land and urban wildlife; and
- Economic Prosperity and Livelihoods DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy.

CONCLUSION

Urban Centres, like Fleetwood Town Centre, are intended to provide regional employment, services, business, and commercial, community, and cultural activities for the surrounding communities. They are intended as the region's primary focal points for concentrated growth, with high- and medium-density housing, including affordable housing. Both the RGS and OCP support planning reviews of Urban Centres to enhance the capacity for growth.

The proposed Fleetwood Stage 1 Plan is the culmination of work undertaken over the course of the last two years. It is reflective of consultation with area residents and other stakeholders, and embodies the vision and principles developed through the engagement process.

The plan represents a clear strategy to integrate land use and sustainable transportation systems, while addressing concerns around the supply of affordable housing. The plan will create a compact, sustainable, and transit-oriented community with a diverse offering of housing types, interconnected transportation choices, and local amenities that serve all residents. It prioritizes growth within a designated Urban Centre in alignment with Surrey's OCP and the Metro Vancouver RGS. It embodies Council's Smart Growth Principles.

Based on the above discussion, it is recommended that Council approve the proposed Fleetwood Stage 1 Plan, and the interim Plan Development Expectations Strategy, and authorize staff to proceed with all necessary actions to proceed to the Stage 2 plan development for the Fleetwood Plan. It is also recommended that Council authorize staff to receive and process development applications for properties within the Plan Area concurrently with the Stage 2 planning process, and in alignment with the Stage 1 Plan.

Jeff Arason, P.Eng.
Acting General Manager,
Planning & Development

Scott Neuman, P.Eng.
General Manager,
Engineering

Laurie Cavan
General Manager,
Parks Recreation & Culture

PH/cc

Appendix "I" - Fleetwood Stage 1 Plan
Appendix "II" - Fleetwood Plan Development Expectations Strategy
Appendix "III" - Proposed Amendment to the Zoning Bylaw
Appendix "IV" - Proposed Fleetwood Plan Boundary Extension
Appendix "V" - Fleetwood Plan Area Boundary
Appendix "VI" - Fleetwood Stage 1 Engagement & Consultation Summary

The Fleetwood Plan

I Stage 1 Summary

March 2022

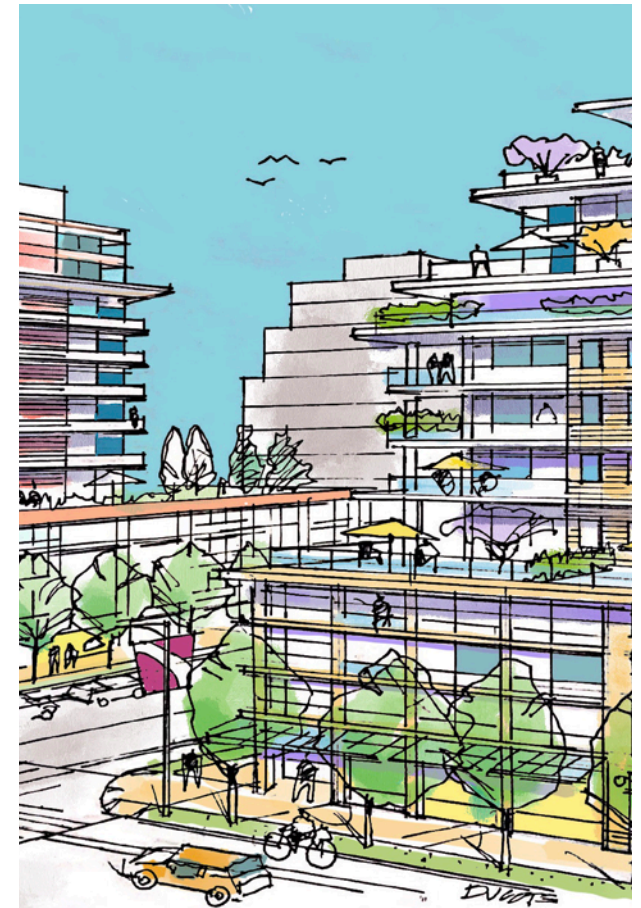
In April 2019, the City of Surrey began the process to develop a comprehensive community plan for Fleetwood. The plan will support the extension of the Surrey Langley SkyTrain Line down Fraser Highway and guide growth in Fleetwood over the next 30+ years. Key features of the plan include: community's preferred approach to focus growth along Fraser Highway and around the future SkyTrain stations, a high street along 160 Street, an employment district around the 166 Street Station, new parks and public spaces covering approximately 20% of the plan area and an integrated network of pathways and cycle tracks making it easier to get around.

Vision for Fleetwood

"Fleetwood is an inviting community, home to people of all ages, cultures and backgrounds. Known for its arts scene, history, distinctive parks, natural areas, and exceptional community facilities. Fleetwood is celebrated for its distinctive urban village character, thriving local businesses, and its livable and accessible neighbourhoods."

Guiding Principles

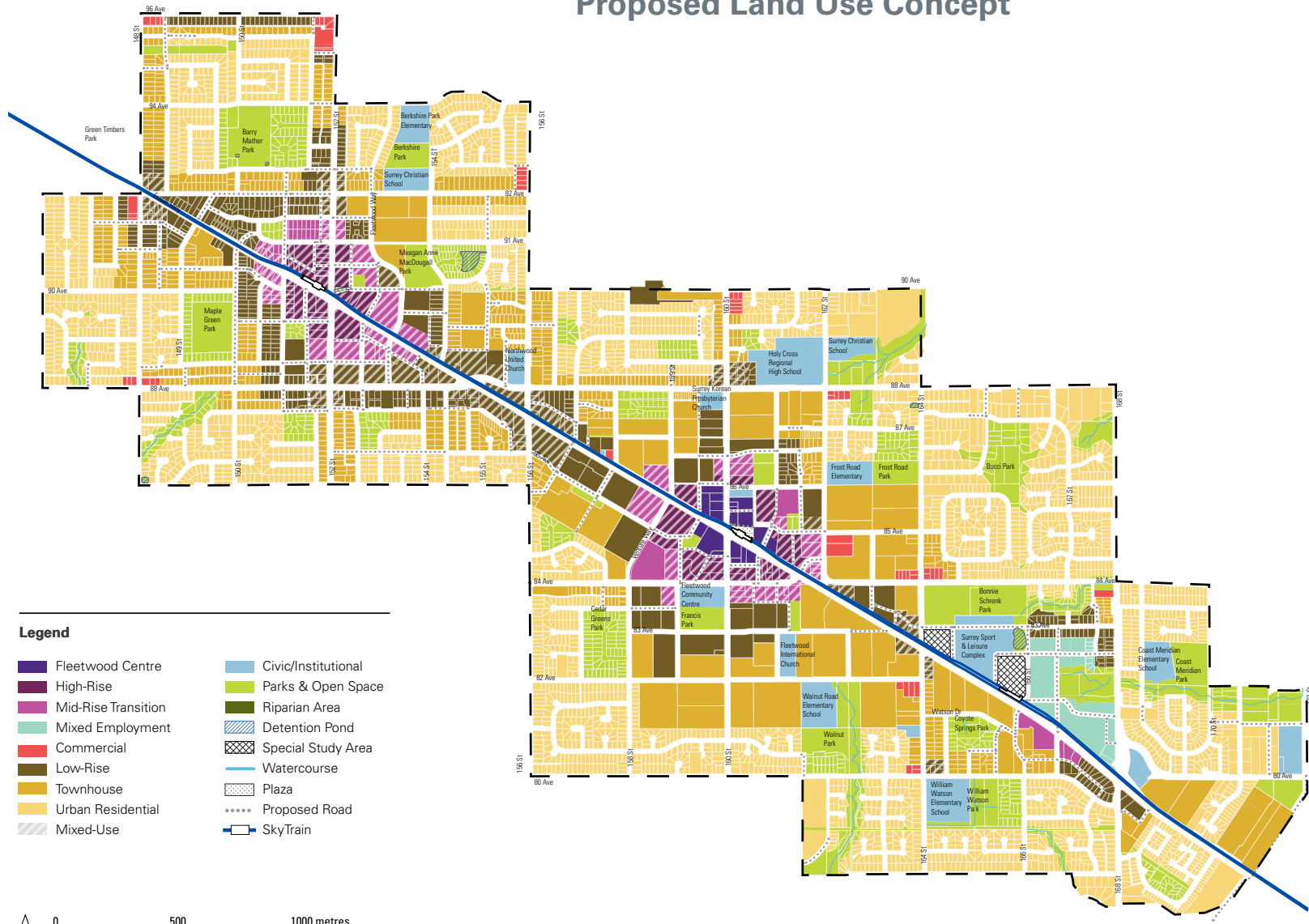
- GREEN SPACES - Protect, create, and enhance biodiversity, parks and natural spaces.
- ACTIVE LIVING - Provide spaces and amenities to foster active living, wellness, and opportunities for social connection.
- HEART OF FLEETWOOD - Build on the Town Centre's role as a local destination and enrich its sense of place, heritage, and culture.
- MOBILITY FOR ALL - Develop active transportation and transit infrastructure to support universal access to safe mobility.
- ROBUST ECONOMY - Support a thriving and diverse local business environment.
- CLIMATE RESILIENCE - Transition to a net zero carbon community that can adapt to climate change.
- FOCUSED GROWTH - Support thoughtful transit-oriented development guided by the community context.



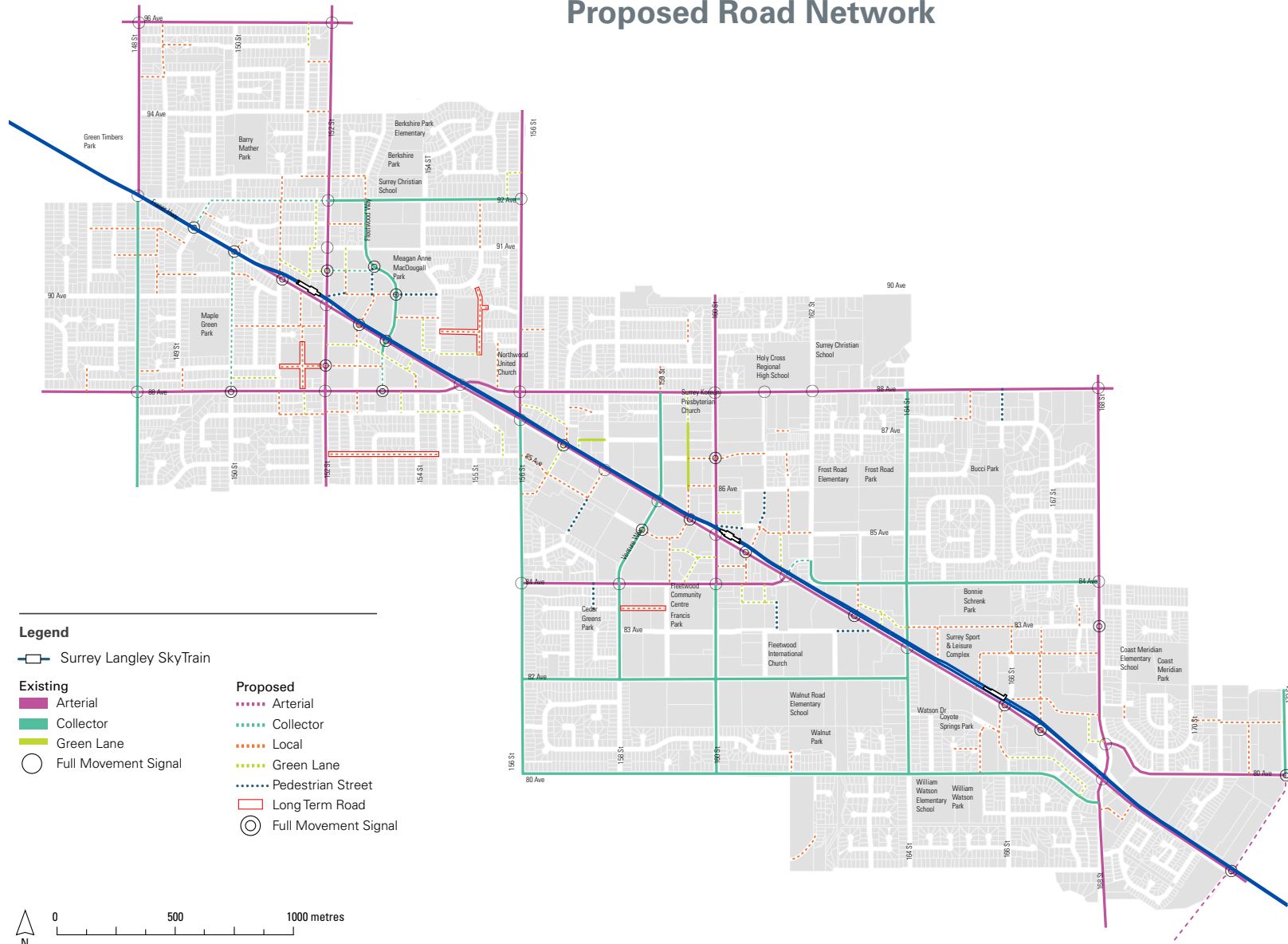
Conceptual drawing of low and mid rise development in West Fleetwood.

Stage 1 Fleetwood Plan | Summary

Proposed Land Use Concept



Proposed Road Network



Legend

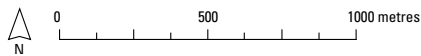
— Surrey Langley SkyTrain

Existing

- Arterial
- Collector
- Green Lane
- Full Movement Signal

Proposed

- - - Arterial
- - - Collector
- - - Local
- - - Green Lane
- - - Pedestrian Street
- - - Long Term Road
- ⊙ Full Movement Signal



Stage 1 Fleetwood Plan | Summary

Core



Mixed-use development with high rise supported by 4-6 storey podiums. Minimum commercial or institutional requirements with predominant active ground level uses and supporting office/institutional podium uses and related amenity spaces.

Building Height

Up to 36 storeys

Max Tower Floor Plate

700 sq m Residential. Office may be larger.

Min Tower Separation

50 m face to face. 30 m corner to corner.

Max Building/Podium Depth

20m for Residential. Office may be larger.

Floor Area Ratio

Up to 4.5 FAR*, inclusive of minimum 0.75 FAR commercial or institutional.

High Rise



Apartment buildings supported by minimum 2-4 storey podiums. Minimum commercial or institutional requirements with active ground level uses and related amenity spaces. 2 storey townhomes for residential frontages.

Building Height

Up to 30 storeys

Max Tower Floor Plate

700 sq m Residential. Office may be larger.

Min Tower Separation

50 m face to face. 30 m corner to corner.

Max Building/Podium Depth

20m for Residential. Office may be larger.

Floor Area Ratio

Up to 4.0 FAR*, inclusive of minimum 0.3 FAR commercial or institutional.

Mid-Rise Transition



Apartment and mixed-use mid rise buildings. Active commercial uses on ground floor, or minimum 2 storey townhomes for residential frontages, with related amenity spaces. Various architectural forms (e.g. tiered buildings) considered.

Building Height

6-12 storeys. Up to 15 storeys may be considered at key intersections and transitional locations.

Min Building Separation

30 m face to face. 20 m corner to corner.

Floor Area Ratio

Up to 3.0 FAR* for residential only.

Up to 3.25 FAR* for mixed use, inclusive of 0.25 FAR commercial or institutional.

Low Rise



Apartment buildings supported with ground floor townhouse or active ground floor commercial in mixed-use areas, and related amenity spaces.

Building Height

4-5 storeys. May consider up to 6 storeys for sites abutting a Frequent Transit Network, Fraser Highway and/or directly adjacent to mid or high rise designations).

Max Building Depth

20 m for Residential

Floor Area Ratio

Up to 2.00 FAR* for residential only.

Up to 2.20 FAR* for mixed use, inclusive of 0.25 FAR commercial or institutional.

Mixed-Use



Mixed-use areas require minimum 0.25 FAR (low rise and mid-rise transition, 0.3 FAR (high rise), and 0.75 FAR (core) of active commercial, office, or institutional uses.

Active ground floor commercial uses should be focused onto primary street frontages. Residential townhouse at grade accommodated in some locations.

Mixed Employment



Mix of low and mid rise buildings, with primary commercial, business and service uses and a focus on employment generation. Residential uses may be considered. Various architectural forms and floor plate sized considered to facilitate employment uses.

Building Height

6-20 storeys. Additional Height Considered for Employment Uses.

Floor Area Ratio

Up to 3.25 FAR* office and/or business oriented commercial

Note:

Development parameters for density and heights will be subject to additional review and refinement in Stage 2. This may include additional requirement for commercial, institutional, office and affordable housing (including rental) being required in the base density.

Commercial



Active retail, service, commercial uses at grade with opportunity for local office above. Potential for some residential above ground floor in key areas.

Building Height

1-4 Storeys

Density

Up to 1.5 FAR*, inclusive of 0.25 FAR commercial.

Townhouse



Ground-oriented townhouse buildings (row or stacked) and related amenity spaces.

Building Height

*Up to 3 storeys (May consider 4 storeys for stacked townhouse with underground parking in key locations)

Density

Up to 1.0 FAR*.

Urban Residential



Urban single family housing. Opportunity for laneway, semi-detached, attached, row housing along major arterials and lower density townhouse, subject to neighbourhood compatibility within 800 m of Rapid Transit Areas.

Building Height

9.0-9.5 metres (~30 feet)

Density

24 UPH* (Detached), 35 UPH* (Duplex), and 37 UPH* (Row House or Townhouse)

Civic/ Institutional



Public facilities such as education, recreation and culture. Secondary and supportive uses are permitted including affordable housing in coordination with civic uses.

Parks & Open Space



Public open space that encourages social interaction and reinforces the public realm, supporting activities such as socializing, resting, and eating, and adding to the quality of urban living, and may include neighbourhood and urban parks.

Riparian



Riparian areas are important habitat for fish and wildlife, and support biodiversity. They are key to protecting water quality and reducing stormwater run-off impacts as they absorb and store rainwater. All streams and riparian areas should be conveyed to the City to be protected and maintained as natural area.

Notes:

* Additional bonus densities may be considered in select areas in exchange for the provision of sufficient community amenities in accordance with approved City Council and Development policies, to be determined as part of future planning. Can only be applied where noted minimum base commercial and employment FAR is first provided.

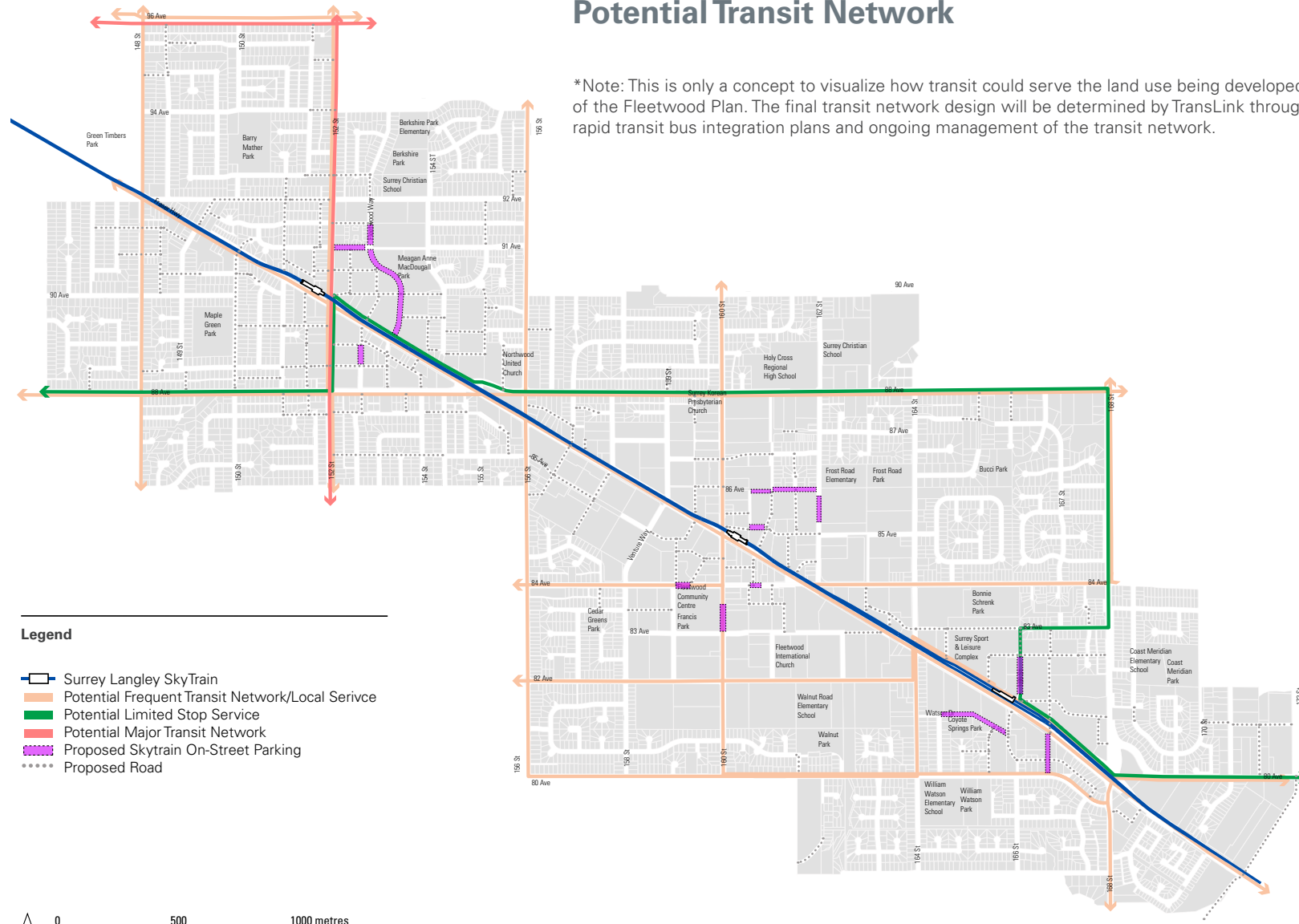
Additional incentives to provide density allowances to encourage the construction of buildings that limit their contribution to climate change are anticipated in Fleetwood. Such density allowances for a Zero Carbon Incentive ("ZCI") are expected to be delivered through a future update to the Zoning Bylaw. Where applicable, this ZCI approach would enable a modest increase to the allowable base density of specific land use designations where zero carbon energy is used for all on-site building operation. These updates to the Zoning Bylaw are anticipated to be brought forward for Council's consideration in Spring 2022, with Fleetwood to be added following Stage 2 Plan adoption.

In Urban Centres and Frequent Transit Development Areas, densities expressed as Floor Area Ratio (FAR) are calculated on a gross site basis, before dedications for roadways or other public purposes are accounted for, and unless otherwise noted. For the purposes of density calculations, undevelopable areas such as riparian areas, parks, or utility corridors, etc., are not included in the gross site area. In all other circumstances, densities expressed as either FAR or Units Per Hectare (Units Per Acre) are calculated on a net site basis, after dedications for roadways or other public purposes are accounted for, unless otherwise noted.

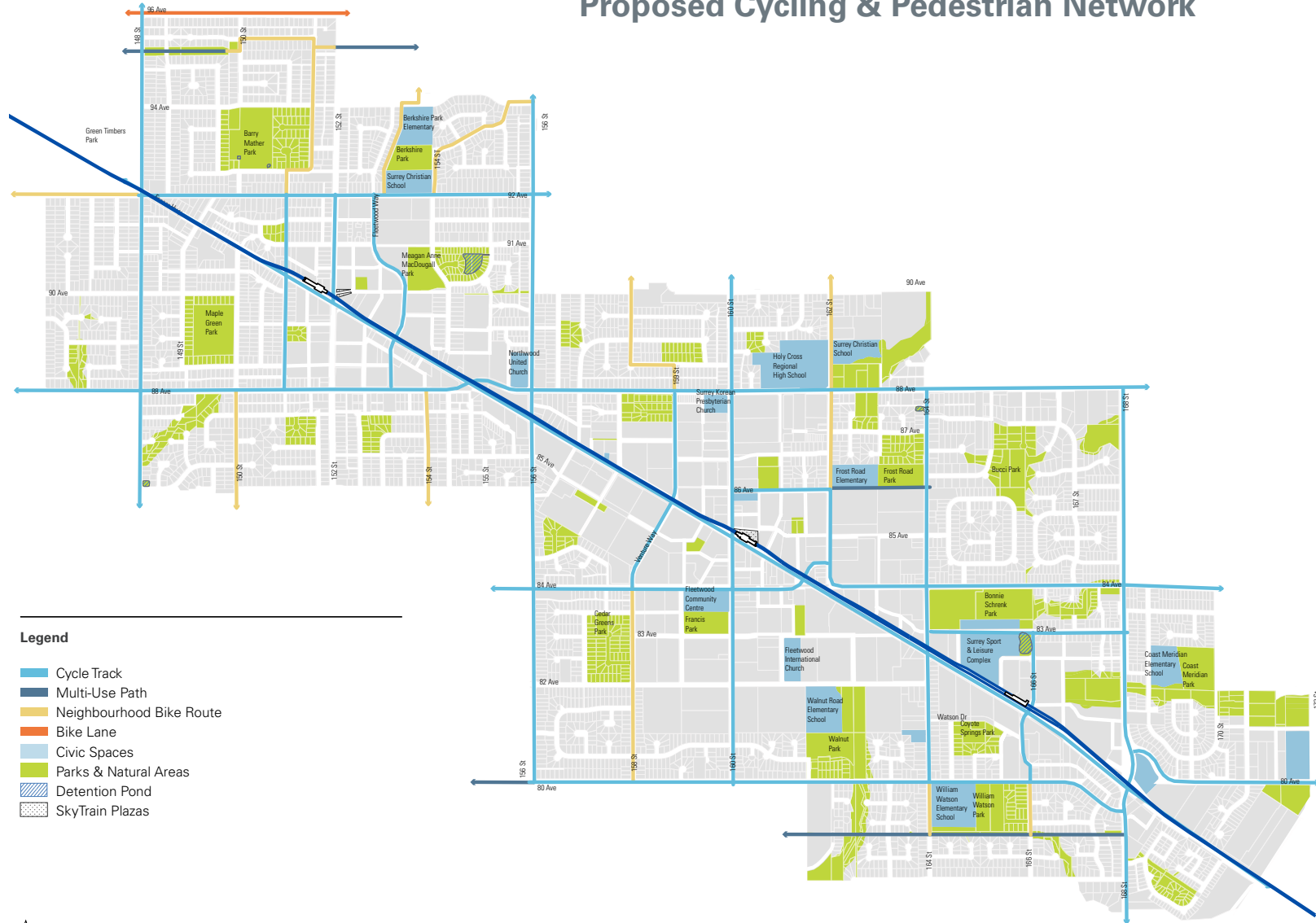
Stage 1 Fleetwood Plan | Summary

Potential Transit Network

*Note: This is only a concept to visualize how transit could serve the land use being developed as part of the Fleetwood Plan. The final transit network design will be determined by TransLink through their rapid transit bus integration plans and ongoing management of the transit network.



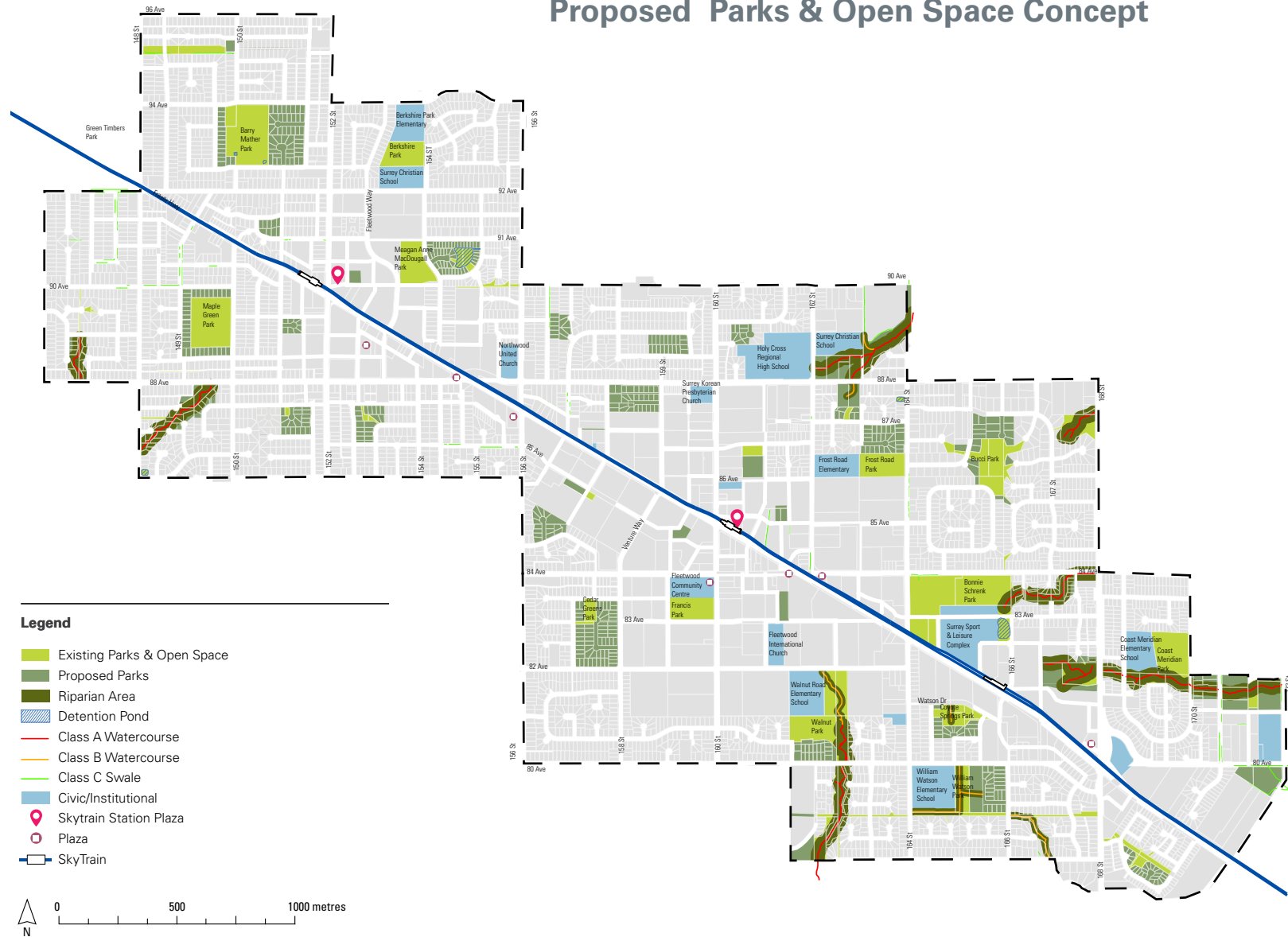
Proposed Cycling & Pedestrian Network



- Legend**
- █ Cycle Track
 - █ Multi-Use Path
 - █ Neighbourhood Bike Route
 - █ Bike Lane
 - █ Civic Spaces
 - █ Parks & Natural Areas
 - ▨ Detention Pond
 - ▨ SkyTrain Plazas

Stage 1 Fleetwood Plan | Summary

Proposed Parks & Open Space Concept





City of Surrey

Interim Policy

Policy Title: Fleetwood Plan Development Expectations Strategy

Approval Date: **Proposed – March 7, 2022**

Department: Planning and Development

Policy Statement

This Interim Policy establishes guidelines to provide landowners, developers and buyers and sellers of lands in the Fleetwood Plan Area with clarity regarding the City’s expectation for consideration of rezoning and development. The Policy applies to the Plan Area (see Attachment “I”) and applies to all development applications involving rezoning.

1. Intent

Land use planning to support the Surrey Langley Skytrain (“SLS”) Project in Fleetwood is expected to be finalized in 2023. These interim policies are intended to provide clarity regarding a range of development parameters, including site density, road dedications, parkland acquisitions, urban design, lot consolidation, and housing. It also provides updated parameters regarding Community Amenity Contributions (“CACs”).

This interim policy, including all direction it provides, supersedes prior interim policies for the Fleetwood Plan Area (Attachment “I”). It will be refined and replaced by an approved Stage 2 land use plan.

2. Affordable Housing Policy

Stage 2 of the planning process will establish and refine affordable housing policies for the SLS corridor; the initial framework is discussed in the Bonus Density section below. This policy work will be undertaken as part of the commitments made as part of the SLS Supportive Policies Agreement.

The SLS Supportive Policies Agreement confirms policy commitments that have significant impacts on the project’s objectives, including increasing access to a range of housing options along the SLS Transit Corridor. Studies show that housing and transportation choices are closely linked and represent the largest expenditures for most households. The cost of owning and operating a vehicle is more expensive than taking transit. Therefore, locating housing

affordable housing for low and moderate income households near frequent transit services, provides an opportunity for households to reduce their transportation costs and improve access to employment and services.

3. Development Density

Maximum allowable density for each land use designation are represented as Floor Area Ratios (“FAR”) or Unit Per Hectare (“UPH”) in the Stage 1 Plan Corporate Report. Development parameters for density and building heights will be subject to additional review and refinement through the Stage 2 planning process. This may include additional requirements for commercial, institutional, office and affordable housing (including rental housing) within allowable base density for land use designations within 200m distance of SkyTrain Stations.

In the interim, any rezoning or development applications are required to meet the intended building form and uses as described with the approving Stage 1 Corporate Report and Plan.

A. Frequent Transit Development Areas and Urban Centre Areas and Gross Density

(i) Development occurring within the plan within areas identified as ‘*Urban Centre*’ and ‘*Frequent Transit Development Area* (“FTDA”)’ may calculate density based on gross site area prior to dedications for roadways or other public purposes, such as conveyed parkland. This consideration will apply to all land use designation within these identified geographies (see Attachment “II”).

(ii) Designations outside the proposed FTDA and Urban Centre will have density calculated based on net site area after dedication for roadways or other public purposes as identified in the Official Community Plan (“OCP”).

(iii) Official Community Plan (“OCP”) land use designations are anticipated to be updated and aligned with Fleetwood Plan land use designations following adoption of the Stage 2 Plan.

Bonus Density Considerations

(i) Additional bonus densities may be considered in select areas based on individual application merit, and in exchange for the provision of sufficient community amenities in accordance with approved density bonus policies and by-laws, to be determined as part of future planning. Additional bonus density may only be applied where noted minimum base commercial and employment densities (FAR) are first provided.

(ii) Notwithstanding section B.(i) of this policy, additional criteria for bonus density is expected to be developed in the Stage 2 planning process for areas abutting SkyTrain Stations, as well as special study areas as identified in Attachment “III”. Development in these areas is intended to advance City objectives to grow employment, provide

community amenities, and support affordable housing through comprehensive transit-oriented development. In doing so, station adjacent development will support the goals and objectives in the Surrey Langley SkyTrain (SLS) Supportive Policies Agreement.

Bonus density in these area should provide one or more of the following as an integral component of additional density:

- a) Qualified rental units, secured through a Housing Agreement *for 60 years or the life of the building*;
- b) Non-market housing units;
- c) Affordable housing;
- d) Institutional, community or civic uses; and/or,
- e) Office, commercial or employment uses (in addition to uses required in base density).

Additional details and density bonusing parameters will be established for areas identified in Attachment III as part of the Stage 2 planning process.

(iii) Maximum height and density allowances are to be determined in Stage 2 of the Plan process, along with specific criteria and/or guidelines.

C. Zero Carbon Incentives

(i) Additional incentives to provide density allowances to encourage the construction of buildings that limit their contribution to climate change are anticipated in Fleetwood. Such density allowances for a Zero Carbon Incentive (“ZCI”) are expected to be delivered through a future update to the Zoning Bylaw. Where applicable, this ZCI approach would enable a modest increase to the allowable base density of specific land use designations where zero carbon energy is used for all on-site building operation. A ZCI framework within the Zoning Bylaw is anticipated to be brought forward for Council’s consideration in Spring 2022, with Fleetwood specific density parameters to be included with the adoption of the Stage 2 Fleetwood Plan.

4. Community Amenity Contributions

In accordance with City policy to address the impacts of growth and the amenity needs of new residents, all development proposals at the time of future rezoning or building permit issuance will be required to make a monetary Community Amenity Contribution (“CAC”). Contribution rates, and associated amenities, will be reviewed as part of the Stage 2 planning process. Applications for development over 6 storeys are not permitted to proceed past 3rd reading until a Stage 2 Plan is adopted by Council.

There are four main categories of CACs that will be applicable in the Fleetwood Plan.

- A. Secondary Plan (area specific) CAC’s will be updated in Stage 2 of the plan. They will apply to all residential development seeking increased density (rezoning or

subdivision) in keeping with land use designation (with some exceptions) and are applicable to all proposed residential units as well as some for commercial spaces. Secondary Plan CACs are anticipated for Police, Fire, Libraries, Parks, Transit and Culture.

- B. Universal (City-wide) CAC's apply to all density bonus rezonings/ subdivisions (with some exceptions). These include CACs for affordable housing and public art. Contribution rates, exemptions and collection process are to be provided in accordance with applicable existing policy.
- C. Tier 1 Capital Project CAC's will apply to residential development seeking bonus density (with some exceptions) applicable to the portion of new units that comply with the density of the Plan.
- D. Tier 2 Capital Project CAC's will apply where residential rezoning's seek increased density above approved Stage 1 Plan based densities (or as amended by stage 2). In such circumstances, Tier 1 Capital Project CAC's are applied up to Plan approved density and Tier 2 is then applied to the portion of density above the Plan. Capital Project CAC rates, phasing, exemptions, and collection process are to be provided in accordance with Surrey's Community Specific Density Bonus Policies for Fleetwood area outlined in Surrey's Zoning Bylaw #12000, as outlined in Schedule G, and/or Density Bonus Policy O-54.
- E. Rezoning applications for secured social housing, institutional and rental that meet the criteria of the Community Amenity Contributions Density Bonus Policy and other Council approved policies and guidelines are not subject to a Capital Project or Affordable Housing CACs.

5. Road Dedication

- A. All roads shown on the Stage 1 Transportation Concept will be taken as road dedication as part of development applications.
- B. Underground parking will not be permitted to be constructed underneath the roadway.
- C. In addition to the roads indicated on the Stage 1 Transportation Concept, developments may be required to dedicate additional roads, lanes or walkways, as determined on a case-by-case basis.

6. Family and Affordable Housing Policies

The Fleetwood Plan plays an important role in achieving the City's housing goals. A diversity of housing forms and tenure types will support the housing needs for all ages and abilities.

Adaptable housing standards will support people living with disabilities and limited mobility and future proof for an ageing society. The final plan will outline policies that will apply to new development in the Plan Area to support the housing objectives of the City's Affordable Housing Strategy.

To support affordable housing objectives the Plan outlines the following policies that apply to new development within the Plan Area:

- A. A minimum of 30% of new multi-family housing units should be family oriented 2-bedroom or greater, and at least 10% as 3-bedroom or greater.
- B. All new multi-family residential units should meet the Adaptable Housing Standards in the BC Building Code.
- C. All new development should conform with the City's Rental Housing Redevelopment Policy (Policy O-61) for re-development of purpose-built rental housing.
- D. Any development proposing bonus density in the Core, High Rise, or Special Study Area Designations, abutting a SkyTrain station as identified in Attachment "III", that include non-market or secured rental housing will be prioritized for density bonus and building height considerations. Additional development and processing incentives and considerations will be development as part of the Stage 2 planning process.

7. Urban Design Guidelines for Development

Comprehensive urban design guidelines will be developed through the Stage 2 planning process. These will include the OCP DP 1.1 Guidelines, as well as (but not limited to) the following:

- A. Frame development sites with built edges along streets and lanes.
- B. Street wall enclosure should be maintained along roads by maximizing the width of the building along the full extent of the street.
- C. Provide the following building setback guidelines:
 - i. 3 metres to commercial interfaces fronting arterial roads;
 - ii. 2 metres to commercial interfaces fronting collector and local roads;
 - iii. 5.5 metres to all ground level residential interfaces to a road;
 - iv. 4.5 metres on Green Lanes to building interfaces;
 - v. Internal property line setbacks to be determined at application;
 - vi. 20 metres to Skytrain for residential interfaces and 10 meters for commercial.
- D. Where new development interfaces Plan designated 'Urban Residential' or 'Townhouse' (including across the street), building height should transition down to a maximum of 13 metres height (4 storeys).

- E. Where developments interface with an arterial road or commercial development (including across the street), building height or podium heights should be a minimum of 4 storeys high and a maximum of 6 storeys, to create a consistent street wall enclosure. Building step backs may be introduced only above the 4th storey.
- F. Orient active commercial uses towards the most active street frontages. Consider residential and less active uses where new development interfaces long-term single family or residential.
- G. Indoor amenity areas should avoid being placed along ground level street frontages, and instead activate the public realm with commercial or residential units.
- H. Residential units located along the street at ground level should have a two-storey townhouse expression, articulated with an emphasis on the vertical expression and identification of individual units.
- I. Consider utilizing lanes or local roads (less priority streets) within development blocks for services, loading, parking ramp, and back of house activities. Keep the parking ramp under the building to minimize the exposed parking ramp.
- J. Minimize the east-west dimension of towers to 28 metres in width with a maximum 650 square metre floor plate to reduce shadow and wind impact on the public realm. Development applications should include a wind impact study and shadow impact analysis for 10 am, noon, and 2 pm at the equinoxes.
- K. High-rise Tower separation should achieve a distance of 30 metres on a diagonal or 50 metres face-to-face to preserve view corridors and residents' privacy.
- L. Mid-rise Tower separations from corner-to-corner should be a minimum of 20 metres and from face-to-face a minimum of 30 metres.
- M. Provide generous publicly accessible open spaces (plazas) on private property located at corners, next to the lobby entries or other appropriate locations. Plaza sizes will be commensurate with the scale of development. Larger sites may be required multiple plazas of a large-scale (e.g. 500 square metres).

8. Park Adjacent Design Guidelines

The Stage 2 Plan will also include design considerations for development that is adjacent to designated parkland. This will ensure that development positively contributes to park design and function. Guidelines will include (but not be limited to) the following:

- A. Multi-family development adjacent to parks should front units towards parkland and will provide a sidewalk within the private property onto which all ground-oriented units will front. Any fencing to delineate private property will be a maximum of 1.0

metres tall, visually permeable and located on the private property side of the frontage sidewalk.

- B. Design development to meet the existing natural grade of a park or plaza wherever possible. If retaining walls are required adjacent to a park or plaza, they must be entirely on private property, including any underpinning, and with all necessary setbacks required for maintenance from private property. Retaining walls are to be appropriately designed, treated, and screened to minimize their visual impact along park interfaces. Provide a minimum 1.0m setback to any retaining walls facing a park.
- C. If rights-of-way for servicing or any other access (temporary or permanent) is required through parkland, compensation for the rights-of-way and restoration of parkland is required to Parks standard.
- D. Any development adjacent to an existing or future park must submit an arborist report that includes all trees within the first 10 metres of parkland. Tree surveys and inventories may be requested further into parkland should there be significant trees that may be impacted by development. Removal of any tree of any size on parkland requires advanced written approval from the Parks Department.
- E. Provide continuity and connectivity benefits for wildlife through landscaping and planting approaches, as established by the City’s Biodiversity Design Guidelines, within private development adjacent to parks.

9. Interim Lot Consolidation Requirements

Lot consolidation requirements prevent the creation of undevelopable land remnants based on proposed land use designations. They also ensure equitable distribution of road dedication and construction costs across properties, and in some cases ensure development does not adversely impact existing residents. Minimum Lot consolidation requirements for each designation type in the Stage 1 Plan have been generally identified in the table below:

Stage 1 Land Use Designation	Minimum Consolidation Area
Fleetwood Core, High Rise Mid Rise, Mixed Employment or Commercial	1 Acre (0.4 Ha)
Low Rise	0.7 Acre (0.28 Ha)
Townhouse	0.5 Acre (0.2 Ha)
Urban Residential: <ul style="list-style-type: none"> • <i>Detached Residential</i> • <i>Semi-Detached Residential</i> • <i>Attached Residential</i> • <i>Townhouse</i> 	<i>0.3 Acre (0.12 Ha)</i> <i>0.4 Acre (0.16 Ha)</i> <i>0.5 Acre (0.2 Ha)</i> <i>0.6 Acre (0.24 Ha)</i>

If a minimum consolidation area is proven to be unfeasible, the developer must:

- Demonstrate that the development potential of the excluded property is not compromised to the satisfaction of the City; and

- Share any required road construction costs amongst properties.

In all cases of infill development, the developer must provide a concept plan for adjacent properties to prove excluded properties remain developable within the larger neighbouring block. In higher density high-rise areas, a tower separation study should be conducted to ensure the anticipated density can be achieved in the excluded properties. Developer may be required to leave a “no build” lot to assist with the developability of an adjacent unconsolidated lot (e.g. to provide adequate depth for parking 36 metres). A detailed lot consolidation strategy will be developed as part of the Stage 2 planning process.

10. Interim Petition Requirements

Properties designated “Urban Residential” within the Stage 1 Plan will be subject to a petitioning requirements to support any consideration for plan amendments. A petition of support will be required to justify amendment beyond the parameters outlined with the Urban Residential designation. A supportive petition requires a minimum of 75% of property owners within the same block and street frontage as the proposal. Potential permanent petitioning requirements within the Urban Residential designation will be considered through the Stage 2 planning process.

11. Future Area Specific DCCs for Strategic Property Acquisitions

It is anticipated that new development will be subject to the citywide DCC rates. An Area Specific DCC will be explored through the Stage 2 planning process to fund strategic parkland acquisition in the Plan Area. The cost and mechanism for acquisitions will be determined as part of the Stage 2 Plan.

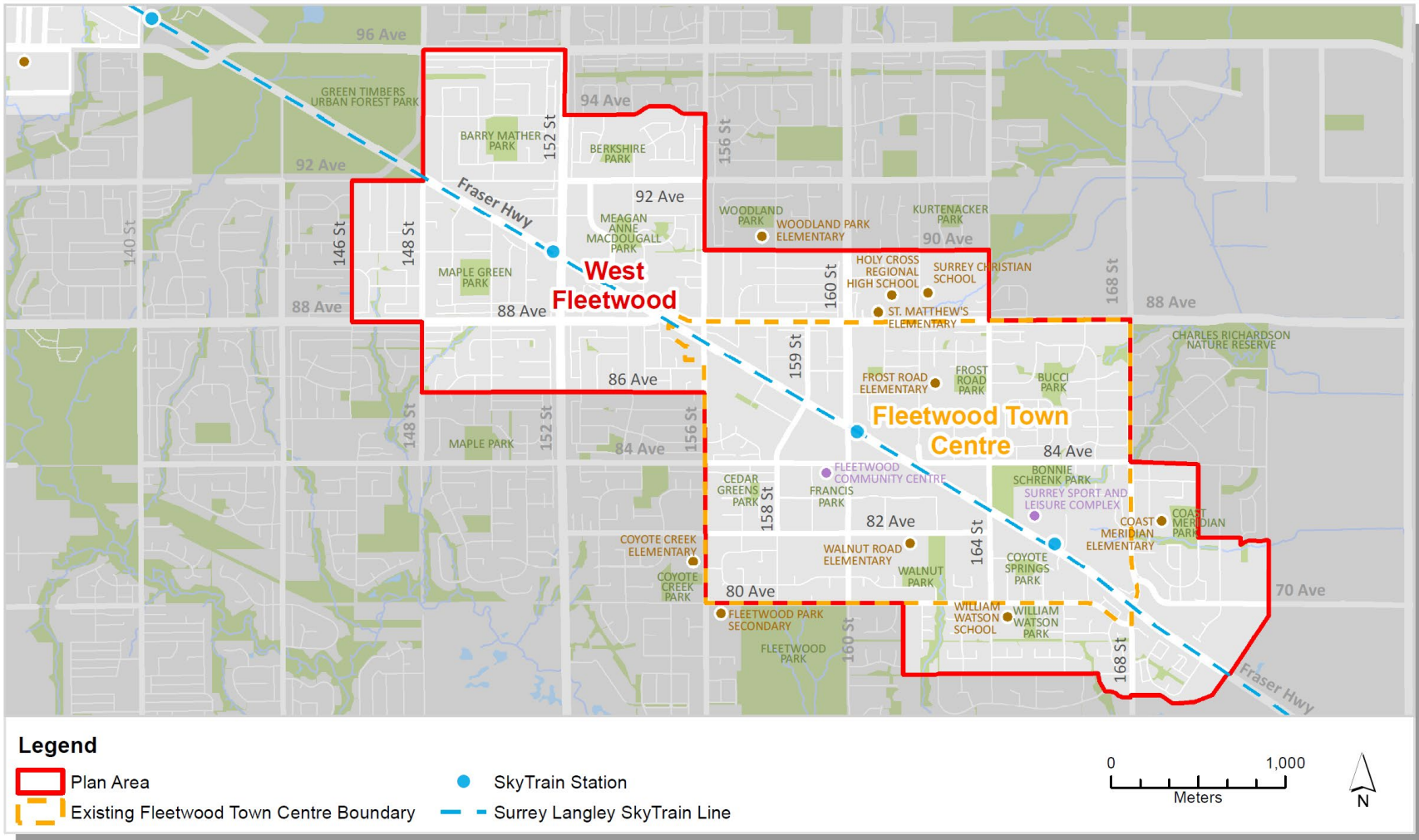
12. Development Permit Areas

Development Permit Areas (“DPA”) for Form and Character will apply to all future multiple residential, mixed-use, commercial, and institutional buildings.

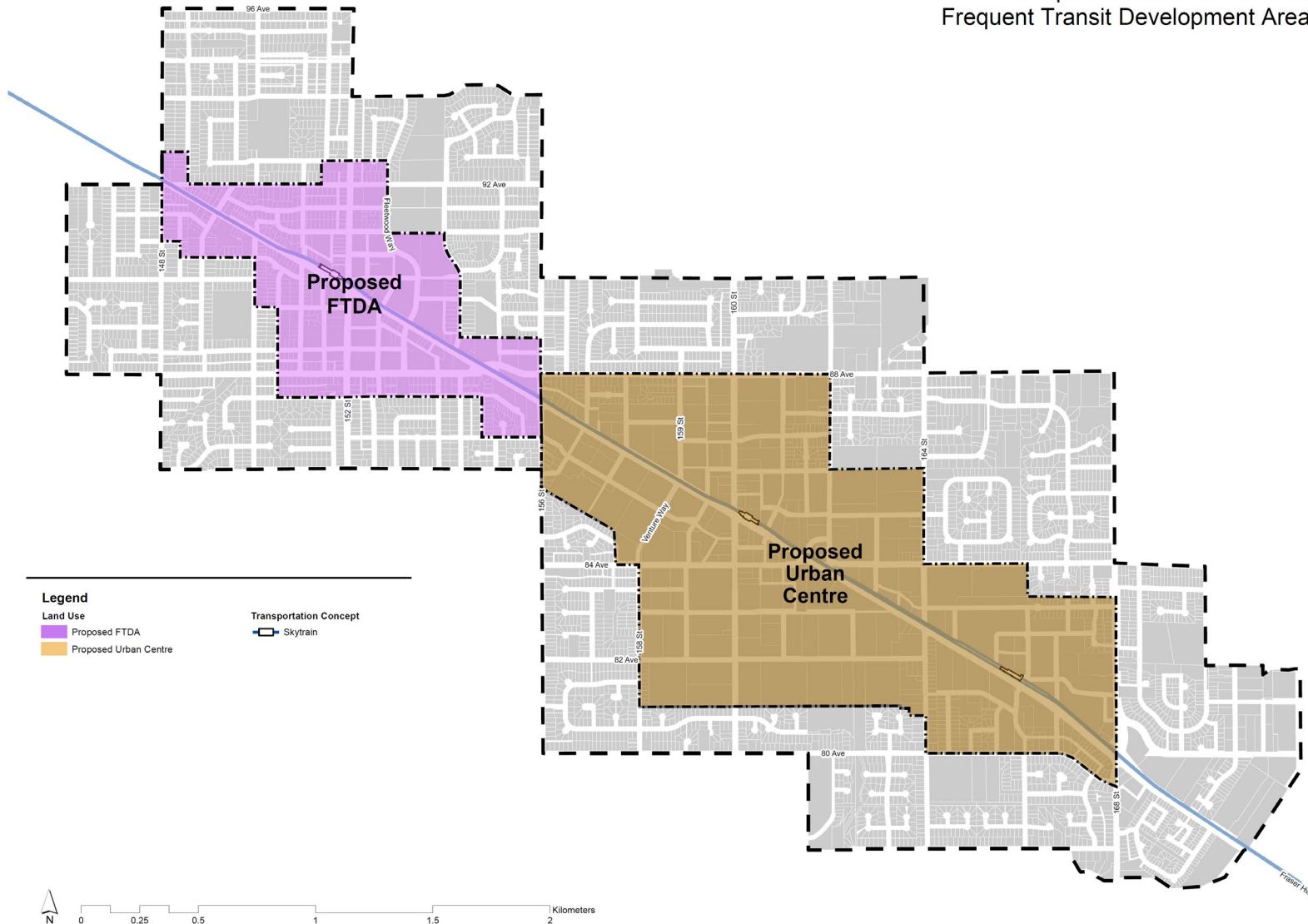
Development Permits for Sensitive Ecosystems, and Hazardous Slopes may also be applicable in Sensitive Ecosystem and Hazard DPA areas outlined in the Surrey OCP.

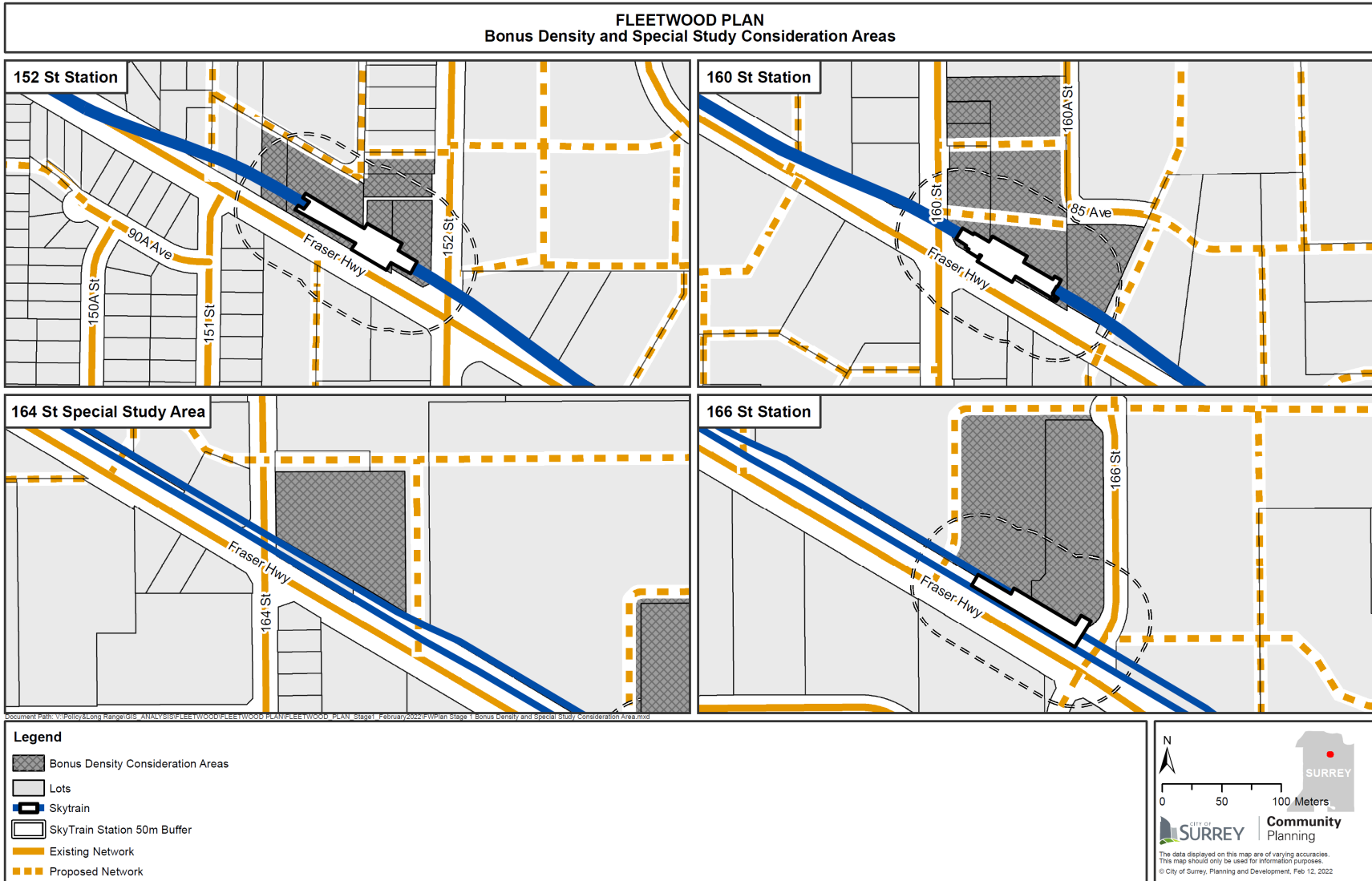
13. Future NCP Consultant Work Surcharge

Several consultants were retained to assist with the preparation of the Stage 1 Plan, including studies for market, environmental, design and engagement considerations. Additional engineering, urban design and financial service studies are expected as part of the Stage 2 planning process. Upon completion of the Stage 2 plan, it is expected that a Fee Imposition Bylaw will be considered by Council for the recovery of plan preparation costs through the payment of application surcharge fees at time of development application.



Fleetwood Stage 1 Plan Proposed Urban Centre and Frequent Transit Development Area





CITY OF SURREY

BYLAW NO. 20564

A bylaw to amend the provisions of Surrey Zoning
By-law, 1993, No. 12000, as amended.

.....

The Council of the City of Surrey ENACTS AS FOLLOWS:

- 1. Surrey Zoning By-law, 1993, No. 12000, Schedule G, as amended, is hereby further amended as follows:
 - a. Section C - Community Specific Capital Projects Contributions:
 - i. Sub-section 14 is amended by replacing the title "FLEETWOOD TOWN CENTRE CONTRIBUTION AREA" with "FLEETWOOD COMMUNITY AREA".
 - ii. Sub-section 14(b) is amended by replacing the amount "\$161.46" with "\$376.73" and replacing the amount "\$15" with "\$35".
 - b. Section E – Secondary Plan and Infill Area Contribution Areas and Rates:
 - i. Sub-section 16 is amended by replacing the title "FLEETWOOD TOWN CENTRE" with "FLEETWOOD PLAN".
 - ii. Sub-sections 16(a) and 16(b) are deleted in their entirety and replaced with new sub-sections 16(a) and (b) attached to this bylaw as Schedule A.
- 2. This Bylaw shall be cited for all purposes as "Surrey Zoning Bylaw, 1993, No. 12000, Text Amendment Bylaw, 2022, No. 20564".

PASSED FIRST READING on the th day of , 2022.

PASSED SECOND READING on the th day of , 2022.

PUBLIC HEARING HELD thereon on the th day of , 2022.

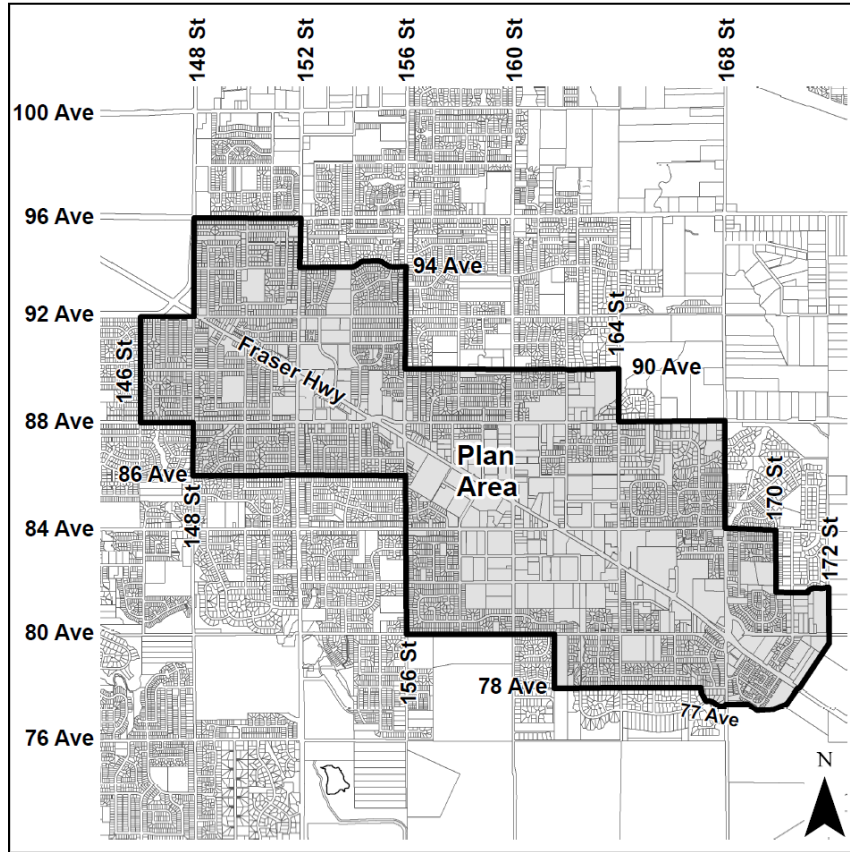
PASSED THIRD READING on the th day of ,2022.

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and Clerk, and sealed with the Corporate Seal on the th day of ,.202_.

_____MAYOR

_____CLERK

"(a) The Fleetwood Plan Area shall be identified as follows:

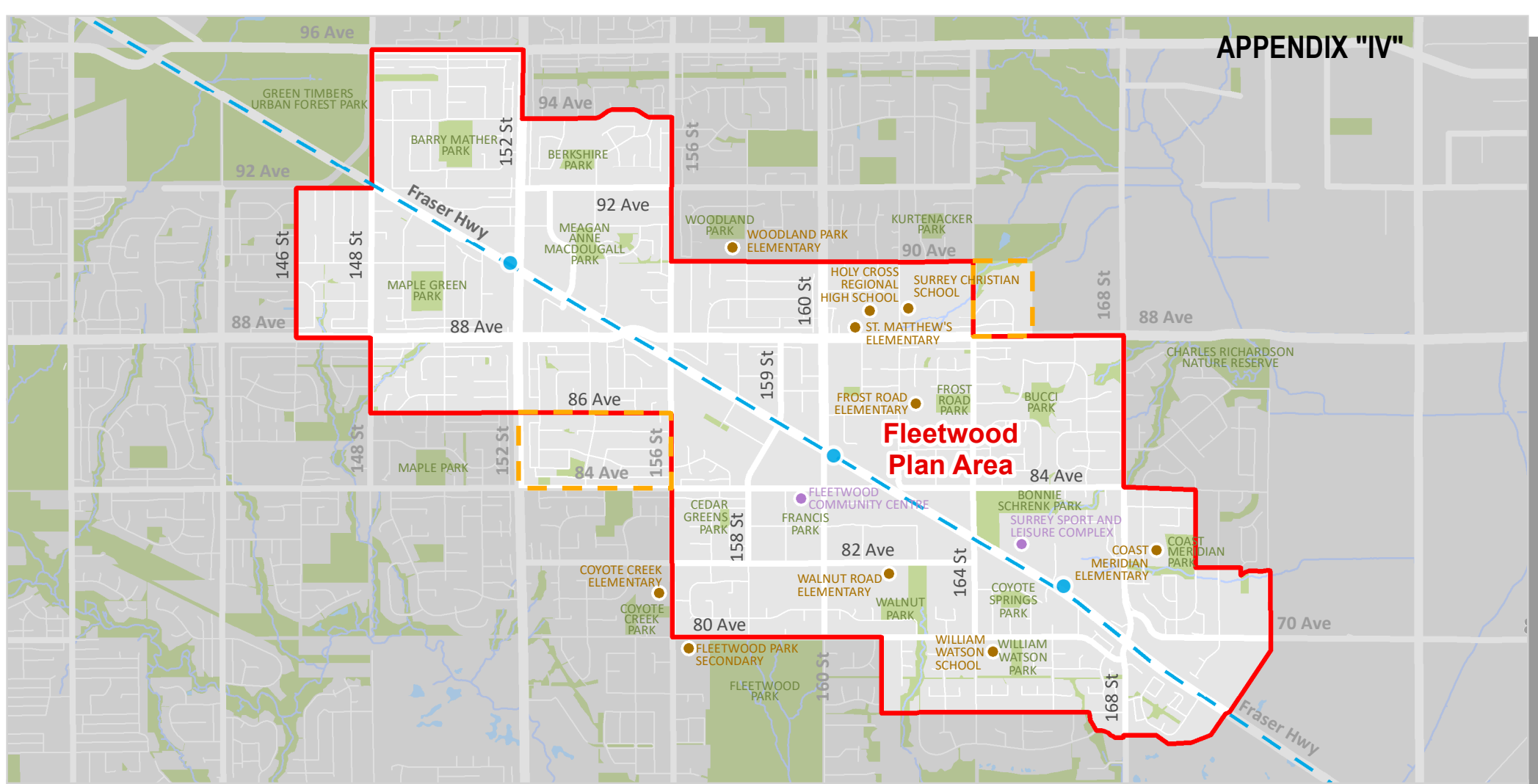


(b) Amenity contributions for the Fleetwood Plan Area identified in Section E.16(a) above are as follows:

Uses	Amenity Contributions				
	Police	Fire	Libraries	Parks ²	TOTAL
RESIDENTIAL ¹ \$/dwelling unit	\$82.94	\$358.33	\$186.61	\$4,000.00	\$4,627.88
NON-RESIDENTIAL \$/hectare (\$/acre)	\$1,229.62 (\$497.61)	\$5,312.66 (\$2,149.96)	n/a	n/a	\$6,542.28 (\$2,647.57)





Explanatory Notes:

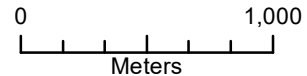
- 1 Excludes *secondary suites*.
- 2 Includes pathways and facilities."

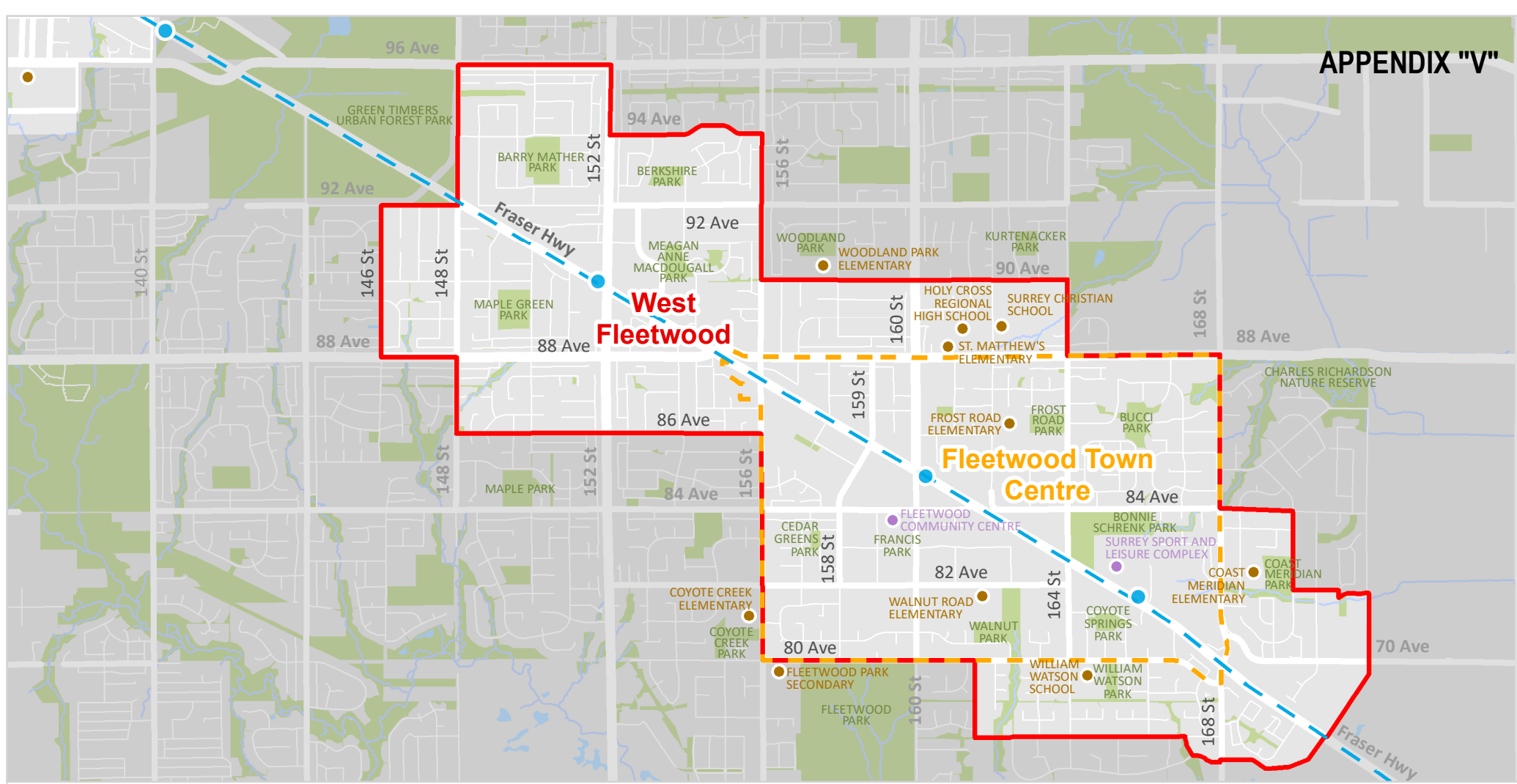


**Fleetwood
Plan Area**





Legend

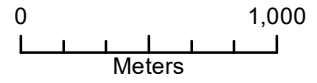
-  Plan Area
-  SkyTrain Station
-  Proposed Plan Boundary Extension Area
-  Surrey Langley SkyTrain Line





Legend

-  Plan Area
-  SkyTrain Station
-  Existing Fleetwood Town Centre Boundary
-  Surrey Langley SkyTrain Line



Engagement Summary

Fleetwood Plan
STAGE 1 (2019-2021)

Winter, 2022

| Building the Plan



ENGAGING IN FLEETWOOD

We meaningfully engage to help shape and define our City.

In April 2019, the City of Surrey began background study work to launch a multi-year process to create a comprehensive Fleetwood Area Plan.

The 25+ year plan will focus on opportunities to integrate new housing, jobs, businesses, and amenities around the new Expo Line SkyTrain expansion to Fleetwood. Our goal is to support growth while maximizing the community benefits associated with the new rapid transit connection to the region.

Stage 1 of the planning process (Getting Started, Exploring Options, and Developing the Plan) was conducted over 2019-2021.

Over the past 3 years, there have been many opportunities for residents and stakeholders to provide input and feedback on the Plan.

This document summarizes stakeholder input and staff take-aways throughout the Stage 1 engagement process.

TABLE OF CONTENTS


2	How We Engage
4	Engagement Snapshot
6	Step 1: Getting Started
10	Step 2: Exploring Options
27	Step 3: Developing the Plan

HOW WE ENGAGE


Striking the right balance.

Every land use plan is the summation of three groups' opinions and sometimes competing objectives. Each group provides a valuable lens that cannot be ignored. The resultant plan is better than if it was completed by any one group alone.


Everyone has a unique role in *creating the Plan*



Staff & Council
Staff and Council align the Plan with established City and inter-municipal policies (e.g. Official Community Plan, Sustainability Charter, and Regional Growth Strategy). The City has committed to these policies, which in turn ensures the City and region are moving towards the same goal.



Technical Resources & Experts
Experts provide detailed background studies and professional opinions on everything from traffic, the housing market, public health, biodiversity and more. They provide a quantitative and scientific lens to decision making.



The Community
Residents are the local expert. Where technical experts provide objective accounts, residents provide the qualitative, personal, subjective account of the community. They are our best resource for firsthand knowledge.

INVOLVEMENT IN THE PROCESS

The Surrey Public Engagement Strategy has adopted a modified version of the IAP2 Spectrum of Public Participation. This approach assumes that all engagement serves to 'inform' and that meaningful engagement aims to consult, involve, collaborate and/or empower, depending on the specific engagement objectives.

Throughout Stage 1 (Step 1-3), engagement falls in the 'Involve' to 'Collaborate' range. In Stage 2 (Steps 4-5), engagement falls in the 'Consult' to 'Involve' range.

	Stage 1 Level of Engagement Range			Stage 2 Level of Engagement Range
	Consult	Involve	Collaborate	Empower
Public Participation Goal	To obtain public feedback on analysis alternatives and/or decision.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To place final decision making in the hands of the public.	To place final decision making in the hands of the public.
Promise to the Public	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the direction.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

STAKEHOLDER INFLUENCE

The range of interests and influence.

A stakeholder is a person who has something to gain or lose through the outcomes of planning. 'Interest' indicates to what degree they are likely to be affected by the plan. Generally, this is proportional to the amount of time or investment they are willing to make to engagement. The 'influence' each group has on the plan varies through out the process.

Stakeholders with high influence and high interest are the people or organizations most integral to the planning process. Stakeholders with high interest but low influence need to be consulted with and kept informed. Those with high influence but low interest should be involved in the decision making. All stakeholders play an important role in the process. We offer all stakeholders the opportunity to get involved and provide input.

STAKEHOLDER MAP



Engagement Snapshot

A QUICK LOOK

Over the past 2 years, the plan has been refined through a comprehensive community engagement process. In total, over 27,300~ residents and stakeholders have participated by attending workshops, open houses, stakeholder meetings or by completing online surveys. The result is an updated plan that reflects direct resident involvement.

4 WAYS RESIDENTS WERE NOTIFIED



Newspaper

Ads in Peace Arch News, Surrey Now Leader, and Cloverdale Reporter



Mail

Postcards sent to area residents and property owners.



Social Media

City of Surrey Facebook, Instagram, and Twitter targeted ads for South Surrey residents.



Website

City of Surrey Website, E-News, and South Surrey CitySpeaks Panel

5 WAYS STAKEHOLDERS PARTICIPATED



Workshops

large group dialogue sessions



Public Open House



Online Surveys



Stakeholder Meetings and Site Visits



Emails & Phone Calls
fleetwoodplan@surrey.ca

BY THE NUMBERS

Approximately,

96,964

Touchpoints with participants, residents, and stakeholders. A touchpoint is an interaction not a person. Very involved residents could be the source of multiple touchpoints.

Survey Respondents

4,664

Open House Attendees

750

Online Visits

24,000

Emails & Phone Calls

500+

Stakeholder Meetings

50+

Postcard Mail-outs

67,000

ENGAGEMENT AT A GLANCE





Summary of Community Engagement throughout Stage 1

1: Getting Started	2: Exploring Options	3: Developing the Plan
---------------------------	-----------------------------	-------------------------------

Objectives:

- Raise awareness about the Fleetwood Plan process.
- Understand key resident priorities for accommodating growth.
- Identify residents' favourite places in Fleetwood.
- Pinpoint where residents' think the 'heart of Fleetwood' is.

Methods:

-  Public Open House
-  1 Online Surveys
-  1-on-1 Emails & Phone Calls
-  Stakeholder Meetings

Level of Engagement:





CONSULT

We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.

Objectives:

- Establish the vision statement and objectives for the Fleetwood Plan.
- Understand what Fleetwood residents value most about the neighbourhood.
- Identify the 'heart of Fleetwood'.
- Explore how we can develop 152 Street node as a distinct part of Fleetwood.

Methods:

-  Web page engagement
-  3 Online Surveys
-  1-on-1 Emails & Phone Calls
-  Stakeholder Meetings

Level of Engagement:





INVOLVE

We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.

Objectives:

- Present the first draft of the Land Use Plan.
- Demonstrate how community values are represented in the Draft Plan.
- Explain what will be presented to Council for Stage 1 approval.
- Educate on the next steps and opportunities for further input/changes.
- Understand the outstanding concerns and issues to be resolved in the Stage 2 planning process.

Methods:

-  Web page engagement
-  2 Online Surveys
-  Emails & Phone Calls
-  Stakeholder Meetings

Level of Engagement:

INVOLVE

We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.



As we were moving into Step 2 of the plan process (Exploring Options) in Spring 2020 the pandemic hit. In response the City paused all engagement. When outreach resumed we shifted engagement online to address social distancing measures.



1 Engagement Step One

1: GETTING STARTED

2: EXPLORING OPTIONS

3: DEVELOPING THE PLAN

FALL 2019

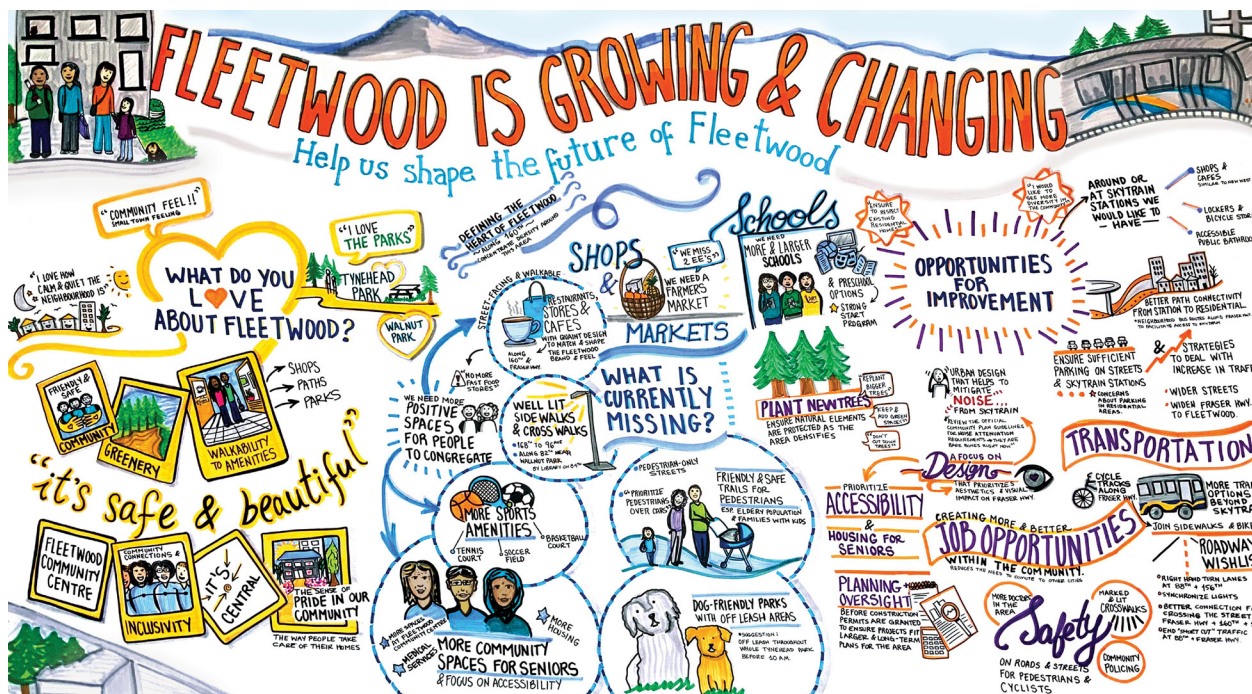
On November 13, 2019 we held an open house at the Surrey Sport and Leisure Complex, conducted an online survey and held stakeholder meetings. This initial outreach was designed to raise awareness about the Fleetwood Plan process. In addition, it was an opportunity for residents to share what makes Fleetwood so unique and what excites or concerns them about the future of Fleetwood as the population expands and the SkyTrain extends along Fraser Highway.

STEP ONE AT A GLANCE

Objectives	Methods	Outcomes
<ul style="list-style-type: none"> Raise awareness about the Fleetwood Plan process. Understand key resident priorities for accommodating growth. Identify residents' favourite places in Fleetwood. Pinpoint where residents' think the 'heart of Fleetwood' is. 	<ul style="list-style-type: none"> Public Open House 1 Online Survey 1-on-1 Emails & Phone Calls Stakeholder Meetings 	<ul style="list-style-type: none"> Raised public awareness about the Fleetwood Plan and process. Identified broad goals and priorities from residents on how they want to see Fleetwood grow.

LIVE GRAPHIC RECORDING

During the November 13, 2019 open house participants were asked to share their concerns and desires for the future of their neighbourhoods. Results were captured in this live graphic recording.



Step 1 Getting Started

The Heart of Fleetwood

Residents were asked what area do they consider the 'heart of Fleetwood'. This heatmap displays areas that were highlighted by participants. This information will help the City determine a long term vision for Fleetwood and help determine core areas for planning.

RESULTS



"Fleetwood Community Centre -- it has everything in one place. Library, fitness, lovely outdoor gathering places."

- Survey Participant Response

"I love the Fleetwood library in the heart of Francis Park. It is also very close to commercial block where there's grocery, restaurants, and laundry among other things."

- Survey Participant Response

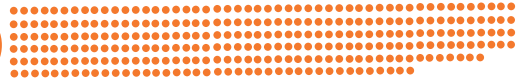
Step 1 Getting Started

Neighbourhood Elements that Residents Prioritized



Public spaces and streets that are safe for everyone, including women, children, seniors, and people with disabilities.

287



Networks of urban parks, trails, outdoor recreation, and natural ecosystems that are integrated with the neighbourhood.

190



High quality urban design of buildings and public spaces that give Fleetwood a unique character and vibrant sense of place.

163



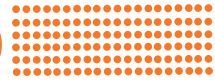
A land use mix and transportation network that supports active lifestyles and human health.

154



Reduced dependence on automobiles with safe and convenient transportation options for users of all ages and abilities.

123



Diversified local shops and services, employment opportunities, cultural spaces, and housing stock.

103



A mix of housing options and community services to meet the needs of a wide range of incomes, ages, ethnicities, and family structures.

66



More places to live, work, and play in compact, walkable nodes that are well served by public transit.

58



Community-wide preparedness for the effects of climate change and reduced reliance on fossil fuels.

32





Step 1 Getting Started

1 Accommodating a Growing Population

Residents were asked to select their top 3 priorities for accommodating population growth in Fleetwood.



54% Enhance walkability



51% Promote healthy living



44% Provide a mix of residential and commercial in the heart of Fleetwood

2 Improving the Transportation Network

How do we ensure that the transportation network meets the needs and abilities of residents whether they're walking, cycling, taking transit, or driving?



50% Facilitate the use of multi-modal travel



42% Create inviting and enjoyable pedestrian environments



41% Focus on transportation safety

3 Creating Community & Supporting Local Businesses

There will be a need to support and grow community as Fleetwood grows. How can we create a stronger sense of community and support local business?



50% Green the city



46% Foster connection with nature



45% Encourage mixed uses



2 Engagement **Step Two**

1: GETTING STARTED

2: EXPLORING OPTIONS





3: DEVELOPING THE PLAN

SPRING 2020 - WINTER 2021

In the Spring of 2020, as we were moving into Step 2 of the plan process (Exploring Options) the pandemic hit. In response the City paused all engagement. When outreach resumed we shifted engagement online to address social distancing measures. We also re-framed the planning process to account for the new normal. Step 2 (Exploring Options) was separated into three distinct phases to provide more opportunity for outreach and reflection:

- Step 2a: Checking In
- Step 2b: Exploring Growth Options
- Step 2c: Heart of Fleetwood

STEP TWO AT A GLANCE

Objectives	Methods	Outcomes
<ul style="list-style-type: none"> • Establish the <u>vision statement</u> and objectives for the Fleetwood Plan. • Understand what Fleetwood residents value most about the neighbourhood. • Identify the '<u>Heart of Fleetwood</u>'. • Explore how we can develop <u>152 Street Node</u> as a distinct part of Fleetwood. 	<ul style="list-style-type: none"> •  Web page engagement •  3 Online Surveys •  Emails & Phone Calls •  Stakeholder Meetings 	<ul style="list-style-type: none"> • The <u>vision statement</u> was developed from feedback heard from stakeholders and community members. • Participants helped Identify the '<u>Heart of Fleetwood</u>'. • <u>Growth options</u> were explored and identified through stakeholder feedback. • Participants helped identify the priorities for <u>152nd Street Node</u>.



Step 2a Checking In

1. Love & Value About Fleetwood



We asked participants what they love or value most in Fleetwood and what they miss doing during the pandemic. The results demonstrated how much residents value doing things locally. Whether it's visiting a local store, park or library or embracing that 'sense of community' that they feel in Fleetwood.

The top 3 things that participants love/value:

- 1 Going out to eat, shop and play.
- 2 Visiting local parks and natural areas.
- 3 Sense of community. Saying hello to neighbours and socializing with friends and family.

The top 3 things that participants missed:

- 1 Dining and shopping at local businesses.
- 2 Visiting the library, leisure and community centres.
- 3 Being active, going swimming and to parks with family and friends.

2. Wish for Fleetwood



From a farmers market to basketball courts to outdoor bbq's, participants had a range of fun and creative ideas for what they wish Fleetwood had.

The top 5 things that participants wished for:

-  Interconnected trails and multi-use paths
-  Outdoor plazas & places to gather
-  Farmers market
-  More green space and naturalized areas
-  More local shops, restaurants, and services

Step 2a Checking In

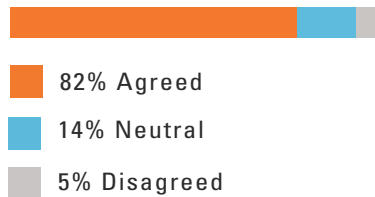
3. Vision for Fleetwood

We wanted to know whether participants agreed with the following vision statement:

"Fleetwood is a family-oriented community. It is a thriving centre for local business with a rich history and unique urban village character. It has distinctive parks and trails, exceptional community facilities and an engaging arts scene. Fleetwood's neighbourhoods are walkable, and home to a variety of housing types with access to easy and frequent transit."

The majority of participants (82%) agreed with the statement. However, there were many suggestions for how it could be fine tuned as we move forward in the plan process and finalize the vision statement.

82% Agreed



What's Missing from the Vision?

For those that agreed:

- Cultural diversity
- Biodiversity
- Green space

For those that were neutral or disagreed:

- Art centres/performance spaces
- Places for recreation

4. Plan Objectives

Overall, the majority of participants felt like we were on track and agreed with the five plan objectives. Participants most strongly agreed with the objective to promote wellness and active living. The objective with the lowest, but still reasonably strong support was the objective to promote a compact and complete town centre.

91% Agreed



Promote wellness and active living

85% Agreed



Foster a safe, inviting and distinct community identity

80% Agreed



Support a healthy business environment

79% Agreed



Transition to a resilient, low-carbon community

75% Agreed



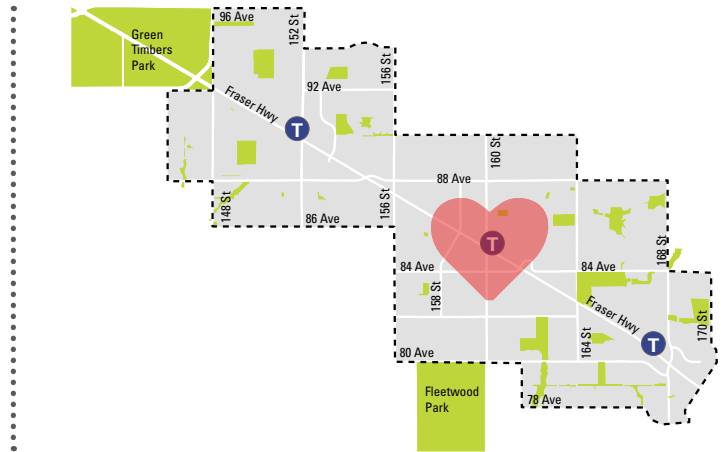
Promote a compact & complete town centre

Step 2a Checking In

5. Heart of Fleetwood

During our Fall engagement we asked where is the heart of Fleetwood? Participants identified the area around 160 Street and Fraser Highway. In the Spring we asked participants to confirm this and 82% agreed. Understanding where the heart of Fleetwood is located will be key as we start to look at how the core can redevelop.

82%
Agreed



6. Future of 152nd Street Node

As the core area grows so will other parts of Fleetwood. We asked participants how the area around 152nd Street can develop as a secondary commercial area in Fleetwood. Many commented that the 152nd Street Node should have a **distinct character**, yet still be linked to the core area. And that it should be an inviting place to **work, shop, eat and entertain**. As the area grows, several emphasized the importance of **greening** 152nd Street Node and ensuring easy **access to parks and natural areas**. The following were the top themes:



Distinct



Shops & Services



Local Jobs



Pedestrian Friendly



Parks/Natural Areas

What participants said:

- "Create a village-like experience with future shopping plazas and renovations to existing ones."
- "Find a way to make 152 (Street) more pedestrian and cyclist friendly..."
- "Border of Fleetwood town center... let people know they are entering a new town center".
- "Please make it more walkable... it is all about vehicle traffic now."
- "More green space as this area is sadly lacking in green space."
- "Make sure this area feels like part of Fleetwood with signage/banners."
- "152 Street feels like it's own distinct area. This might change once it has been connected to 160 Street by the new SkyTrain extension."

Step 2b Exploring Growth Options

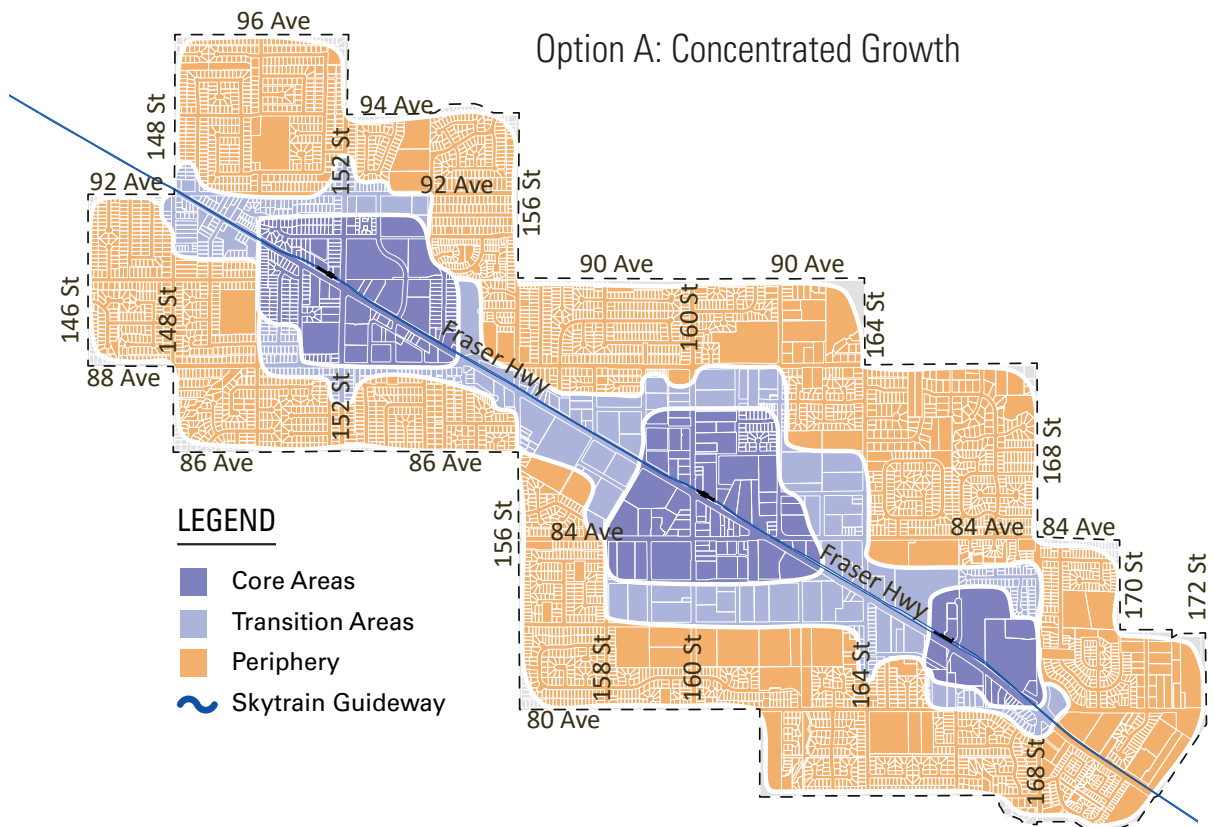
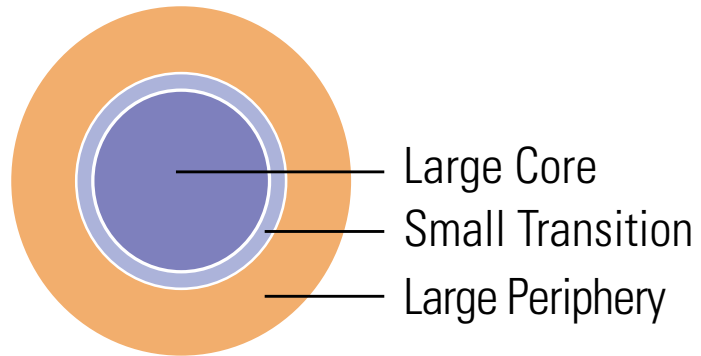
1. How do you feel about the Concentrated Growth Option?

We asked participants how they felt about the Concentrated Growth option which focuses most of Fleetwood's growth into the core around the SkyTrain stations and the town centre. Most of the existing single-family neighbourhoods in the periphery areas would remain lower density.

56%

Comfortable with concentrated growth option

- 😊 56% Comfortable With
- 😐 20% Neutral
- 😞 24% Uncomfortable With



Step 2b Exploring Growth Options

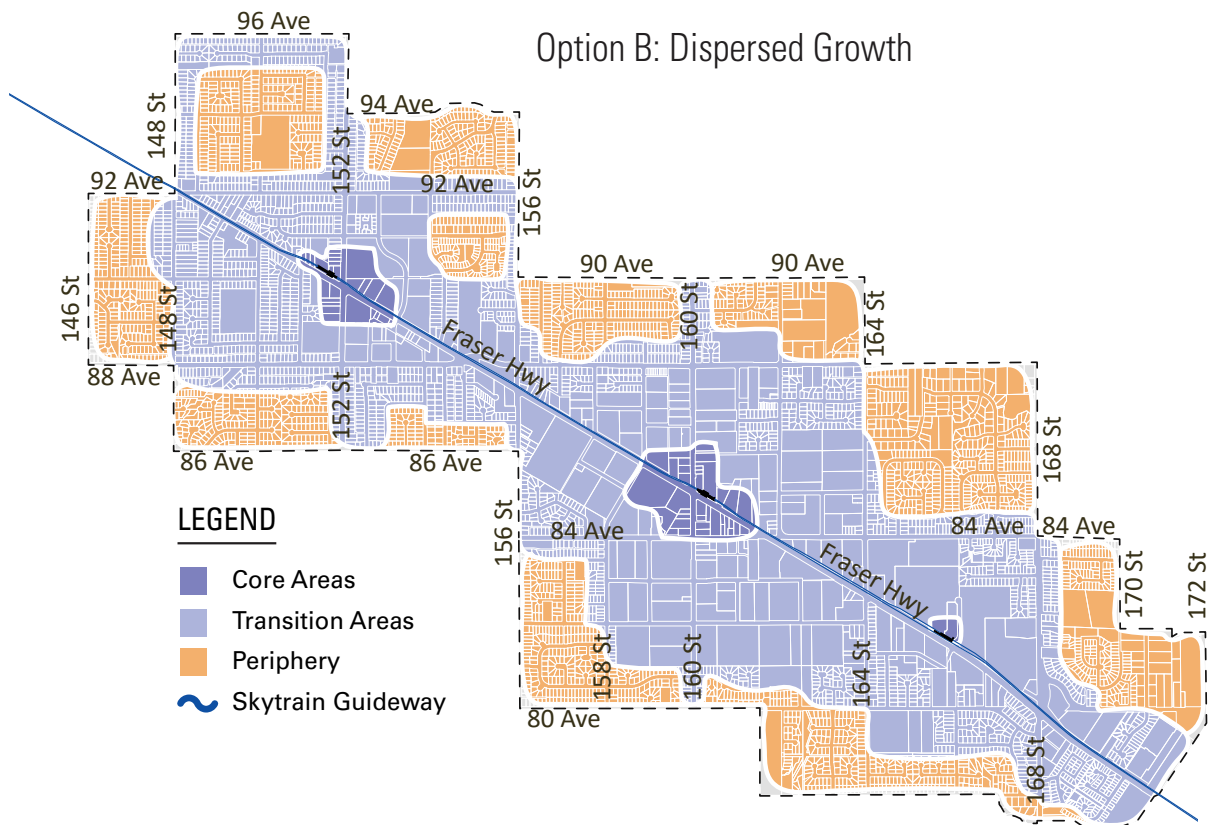
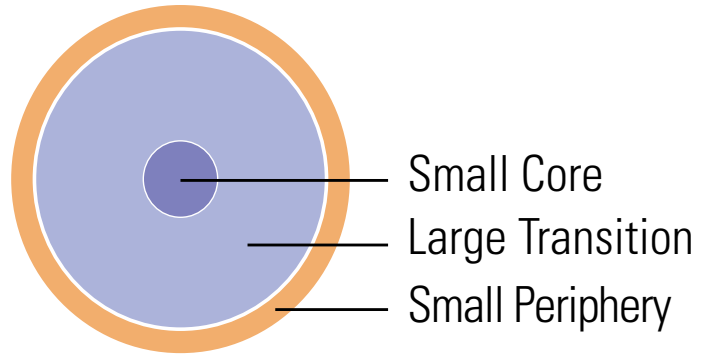
2. How do you feel about the Dispersed Growth Option?

We asked participants how they felt about the Dispersed Growth option with modest growth over a large portion of the plan area. The core areas would be smaller (than the other options), meaning less high rises. Instead, growth would move into mid-rise apartments and townhouses in a larger transitional area. The transitional area would cover more of the plan area. As a result, there would be more impact and development within the existing single-family neighbourhoods.

26%

Comfortable with dispersed growth option

- 😊 26% Comfortable With
- 😐 27% Neutral
- 😞 47% Uncomfortable With



Step 2b Exploring Growth Options

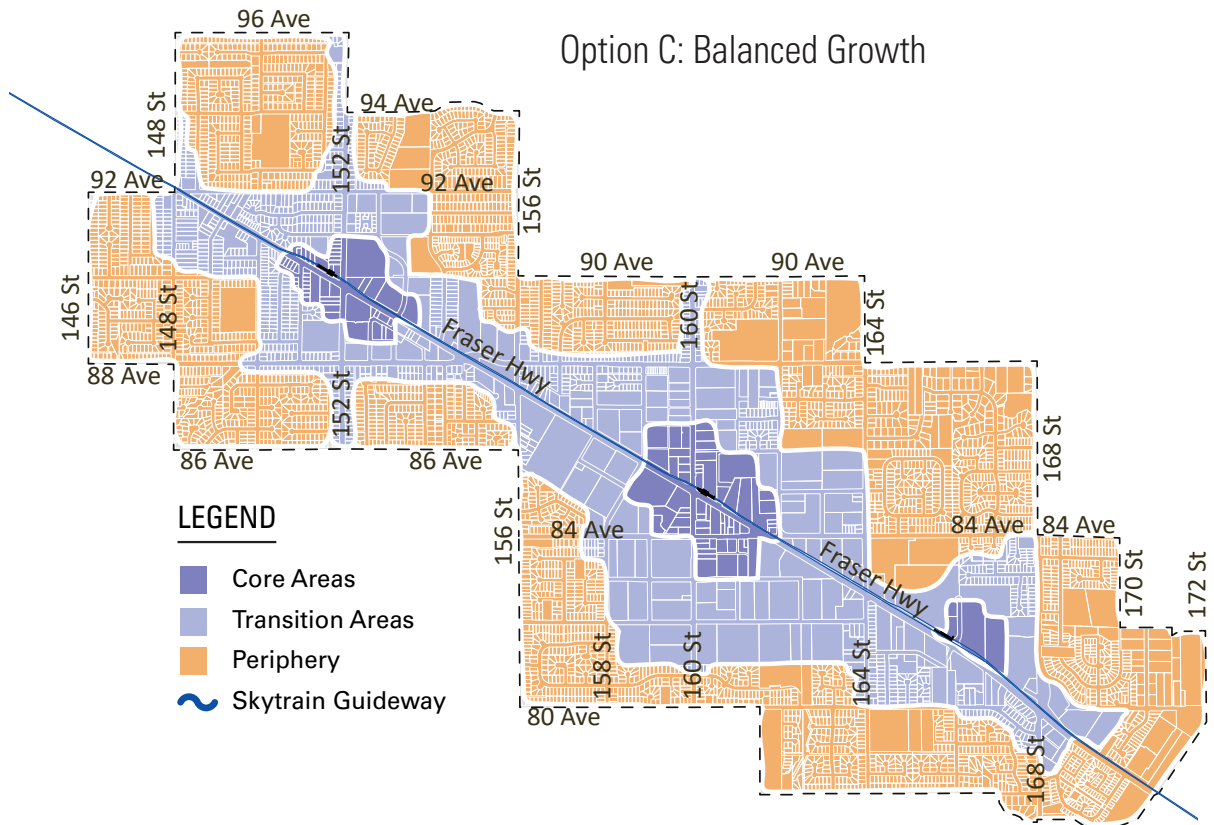
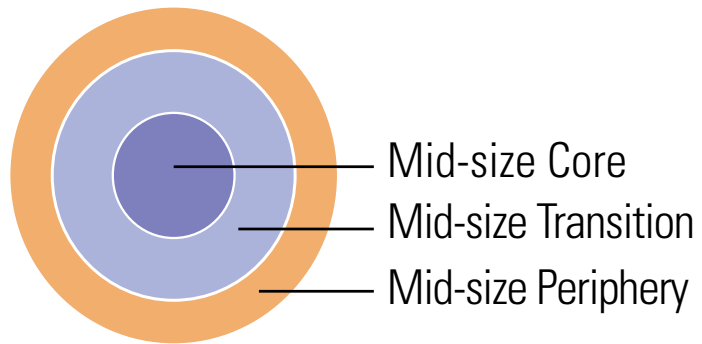
3. How do you feel about the Balanced Growth Option?

We asked participants how they felt about the Balanced Growth option which distributes growth between the core, transitional and periphery areas. This would mean some higher density apartment buildings focused around SkyTrain stations. Then a balance of low-rise apartments and townhouses in the transition area, and the protection of most existing single-family neighbourhoods in the periphery.

52%

Comfortable with balanced growth option

- 😊 52% Comfortable With
- 😐 26% Neutral
- 😞 22% Uncomfortable With

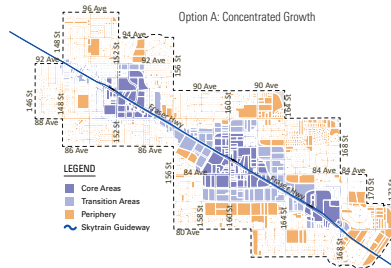


Step 2b Exploring Growth Options

4. Of the three growth options, which one would you pick and why?

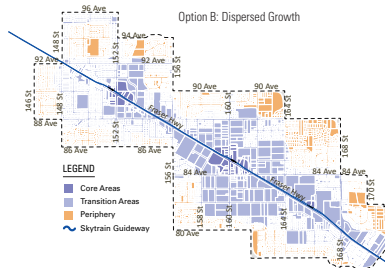
We asked participants if the Fleetwood plan area is projected to double in population by 2050, where can 35,000 new residents live? Participants considered three growth options: concentrated, dispersed, or balanced, and selected the option they thought was best for Fleetwood. The results show a preference for the balanced and concentrated growth options. Both options focus growth and density around future SkyTrain stations, and in Fleetwood Town Centre. The results also show that residents don't want to see the entire plan area change. Many residents would like to keep the existing neighbourhood character around the periphery of the plan area.

41%
Prefer
Concentrated
Growth



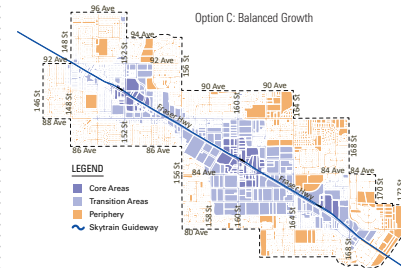
- "Concentrated growth would result in a more interesting/active core."
- "It provides "city center" type of environment while still protecting the single family homes in the area."
- "More density is needed, especially around future skytrain stops. This will ensure that housing in these areas remains affordable, and limits congestion/emissions if a greater amount of people live around the skytrain, as they are able to walk or transit daily."
- "High density core area allows more people to choose sustainable modes of transit."

17%
Prefer
Dispersed
Growth



- "Low-rise and mid-rise buildings provide the best density + livability."
- "I don't approve that the SkyTrain is going to take over and throw people out of their homes that lived there for years."
- "It seems like this is already the practice in our community and it looks to affect single family home neighbourhoods the least."
- "I am not in favour of high rises and this has the least. I would prefer no high rise options."
- "More diversity of housing options for future residence."

42%
Prefer
Balanced
Growth



- "I feel it strikes the balance and is better for community, safety and area desirability."
- "Preserve existing single family homes."
- "Surrey already has a downtown core with lots of high rises planned. I personally believe Fleetwood's growth should have smaller dense core areas while keeping the single family aspect strong."
- "I believe too many high rise buildings could invite unwanted social issues and crime..."
- "Balanced approach is best for the community and provides a nice compromise to the other two options."

Step 2c Heart of Fleetwood

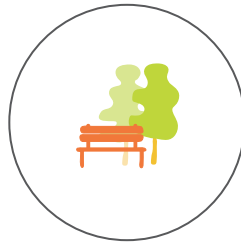
2. Top 3 Qualities in Future Downtown Fleetwood

We asked participants to think about the future of downtown Fleetwood and select the three qualities they thought would be most important. While most of the qualities listed were selected by some participants. Over 65% of participants selected, "It is a place where residents feel safe and comfortable walking to meet most of their day-to-day needs", as one of their top three choices.



65%

It is a place where residents feel safe and comfortable walking to meet most of their day-to-day needs.



45%

It has exceptional public spaces for gathering and building community. This includes plazas, urban parks, and trails.



32%

It has a thriving and active street scene with plenty of cafes, restaurants and bars.

3. Top 5 Amenities in Future Downtown Fleetwood

We asked participants what community amenities they would like to see in downtown Fleetwood. These were the top five responses.

- 1 Outdoor amenities for building social connections and promoting relaxation**
(e.g. park shelters, benches, community gardens, open grass spaces, meditation space)
- 2 More outdoor sports and recreation space**
(e.g. sports fields, multi-sport courts, adult exercise space, accessible playgrounds).
- 3 More natural areas and opportunities to explore nature**
- 4 Urban plazas and celebration spaces**
(e.g. amphitheater, public plaza)
- 5 Playgrounds and natural play features**

Step 2c Heart of Fleetwood



4. Inspiring Downtowns Elsewhere

Participants were asked to think about what downtown Fleetwood could look like as it grows. What neighbourhoods or cities elsewhere could we look to for inspiration? Participants provided local and global examples, as well as desired qualities.

Local Inspiration

- Port Moody: Newport Village, Sutter Brook
- Coquitlam: Lafarge Lake, Como Lake
- Burnaby: Brentwood, Hastings, Lougheed, Metrotown
- Port Coquitlam: downtown
- Vancouver: Yaletown, Olympic Village, Commercial Drive, South Cambie, Kitsilano, UBC, Granville Island
- Langly: Fort Langley
- Richmond: Steveston
- New Westminster: Uptown
- Whistler Village
- North Vancouver: Lower Lonsdale
- Victoria

North American Inspiration

- Seattle
- Boston: Rose Kennedy Greenway
- Leavenworth
- Portland
- Montreal: Le Plateau-Mont-Royal, Saint Laurent Blvd.
- New York: The High Line
- California: Sausalito, San Jose (Santana Row)
- Texas: San Antonio
- Ottawa: Wellington Street West
- Toronto: The Annex, Bloorcourt Village, Kensington Market
- Calgary

Global Inspiration

- Denmark: Copenhagen
- Spain: Barcelona
- Italy: Milan
- United Kingdom: London
- Japan: Shin-Yurigaoka Station, Daikanyama, Omotesando, Harajuku
- Hungary: Budapest
- Netherlands: Amsterdam, Groningen
- France: Strasbourg
- Singapore: Gardens by the Bay
- New Zealand: Christchurch
- Australia: Adelaide, Melbourne

Qualities Identified:

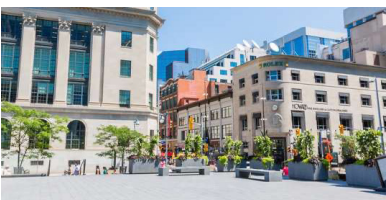
- **Pedestrian only spaces** - car free streets, wide sidewalks, outdoor restaurant seating
- **Green, natural, lush** - lots of vegetation, urban parks, street trees, landscaping, natural areas
- **Inviting** - village like feel, public art, amenities
- **Walkable** - safe, well lit, mix of uses, interconnected
- **Central spaces to gather** - town squares, plazas (to host markets and seasonal events), open spaces, central, surrounded by shops and restaurants
- **SkyTrain station areas** - hub for shopping, working, living, easily walkable

Step 2c Heart of Fleetwood

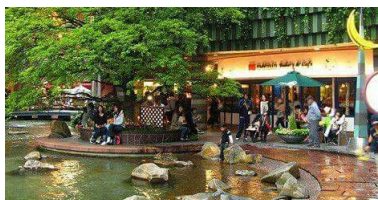
5. Images of Inspiring Downtowns Elsewhere

We asked participants to share images of inspiring downtown spaces elsewhere. Three distinct themes emerged from the submissions:

Theme 1: Relaxing and Gathering Spaces



Theme 2: Pedestrian Only Spaces



Theme 3: Pedestrian Friendly Streets



Step 2c Heart of Fleetwood

8. Hopes for Active Transportation in Heart of Fleetwood

We asked participants to identify their hopes for active transportation (walking and rolling) in the heart of Fleetwood. Below are the top five choices. Of those, the top two responses were, by far, the most popular.

The top 5 hopes for active transportation:

- 1 SAFER: I would like it to be simpler and safer to get to the places I need to go.
- 2 CONNECTED: I would like more paths, separate from streets running through the heart of Fleetwood.
- 3 SLOWER PACED: On residential streets, I would like to have speeds reduced to 30km.
- 4 PEDESTRIAN FRIENDLY: On residential streets, I would like to have intersections where pedestrians and cyclists can go through, but that limit vehicle access and/or serve as cul-de-sacs for cars.
- 5 PEDESTRIAN PRIORITY: I would like to have streets that are designated only for pedestrians on weekends/holidays.

.....

9. Pedestrian Crossings on Fraser Highway

We asked participants if they supported adding more pedestrian crossings even if it meant more traffic signals and slightly longer driving times on Fraser Highway? The response was mixed. 54% agreed with the need for more crossing, 14% were neutral and 32% disagreed.

54%

Agree with the need for more pedestrian crossings

- 😊 32% Definitely Agree
- 🙂 22% Somewhat Agree
- 😐 14% Neither Agree nor Disagree
- ☹️ 16% Somewhat Disagree
- 😞 16% Definitely Disagree

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Step 2c Heart of Fleetwood

10. Top 3 Features that will Help Residents Get Outdoors and Stay Active

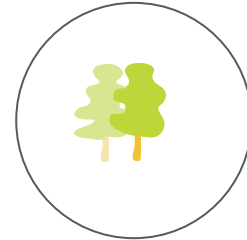
We asked participants to rank a list of features that would help them get outdoors and be active in downtown Fleetwood. The top three responses were:



1.
More walking trails
and pathways



2.
More outdoor social
and activity spaces



3.
More trees and
plantings in urban areas

11. Additional Suggestions for Staying Active in Fleetwood

Participants were asked to provide additional suggestions for features that would help them stay active in downtown Fleetwood. Participants suggestions generally fell into three themes:

- Pedestrian Infrastructure & Safety
- Outdoor Exercise Infrastructure
- Biking Infrastructure

Pedestrian Infrastructure & Safety

- Walking routes (connecting neighbourhoods to downtown to SkyTrain Stations)
- Walking paths
- Shorter blocks
- Pedestrian friendly street crossing
- Lighting - streets and paths
- Wider sidewalks
- Walking routes with sidewalks
- Safer intersections
- Pedestrian bridges over Fraser Highway
- Benches and seating areas along routes

Outdoor Exercise Infrastructure

- Outdoor exercise equipment
- Outdoor running track (with evening lights)
- Outdoor gym
- Weather protected outdoor paths
- Sheltered outdoor area (fitness, yoga classes)
- Outdoor courts (tennis, basketball, volleyball, pickleball)

Biking Infrastructure

- Bike racks
- Storage lockers (SkyTrain Station)
- Separate bike lanes
- Formalized bike routes
- Bike share

Other

- Skateboard park, parkour park, bike park
- Sheltered picnic areas
- Dog park
- Expanded indoor recreation facilities

Step 2c Heart of Fleetwood

12. New Green Space

We asked participants to prioritize how they would like to see new park space added as Fleetwood grows. Participants were virtually evenly split between the three options.



Add 1-2 Large Parks

Add one or two large parks in the heart of Fleetwood



Add More Smaller Parks

Add more smaller parks throughout the heart of Fleetwood



Expand Existing Parks

Expand existing parks in the heart of Fleetwood



13. Big Ideas

We asked participants, 'What's your big idea for downtown Fleetwood?' Over 200 participants participated by posting ideas and/or images, and 'liking' other ideas. The following are examples of the ideas shared - linear park, athletic park, off leash dog park, no dense city and, densification around SkyTrain stations. The most popular suggestions were:

Create a dense city/downtown

Linear park

Densification around SkyTrain stations

Central plaza

14. Heart of Fleetwood - Land Use and Design Recommendations

For the Heart of Fleetwood engagement, the City brought in a consulting firm (Happy City) specializing in placemaking and wellbeing in urban spaces to help with the engagement. During the engagement (survey, stakeholder interviews and workshop) participants were asked what they appreciate about Fleetwood today? What they think could be improved? What are their aspirations and concerns for the future heart of Fleetwood? Drawing on the feedback, the consultants developed four guiding principles and a series of recommended actions to fulfill each of these principles. The four wellbeing principles are:



Principle 1

Ensure safe, connected and comfortable routes for walking, rolling and cycling.



Principle 2

Create vibrant and lively green spaces that support social connections, sustainability and inclusion.



Principle 3

Cluster new developments to promote ease of access, while creating human-scale, fine-grained blocks and separation from Fraser Highway.



Principle 4

Enable the conditions for an inclusive and welcoming public realm that facilitates sociability and strengthens community in the heart of Fleetwood.



Step 2c Heart of Fleetwood

15. Map Ideas - New or Improved Parks and Amenities

We asked participants to think about where they would like to see new or expanded parks and community amenities in Fleetwood as it grows. The following list highlights the range of suggestions we heard. The map provides a general overview of where suggestions were made, but doesn't capture the total numbers.

Improvements and/or expansions to existing parks and facilities:

- Expand basketball courts in Maple Green Park
- Improve/expand Coast Meridian Park, Frost Road Park, Barry Mather Park, Bonnie Schrenk Park
- Create natural walking trails in Charles Richardson Nature Reserve Park
- Add indoor/outdoor squash course at Surrey Sport & Leisure Centre
- Expand Bonnie Schrenk Park to include playground, tennis course, basketball courts
- Add off-leash dog areas in Francis Park (small dogs), Bonnie Schrenk Park
- Create outdoor covered space for fitness classes at Fleetwood Community Centre

New parks and community facilities:

- New neighbourhood park in the heart of Fleetwood
- New central plaza or urban park in West Fleetwood
- More walking trails in the urban forested areas (by William Watson Elementary, Walnut Park)
- New park facilities near the corner of 164 Street and Fraser Highway (Former 2EEs site)
- New park facilities near 160 Street and 86A Avenue
- New urban pocket parks near 166 Street and Fraser Highway
- Complete the Fleetwood Greenway from 160 to 168 Street
- Connect Walnut Park trails with Cottonwood Park and Fleetwood Park

Types of parks, amenities or community facilities:

- Off-leash dog parks, including small dog
- Squash courts indoor or outdoor
- Basketball courts
- Natural walking trails
- Playground facilities for all ages
- Urban plazas
- Preservation of treed areas



Note: Map is a general summation of the big ideas we heard from you in our online mapping activities.

Step 2c Heart of Fleetwood

15. Map Ideas - New or Improved Connections

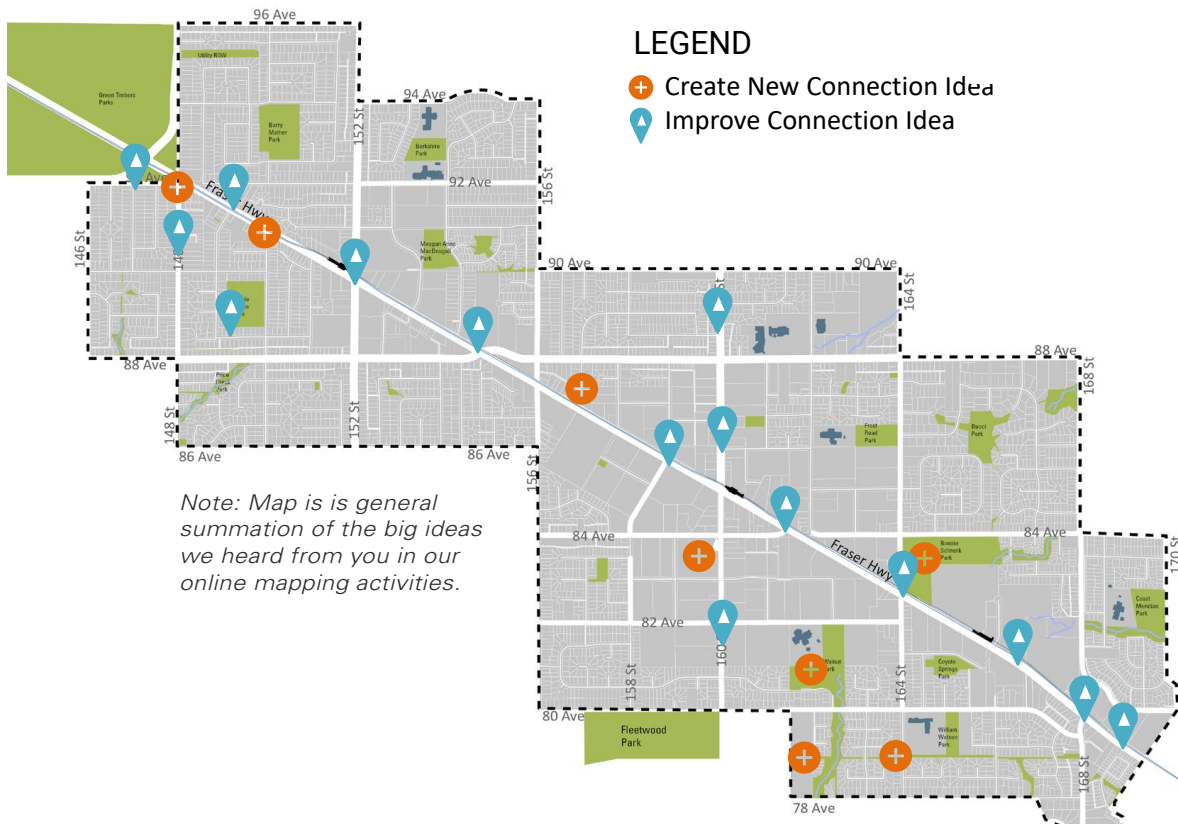
In past engagement, participants shared how they wished Fleetwood was easier to get around. Building off that we asked participants to think about how we can make Fleetwood more walkable, and easier to get around by active transportation, by transit and by car? Where they would like to see improvements and new connections in Fleetwood? The following is a summary of what we heard.

Improvements:

- Improve street and pedestrian area lighting
- Consider traffic calming in identified areas throughout community
- Consider additional crosswalks along Fraser Highway at key intersections
- Explore creating greenway under SkyTrain guideway along Fraser Highway
- Plan for additional and separated bike lanes
- Improve bike safety and routes on local roads
- Add separated and protected bike lanes on all major roads

New connections:

- Add cycling and pedestrian route between 92 Avenue and 148 Street
- Add new connection between 92 Avenue and 150 Street
- Add more pedestrian and cycling routes to Fraser Highway
- Complete Fleetwood greenway connections



3 Engagement **Step Three**

1: GETTING STARTED

2: EXPLORING OPTIONS

3: DEVELOPING THE PLAN

SPRING 2021 - WINTER 2022

In Spring and Summer 2021 after considering all the feedback from community stakeholders we begun drafting key components of the plan. We received input from stakeholders and residents then made revisions and added some additional details to develop a revised Stage 1 (Draft) Plan.

- Step 3a: Putting it all Together
- Step 3b: Reviewing the Draft Plan

STEP THREE AT A GLANCE

Objectives	Methods	Outcomes
<ul style="list-style-type: none"> • Present the first draft of the Land Use Plan and <u>7 Community Values</u>. • Demonstrate how community values are represented in the <u>Draft Plan</u>. • Explain what will be presented to Council for Stage 1 approval. • Educate on the next steps and opportunities for further input/changes. • Build an understanding of the outstanding concerns and issues to be resolved in the Stage 2 planning process. 	<ul style="list-style-type: none"> ✕ 2 Online Surveys 📞 Emails & Phone Calls 🗨 Stakeholder Meetings 	<ul style="list-style-type: none"> • Participants prioritized the <u>Community Values</u> and evaluated how they were reflected in the <u>Draft Plan</u>. • Staff re-evaluated the <u>Draft Plan</u> based on feedback. • Staff compiled a list of outstanding issues to address in Stage 2 of the planning process.



Step 3a Putting it all Together

After connecting with and receiving comments and ideas from Fleetwood residents and stakeholders we developed draft components of the plan for further review. Step 3a provides key directions from previous engagement and illustrates how consultation has informed components of the emerging land use plan. In total, 762 people participated in the survey.

1. Vision and Objectives

At the beginning of the planning process we worked with the community to develop a vision statement and planning objectives to help guide the growth and development of Fleetwood. We wanted to know if there **was anything missing from the vision and objectives?**

52%
said no, there wasn't
anything missing from the
vision and objectives



52% said no, everything is covered.



26% said I'm not sure.



22% said some things were missing.

Unique Comments

- "Affordable housing with the right unit mix and home style mix. We need to consider rentals, condos, townhomes, and single family detached near transit with opportunities to extend the plans out for further growth."
- "Cultural spaces. We are a diverse community and there is a need for spaces to nurture family in a cultural space."
- "Affordability. There is nothing regarding the affordability of Fleetwood in this Vision statement of the objectives. Is there a plan to keep Fleetwood affordable for all future and current residents?"
- "Safe and welcoming. Safe for kids. Hub for community and social support centres such as immigrant-serving organizations, youth-focused events, drop-in classes for all, etc."

2. Commercial, Employment and Mixed Use Areas

In addition to accommodating growth, one of the plan's objective is to support a thriving and diverse local business environment. **We asked does the mixed-use and employment areas reflect the objectives of the plan?**

71%
said the mixed-use and
employment areas will meet
the objectives of the Plan



36% said very much



35% said somewhat



13% said they were not sure.

What Participants Said





- "I think there needs to be more neighbourhood commercial zones spread throughout the area. Everyone should be within a short walk of groceries and other services."
- "Provide more mixed-use along Fraser Highway near the 166 Street SkyTrain Station and provide more neighbourhood commercial nodes around the periphery of the plan area, to provide commercial within walking distance of those residential areas that area not within an easy walking distance of Fraser Highway."
- "Commercial node on 96 and 148?! That is a crazy BUSY intersection. Guildford is really close for us to get commercial access. Commercial on 152 and 96 is more appropriate. Mixed use along fraser highway is good and I am sure that include commercial?"

Step 3a Putting it all Together

3. Parks & Community Amenities

One of the key objectives is to provide neighbourhood parkland within a 10 minute walk of all Fleetwood residents. To accomplish this, the plan proposes 12 new parks in the community, as well as opportunities to expand 9 existing ones. In addition to parks the City has plans add additional space for an Arts Centre and recreational amenities by expanding Fleetwood Community Centre. We asked **does the new and expanded parks and civic improvements meet the needs of future generations?**

69%
said the needs of future generations will be met by new and expanded parks and civic improvements

-  35% said somewhat.
-  34% said very much.
-  22% said more could be done.
-  9% said they were not sure.





What more could be done?

- "We need WAY MORE park space. Parks need to be vast, natural, expansive, inviting, and a place for the imagination to wander..."
- "More importance to green spaces especially along Fraser highway to offset the concrete of the SkyTrain line."
- "There doesn't seem to be as many parks on the southern side of Fraser Hwy as the north. Also, there should be greenspaces with good active transit infrastructure connecting parks and connecting to SkyTrain stations."
- "We should make a huge effort to make Park/green pathways more interconnected. This would allow more walking and cycling paths, helping us reach climate goals."
- "We need more indoor facilities for the winter months such as squash courts and racquetball courts as well as more bike lanes for the summer months."

4. Transportation & Connectivity

With more residents, there needs to be more space to get around. The plan proposes new road connections to create a finer-grained, grid road pattern. This will help people get where they are going more directly, and create more room on the streets. This supports walking, cycling, and convenient access to future transit. We asked **does the plan effectively address the objectives of connectivity and mobility for all?**

70%
said the objectives of connectivity and mobility for all are being met

-  41% said very much.
-  29% said somewhat.
-  19% said more could be done.
-  11% I don't know.

What more could be done?

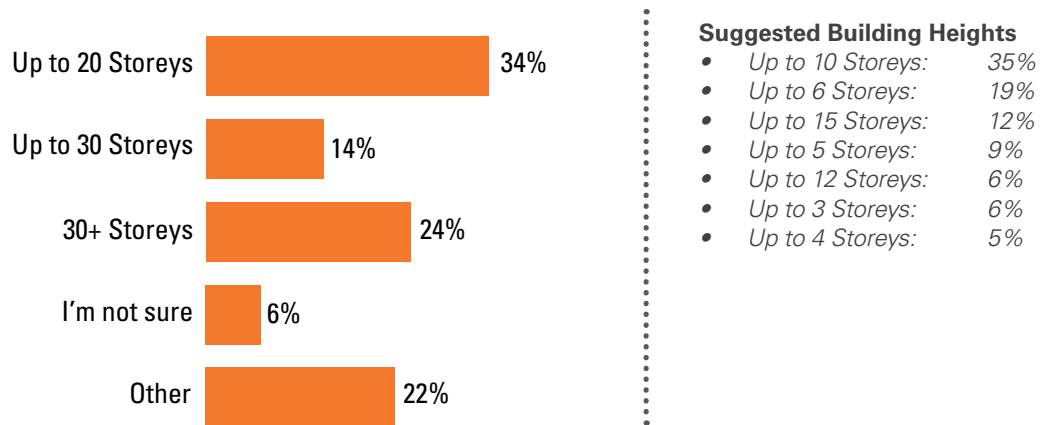
- "I would like to see transit service connect the future SkyTrain stations in the Fleetwood Plan to other areas of Surrey (e.g. Newton) so that residents like myself can have easier access to SkyTrain without having to go to City Centre."
- "More dedicated bike trails. Sharing the road with cars is not a family friendly bike route."
- "Why not more pedestrian streets, green lanes and cycling infrastructure in the core area (160 ST) and the transition area? How will it be a walkable vibrant core and transition area if there isn't more space dedicated to pedestrians and cyclists? This seems like a gap."
- "What is very critical is the ability to have walkable/bikeable corridors. That means in the denser areas having open green spaces and walkways between or through developments and in the surrounding areas making a priority to keep green side streets and pathways."

Step 3a Putting it all Together

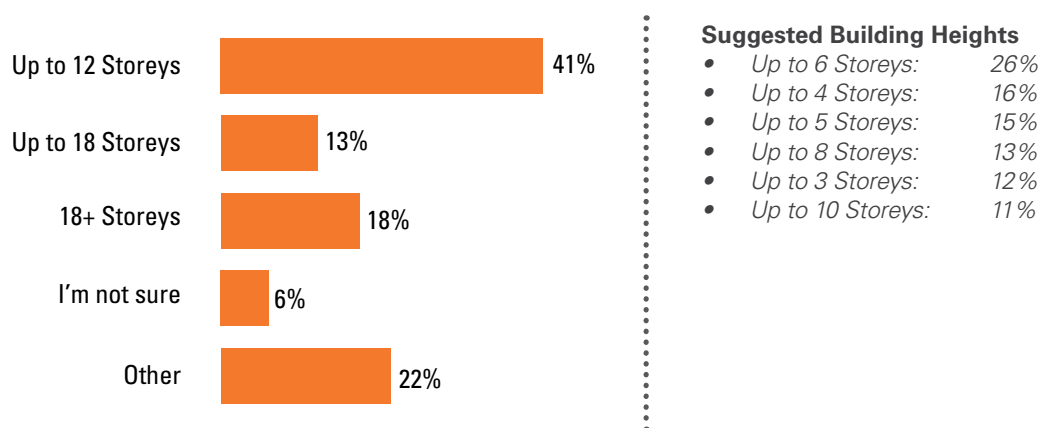
5. Building Heights

The proposed land uses are a reflection of the preferred growth concept. Highest densities are focused around future SkyTrain stations and in the town center. Densities transition outward towards existing neighbourhoods, which are left largely the same, with some opportunities for gentle infill. We asked **what building height are appropriate in the Fleetwood Core and High-Rise designations and Mid-Rise Transition areas?**

a) Building Heights for the Fleetwood Core & High Rise Designations



b) Building Heights for the Mid-Rise Transition Areas

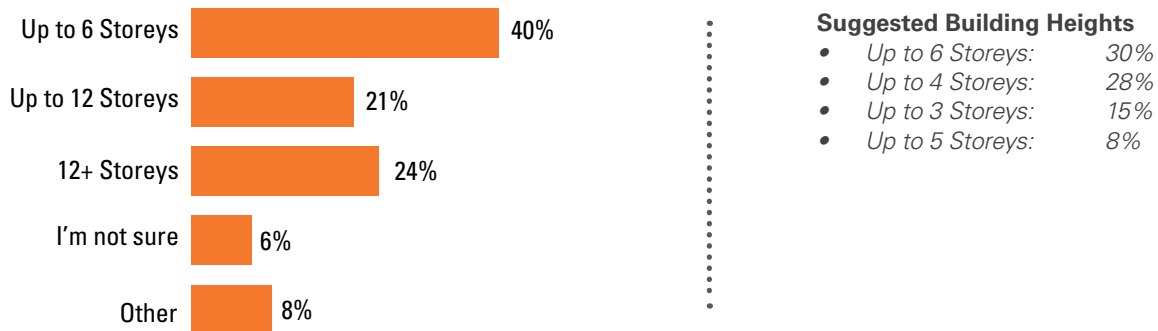


Step 3a Putting it all Together

6. Fleetwood Districts

The plan also included two unique district designations. These reflect the vision to create distinctive urban village character, thriving local employment and businesses, and livable neighbourhoods. We asked **what building heights are appropriate in West Fleetwood Village** and **what would make it more distinctive?** We also asked **should employment uses should be prioritized around the future SkyTrain station at 166 St.**

a. West Fleetwood Village Building Heights



b. West Fleetwood Village Character

Top Themes

Places for People

- "Having it exceptionally walk-able. Parking at the outside or underground with more pedestrian and bike friendly through the village."
- "Maybe make the street level appealing to walkers and shoppers. Wide sidewalks with trees for cafes and patios, wide sidewalk for multiuse paths, wide sidewalks and plaza spaces that are inviting to walk along..."

Lively shopping/cultural/entertainment hub that supports small, independent shops

- "More unique one-of-a-kind shops, no chain stores or fast food, no more medical or pharmacies. More ma and pa ethnic food restaurants and cafes."
- "Enable it to support nightlife with restaurants, movie theatres, live theatre/concert hall and lots of small shops."

Car-Free and Pedestrian Only Streets

- "More bike lanes and walking area perhaps market type area with roads closed to traffic only for walking and bikes."
- "Network of walking streets. Same for Fleetwood core. Closed to cars."

Design Excellence

- "Building architecture that is progressive and contemporary. Mixed residential and commercial."
- "Some new buildings constructed with local natural materials (cedar, stone etc.)."

C. Employment District

82%

said employment uses should be prioritized around the SkyTrain at 166 St Station

- 😊 47% said very much.
- 😊 35% said somewhat.
- 😐 18% I'm not sure

Step 3a Putting it all Together

7. Land Uses Outside Core Areas

Outside the Core Areas and the unique districts, the Plan designates the following land uses: Low-Rise, Townhouse and Urban Residential. We asked **are changes to the location of these designations were needed?**

What Participants Said

- *"I like the idea of more low rise condo type buildings interspersed with the current townhouses well landscaped and facing the street which will give a greater "neighbourhood" feel. Larger condo sizes will be important transition opportunities for seniors and others to stay in their neighbourhood."*
- *"Why not consider allowing office buildings close to SkyTrain stations? This will create investments into the city and allow people the opportunity to work locally or access workplaces by taking SkyTrain. This will help increase ridership."*
- *"We need high density in the area from 150th St to 152nd St and from 88th Ave to 92nd Ave because (1) it's within walking distance to SkyTrain, (2) Centralizing density would provide an environment for small businesses to thrive, retaining a sense of community within the area, (3) High density, with the commercial component the zoning provides, gives significant tax revenue to benefit the community."*
- *"Areas that are on the south side of 88th in the area near 152 st. need to stay residential and not to encroach on the existing neighborhoods..."*
- *"EXCLUDE all areas south of 80th Ave. and west of 168th St..."*
- *"townhouses should be allowed onto 156 st north of 86 ave..."*
- *"I am not comfortable with the townhouse zone completely surrounding the area bordered by 148/96/152/FH..."*
- *"Townhouse area should be extended to 159 st & 89A Ave..."*
- *"...Expanding the Mid-Rise Designation to include properties north of 83rd Avenue and west of the townhouse complex at 16177 83 Avenue to 84 Avenue is logical."*

I What We Heard

Step 3b Reviewing the Draft Plan




We received comments from stakeholders and residents on the preliminary plan in the Spring. Based on the input, we made revisions and added some additional details. Step 3b presented a revised Stage 1 (Draft) Plan seeking additional comments for staff consideration. In total, 590 people participated in the survey.

1. Areas to Improve the Draft Plan

The draft Land Use Concept reflects the community's preferred approach to focus growth along Fraser Highway and around the future SkyTrain stations. We asked participants **are there any areas of the draft plan that they felt needed to be tweaked?**

50%

felt more revisions to the draft Plan are needed

-  50% said yes, more revisions are needed.
-  29% said no, the land use concept is good as is.
-  20% said they were not sure.

274 respondents provided comments on areas of the draft plan they felt needed to be revised.





- 1 Density and Building Heights**
There were 95 comments made surrounding the draft Plan's overall density and height concept. 48 respondents (18%) expressed concerns with the height and density proposed by the draft plan. 47 respondents (17%) felt that height and density could be increased in some areas within Fleetwood.
- 2 Growth Related Infrastructure**
With Fleetwood's growing population, 23 participants (8%) had questions about the capacity and demand on existing infrastructure such as roads, schools, fire and emergency services.
- 3 Parks**
21 respondents (8%) were concerned with existing residential areas being designated as parks.

2. Proposed Transportation Concept

A key objectives of the transportation plan was to make it easier to get around in Fleetwood. This includes improving connections and access to transit, while making it safer and easier for people to get around by walking or rolling (bike, scooter, wheelchair). We asked **do you think the proposed transportation concept achieves this objective?**

57%

thought the proposed transportation concept will make it easier to get around Fleetwood

-  57% very much / somewhat
-  31% not really / not at all
-  17% neutral
-  5% not sure

What Participants Said

- "More pedestrian-only and multi-use pathways need to be built to create a more walkable and pedestrian friendly environment and streetscape."
- "Instead of reducing the number of arterial roads, it looks like more are being built. How does that get people out of their cars and onto public transit? Can't even maintain the road systems we already have in place."
- "We need more roads that connect to each other, not a series of cul-de-sacs."
- "In regards to transportation please make sure all forms get equal consideration. Eg. don't sacrifice a car lane for a bike lane. Also please make there is low income housing include in your plan."
- "Not really in favor of pedestrian only streets."

Step 3b Reviewing the Draft Plan

2. Overall Parkland Provision

Throughout the engagement process, participants have said that more parkland and recreation amenities are needed. Increasing the amount of parkland and natural areas will help provide much needed outdoor space. One of the key features of the proposed parks and community amenities concept is the expansion of 9 existing parks and adding 12 new neighbourhood parks. We asked participants **has enough parkland been provided for in the plan?**

52%

said the Plan is proposing the right amount of parkland



52% said yes, this is the right amount of parkland.



31% said no, its not enough. Increase overall area of parkland.



10% no, it's too much. Reduce the overall area of parkland.



7% said they were not sure.

What Participants Said

- "Yes its enough, but perhaps having fewer but larger parks would be great"
- "Doubling parkland is a great value to all Surrey residents. I know my husband and I will take advantage of extra parks in the neighbourhood."
- "For the number of residence...more parks are needed"
- "I appreciate the plan, but I see very little green within 200-400m of Fraser Hwy, where all the high-med density is. Green space is provided in areas for SF housing. Not equitable. Redistribute green space closer to high density"
- "We love the additional parks. Cities with more parkland tend to be more welcoming. While it's tempting to say add more, the added parks and plazas will be stellar."

3. Amount of Proposed Parks

In total, 21 parks in total are being planned for the area. Based on the number and distribution of parks in the concept plan, we asked **are there enough parks in the plan area?**

56%

support the proposed number of parks



56% Yes, the proposed number parks will appropriately serve the community.



27% No, there are not enough parks. Increase the number of parks.



10% No, there are too many parks. Decrease the number of parks.



7% I don't know.

What Participants Said

- "I disagree with the parkland allotted, small plots randomly spread through the community, better to have fewer larger areas that have more of a draw than token green space."
- "Would like to see 10% more parks north of Fraser Hwy and 15 % to the south..."
- "people need more connections to nature especially when living in dense spaces."
- "I don't think this is enough. Passive open spaces are great for dog owners, that's about it. Spaces with fields, playgrounds, nature play areas and features for teens and tweens are needed."
- "As more people move to this area because of the SkyTrain expansion, I feel that more Parkland is needed especially for young families."
- "Additional smaller parks would be welcome as well."





Step 3b Reviewing the Draft Plan

5. Proposed Building Heights

In the Spring we provided you with some preliminary land use designations, and asked for your input on potential building heights. Incorporating this feedback we had developed some height ranges and proposed a range of building heights throughout the Fleetwood Plan area. **We asked did we get the building heights right?**

46%

thought we got the building heights right

-  46% very much / somewhat
-  29% not really / not at all
-  13% neutral
-  6% not sure

What Participants Said




- " I think there should be more density added to the areas that are designated "urban residential". Preference should be given to more townhouses, duplexes, triplexes and fourplexes. These types of housing still fit in well with existing housing."
- " Its not enough, go higher. Such a unique opportunity to ensure appropriate density is available to support transit investment and address the affordability issue..."
- "Do we really want to become another Brentwood with high-rises everywhere. I personally don't want it."
- " I would like to see more low rises and town homes prioritized. Keep housing family centered."
- "Higher density in the areas surrounding the SkyTrain stations, stretching further for more blocks."

6. Building Interface

One of the key concerns raised by residents early on was how the plan will address building transitions from higher densities in the core areas to lower density neighbourhoods. We're exploring the design of higher density areas, as well as how the plan transitions between higher and lower density areas. So we asked participants **do you support the plans approach to soften the interface between different building forms?**

64%

support the Plan's proposed measures to soften building interfaces

-  64% very much / somewhat
-  17% not really / not at all
-  22% neutral / not sure

What Participants Said

- "Protecting view corridors to the north will be important.."
- " I feel the space between buildings is as important, it's seems all new buildings in Fleetwood are built to close to each other and to property lines, the sun does not seem to shine between buildings anymore."
- " Sunlight should be considered in order to light as much green space around buildings and not put excessive amount of space in perpetual shade."
- "I agree, but the heights along Fraser Hwy need to be higher for this to work."
- " I don't think the building step down is necessary."




Step 3b Reviewing the Draft Plan

7. Addressing Climate Change

A key plan objective is 'climate resilience'. The draft plan proposes a range of initiatives to support Surrey's goal of transitioning to a net zero carbon community that can adapt to climate change. This includes objectives to reduce GHG emissions from private automobiles and protecting natural areas while expanding parks and green spaces. We asked **how much of these measures will support the objectives of reducing our dependence of private automobiles, transitioning to a net-zero emissions neighbourhood, and preparing for the future climate?**

64%

think the Plan's proposed measures will support climate resilience

-  64% very much / somewhat
-  17% not really / not at all
-  18% neutral / not sure

What Participants Said

- "What about solar energy? Moving to electric heat/cooling will only be effective if some of it is generated by solar panels on the building, but this is not mentioned here."
- "Reducing required parking spaces and discouraging individual vehicle use (single use vehicles)."
- "Charging stations at all parking stalls is expensive and unnecessary. 50% would be sufficient."
- "Please make more bike and walk path to transit. We need more riparian and more greenery more trees. Less buildings."

Next Steps

Staff will report to Council with what was heard and an updated stage one (draft) plan. From there, the planning process will shift into the second stage of work, which includes a review of utility and infrastructure, financing, urban design and other supportive policies. Additional opportunities for community engagement will be offered moving forward. A final plan is expected to be ready for public review in early 2023.

As we move through the planning process, we will continue to reach out to you for input. Online engagement opportunities are open to all who want to participate. We will keep you informed by mail, social media and website updates. We are also always available for email or phone conversations. We hope you will continue to stay involved in the planning process.

Learn More & Get Involved

- Visit surrey.ca/planning for general information on the Fleetwood Plan
- Visit fleetwoodplan.surrey.ca for engagement opportunities, updates or to ask questions online.
- Contact Markus Kischnick by email - fleetwoodplan@surrey.ca or phone - 604.591.4485