

The Fleetwood Plan

I Draft Plan Summary

Summer 2021

The Fleetwood Plan

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. The plan reflects the community's preferred approach to focus growth along Fraser Highway and around the future SkyTrain stations.

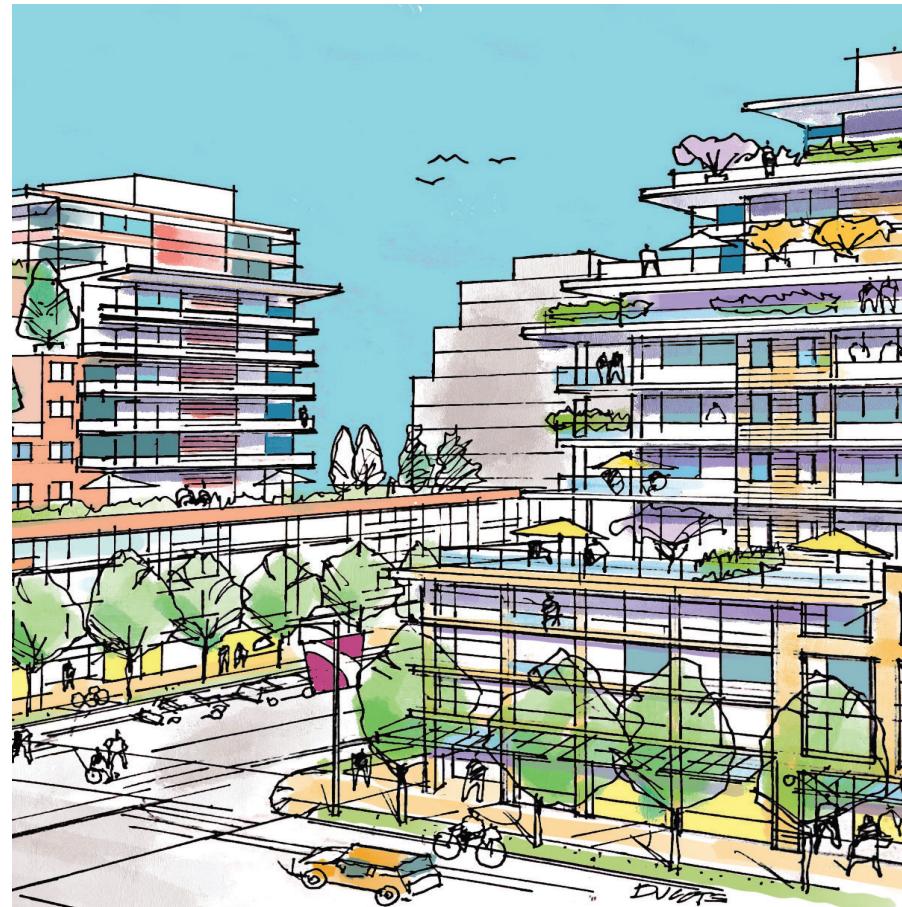
Key features of the plan include: a high street along 160 Street, an employment district around the 166 Street Station, new parks and public spaces covering approximately 20% of the plan area and an integrated network of pathways and cycle tracks making it easier to get around.

What's a land use plan?

The Fleetwood Plan will determine what can be built and where. It will guide the City when considering future development applications. The plan intends to:

- Consider the height, use and look of new buildings;
- Increase employment space and commercial opportunities;
- Address housing availability and affordability;
- Upgrade streets and add connections; and
- Add new parks, public spaces and public amenities, and improve and expand existing ones.

Without a plan, development can occur haphazardly and can lead to speculation, and a lack of community amenities and infrastructure. A land use plan provides more certainty for residents, developers, the City and the community's future.



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

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Vision

"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

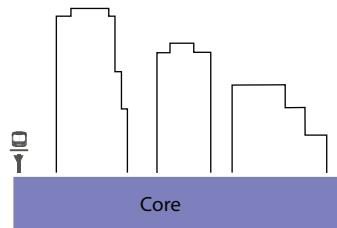
- GREEN SPACES - Protect, create, and enhance biodiversity, parks and natural spaces.
- ACTIVE LIVING - Provide spaces and amenities to foster active living, wellness, and opportunities for social connection.
- HEART OF FLEETWOOD - Build on the Town Centre's role as a local destination and enrich its 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.

Growth Concept

The growth concept concentrates future development around SkyTrain Stations, the Fleetwood core, and future frequent transit routes. Density and building heights transition away from the cores areas and Fraser Highway towards the lower density periphery and existing neighbourhoods.

Core Area

- Focus higher density around SkyTrain and future rapid transit.
- Prioritize commercial opportunities with shops and services at street level.
- Preserve and build commercial, business, and institutional uses in the Town Centre.
- Provide opportunities for urban plazas and open spaces.



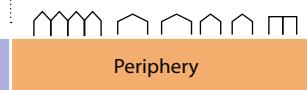
Transition Area

- Focus on opportunities for multiple family residential.
- Sensitively transition density and building heights from the core to lower density areas.
- Encourage a mix of housing types within walking distance of transit and amenities.
- Identify opportunities for new and expanded parks.



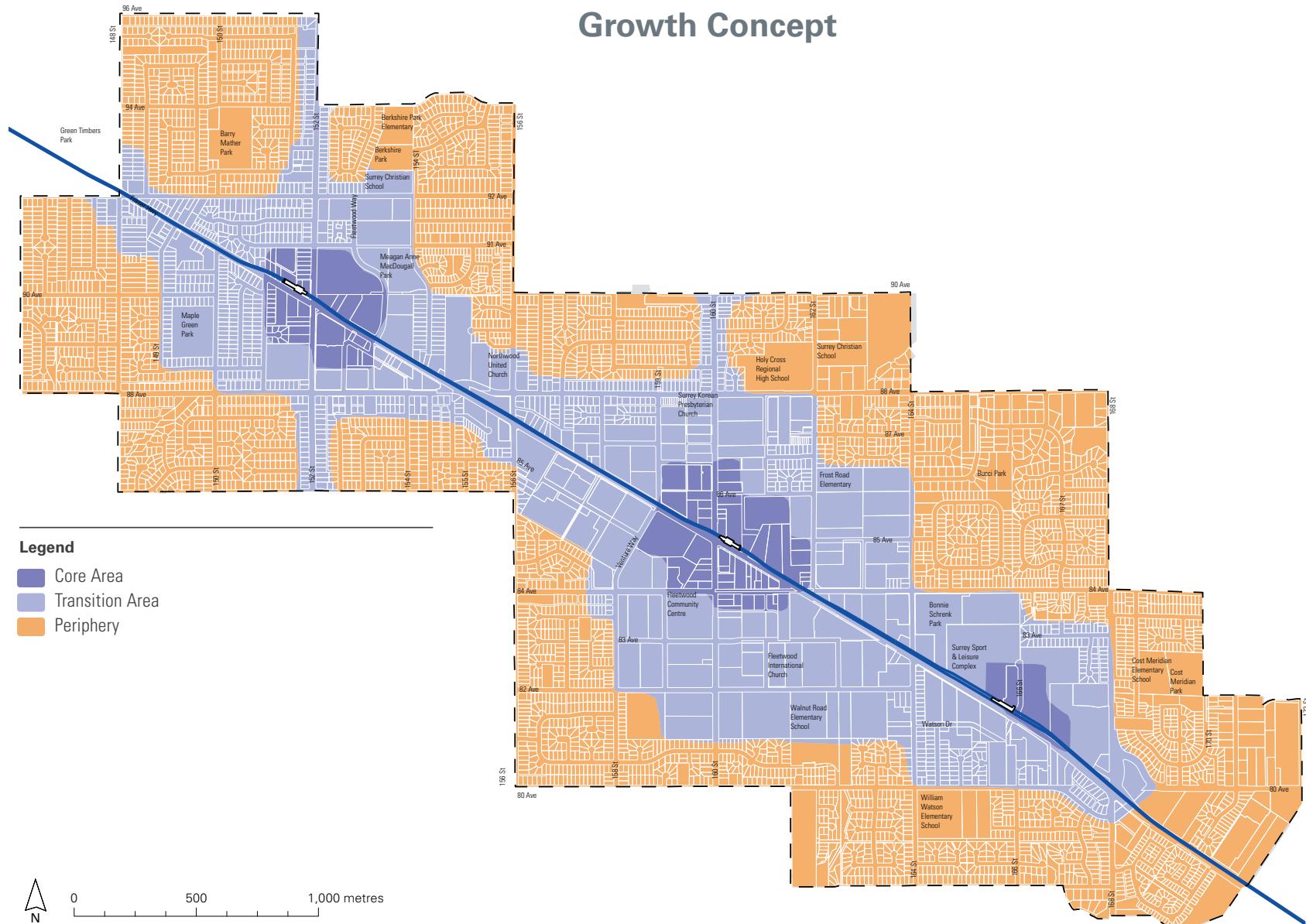
Periphery

- Preserve neighbourhood character while allowing sensitive urban infill long term.
- Maintain and grow local neighbourhood commercial opportunities.
- Identify opportunities for new and expanded parks.



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Growth Concept



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Land Use Strategy

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 a clear intent and development parameters to guide future growth.

- **CORE AREAS** - There are mixed-use and core areas that support a variety of commercial and civic uses. The highest densities are located around future SkyTrain stations at 160 Street and 152 Street, with an employment district planned around the 166 Street station.
- **TRANSITION OF DENSITY AND HEIGHTS** - Intensity of density and building heights generally transition away from Fraser Highway and arterial roads where frequent transit service and pedestrian traffic is expected.
- **BUILD CONNECTIONS** - 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 cohesion and build community wellbeing. Neighborhood commercial provides local commercial uses and neighbourhood services within a 15 minute walk of most residents.
- **SENSITIVE INFILL** - Areas outside the core include land uses more familiar to residents in Fleetwood today, including: low rise, townhouse, and urban single family uses.

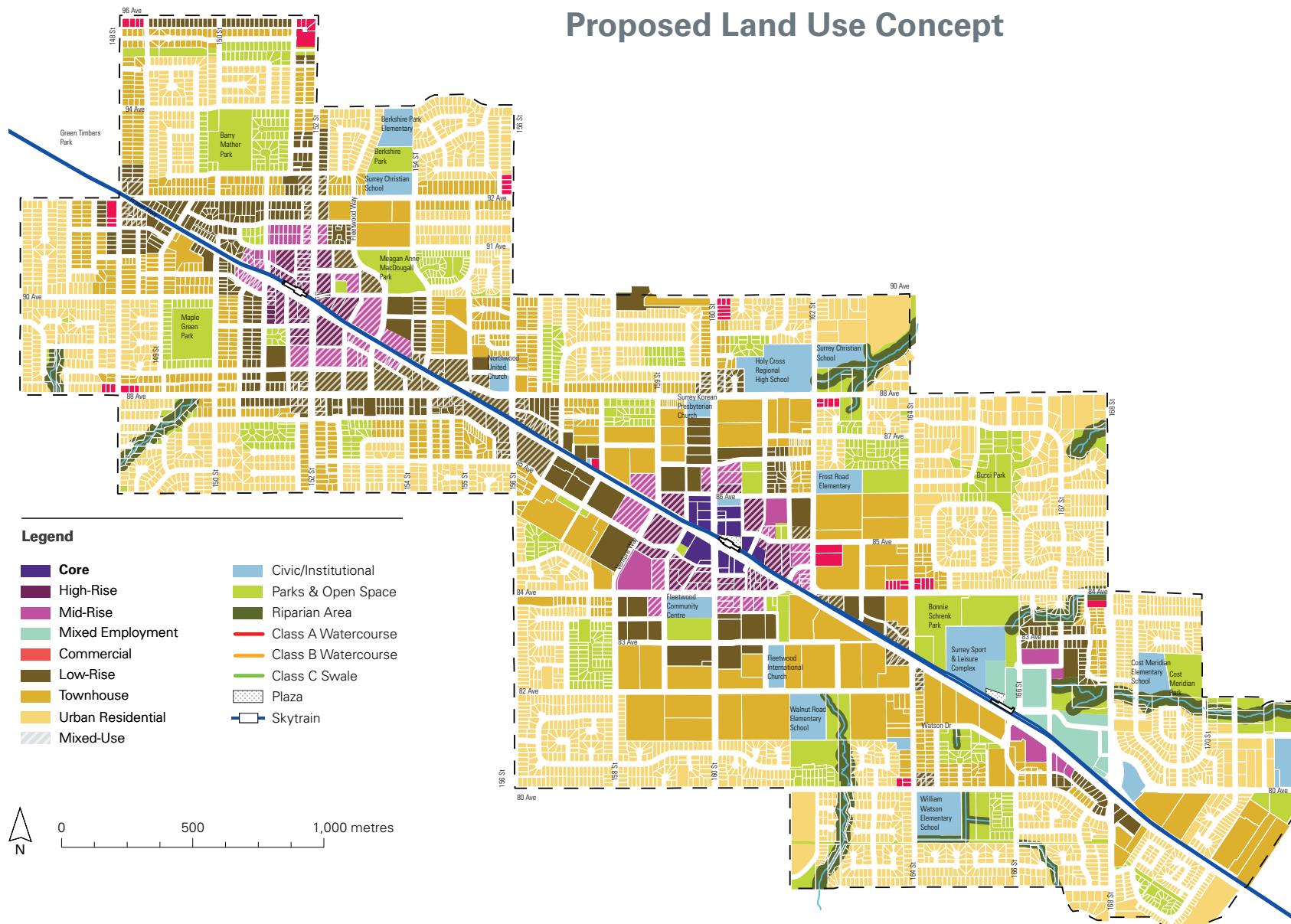


Conceptual drawing of large urban plaza near the future 160 Street SkyTrain Station.

	Existing	Proposed (additional)	Total
Single Family / Semi-Detached	4,785	~300	~5,100
Townhouse / Apartments	5,611	~41,600	~47,200
Population	38,387	~104,000	~142,400
Jobs	3,457	~12,800	~16,300

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Proposed Land Use Concept



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Core	High Rise	Mid Rise	Low Rise	Mixed-Use	Mixed Employment
 <p>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.</p> <p>Building Height Up to 36 storeys</p> <p>Max Tower Floor Plate 700 sq m Residential. Office may be larger.</p> <p>Min Tower Separation 50 m face to face. 30 m corner to corner.</p> <p>Max Building/Podium Depth 20m for Residential. Office may be larger.</p> <p>Floor Area Ratio Up to 4.5 FAR*, inclusive of minimum 0.8 FAR commercial or institutional. Additional 0.5 FAR base density (any use) with **Zero Carbon Incentive Bonus.</p>	 <p>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.</p> <p>Building Height Up to 30 storeys</p> <p>Max Tower Floor Plate 700 sq m Residential. Office may be larger.</p> <p>Min Tower Separation 50 m face to face. 30 m corner to corner.</p> <p>Max Building/Podium Depth 20m for Residential. Office may be larger.</p> <p>Floor Area Ratio Up to 4.0 FAR*, inclusive of minimum 0.6 FAR commercial or institutional. Additional 0.25 FAR base density (any use) with **Zero Carbon Incentive Bonus.</p>	 <p>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.</p> <p>Building Height Up to 12 storeys. 15 storeys may be considered at key intersections and transitional locations.</p> <p>Min Building Separation 30 m face to face. 20 m corner to corner.</p> <p>Max Building/Podium Depth 20m for Residential.</p> <p>Floor Area Ratio Up to 3.10 FAR* for residential only.</p>	 <p>Apartment buildings supported with ground floor townhouse or active ground floor commercial in mixed-use areas, and related amenity spaces.</p> <p>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).</p> <p>Max Building Depth 20 m for Residential</p> <p>Floor Area Ratio Up to 2.00 FAR* for residential only.</p>	 <p>Mixed-use areas require minimum 0.4 FAR (low rise, mid rise), 0.6 FAR (high rise), and 0.8 FAR (core) of active commercial, office, or institutional uses.</p> <p>Active ground floor commercial uses should be focused onto primary street frontages. Residential townhouse at grade accommodated in some locations.</p>	 <p>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 in keeping with emerging direction for the Metro Vancouver Regional Growth Strategy (RGS) update. Various architectural forms and floor plate sized considered to facilitate employment uses.</p> <p>Building Height Up to 12 storeys. Additional Height Considered for Employment Uses.</p> <p>Floor Area Ratio Up to 3.25 FAR*. Additional 0.50 FAR base density with **Zero Carbon Incentive Bonus.</p>

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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

2-4 Storeys

Density

Up to 1.5 FAR*. Additional 0.5 FAR base density with **Zero Carbon Incentive Bonus.

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. Additional 0.3 FAR base density with **Zero Carbon Incentive Bonus for stacked townhouse with underground parking in select frequency transit areas.

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

Up to 3 Storeys

Density

Up to 37 UPH (15 UPA*) Additional 12 UPH (5 UPA) base density in select locations with **Zero Carbon Incentive Bonus.

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.

** A Zero Carbon Incentive is expected to be proposed for the Fleetwood Plan, includes an allowable increase to base densities for some land use designations. The Zero Carbon density Incentive, if applied, provides for an increase in the applicable density, when renewable energy (including grid electricity) is to be used for all on-site building operation, with no fossil fuel connection.

Densities: 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.

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Proposed Transportation Network

As Fleetwood Town Centre grows there will be more people moving around, increasing the demand on existing infrastructure and roads. The draft plan proposes a network of new roads that will create more room on the streets and help people get to where they are going while supporting walking, cycling and convenient access to future transit.

Key features of the proposed transportation network include:

Improved Connectivity

New roads and connections will support convenient access to improved transit service and shops and services. In addition to the planned SkyTrain extension the City is working with TransLink on additional long term transit plans, such as new RapidBus services. The final plan will incorporate future transit plans to help address growth and provide alternatives to driving. The draft plan will include a proposed road network, as well as an expanded pedestrian and cycling network.

Expanded Active Transportation Network

The demand for safe and efficient active transportation is increasing. The plan introduces an integrated network of protected (separated) cycle tracks, multi-use pathways and neighbourhood bike routes. Through development, new signalized intersections and sidewalk improvements will make it easier to walk or roll around town.

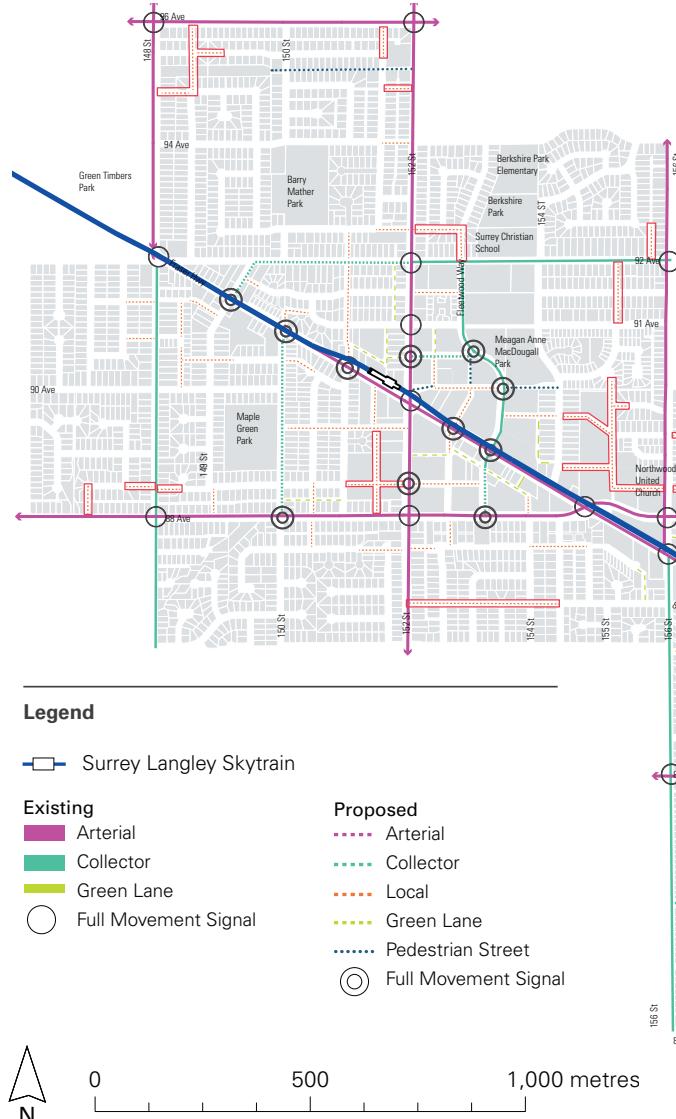


Conceptual rendering of 160 Street SkyTrain Station.

	Existing	Proposed (additional)	Total
Signalized Intersections	27	22	49
Roads	108 km	10.5 km	118.5 km
Green Lanes	0.4 Km	4.0 km	4.4 km
Pedestrian Only Roads	0 m	1.6 km	1.6 km
Cycle Tracks*	0 m	33 km	33 km
Multi-use Pathways	3.7 km	2 km	5.7 km

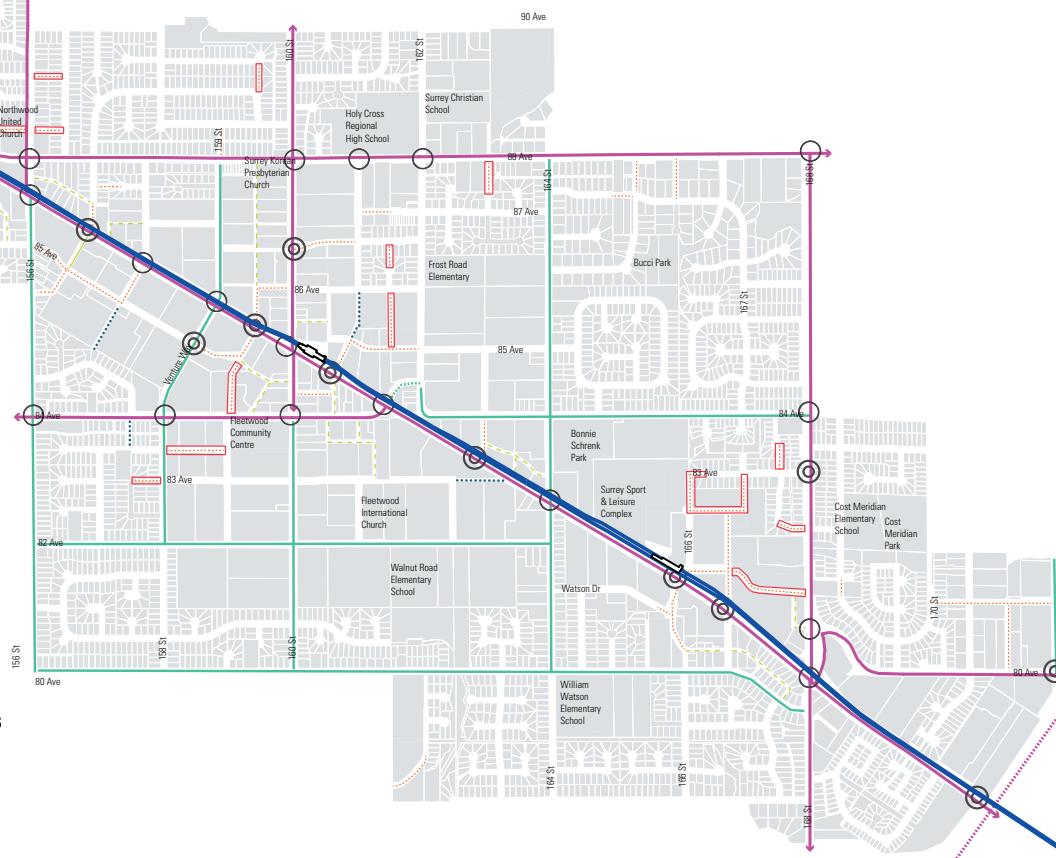
*Separated Cycle Lanes

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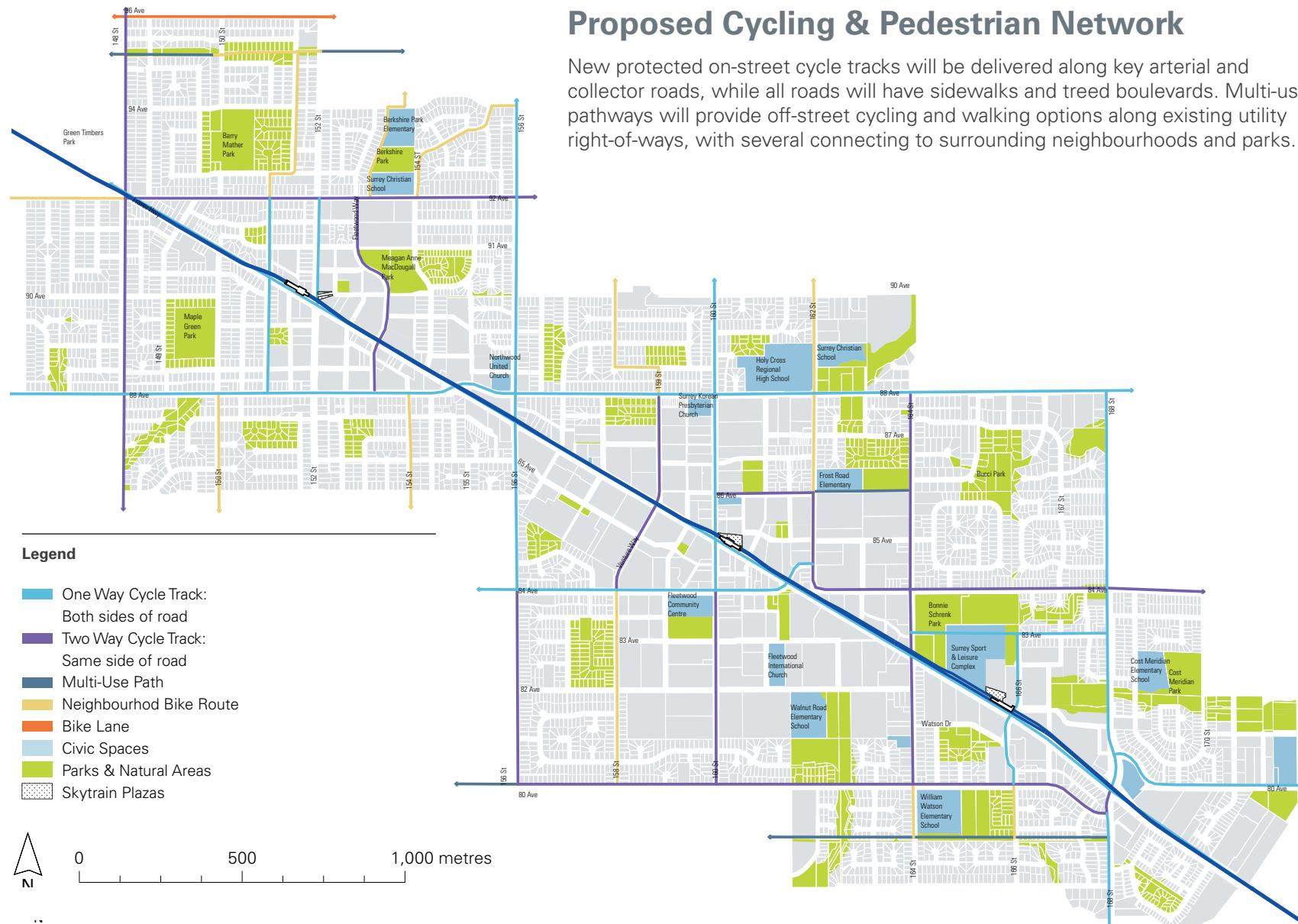


Proposed Road Network

- A fine grained road network will break up larger existing blocks to improve neighbourhood connections and increase walkability. This will result in more efficient and safer travel for all road users. New roads will also support additional on-street parking and public spaces and plazas.
- New traffic controls and sidewalk improvements will improve safety. The plan proposes to improve existing sidewalks and install several new full movement traffic signals to promote safe access and circulation.



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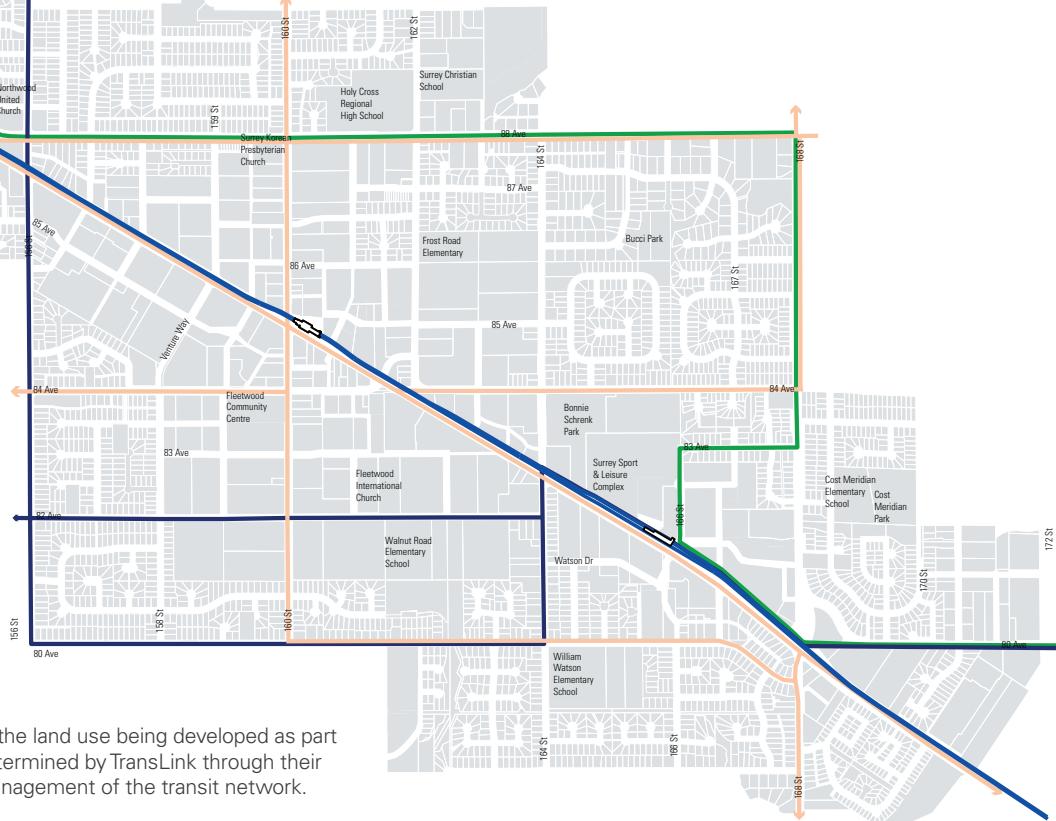
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* Note: This is only a concept to visualize how transit could serve the land use being developed as part of the Fleetwood plan. The final transit network design will be determined by TransLink through their T2050 process, rapid transit bus integration plans and ongoing management of the transit network.

Potential Transit Network

In addition to future SkyTrain along Fraser Highway, planning is underway for additional long-term rapid transit and high frequency bus service. Rapid transit is defined as operating in exclusive right-of-ways divided by physical barriers at grade or separated vertically above or below ground. High frequency buses provide all day service with extended hours of operation and less stopping on priority transit streets.



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Parks & Open Space Network

By 2050 there will be many more people spending time in Fleetwood. Growth will increase the demand for local parks and community spaces. To accommodate planned growth the plan incorporates new parks and park improvements. These are directly linked to development. As development occurs, developers make contributions to fund the City's future acquisition and development of parkland. Developers' money also goes toward improving existing parks and facilities in the area, such as the Fleetwood Community Centre.

Key features of the parks and open space concept include:

Doubling the amount of Park Space

One of the key objectives of the park plan 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 which will more than double the amount of parkland in the Fleetwood plan area. It also includes several riparian areas (creeks) to be protected as natural area parkland.

Expanding Civic Facilities

In addition to new parks, the City has plans to expand the Fleetwood Community Centre to include an Arts Centre and recreational amenities. Plans are also being explored for an athletic park next to the Surrey Sport and Leisure Centre. Additional community amenities will be explored as the plan develops.

NOTE: Existing properties that are designated as future parkland are not required to sell or move. The plan is long-term. The plan does not change existing zoning or development rights. Homeowners can stay for as long as they wish, redevelop under existing zoning, or can sell independently. When, and if, they wish to sell to the City, it would be at fair market value based on independent appraisals. Contact the City of Surrey Parks Planning division for more details.



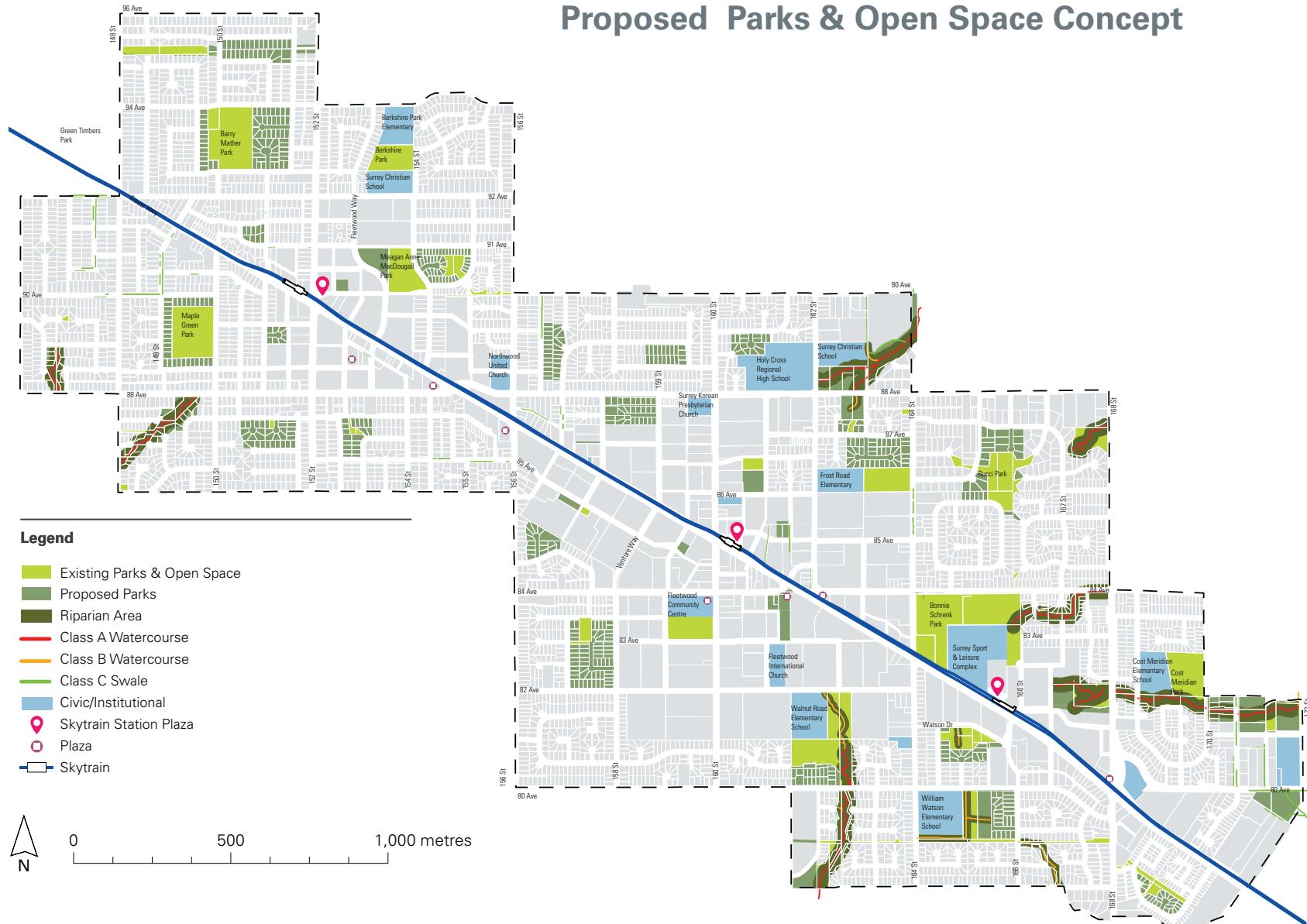
Conceptual drawing of a future neighbourhood park surrounded by mid rise development in Fleetwood Town Centre.

	Existing	Proposed (additional)	Total
Number of Parks	9	12	21
Total Parkland	54.5 ha (135 ac)	66.5 ha (165 ac)	121 ha (300 ac)
Major SkyTrain Station Plazas	0	3	3
*Public Plazas	1	6+	7+

*Note: Additional public plazas may also be provided through future development in key areas.

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Proposed Parks & Open Space Concept



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Provincial SkyTrain and City of Surrey Land Use Plan Project Timelines

There are three planning process either taking place or on the horizon for the areas along Fraser Highway:

PROVINCIAL SKYTRAIN PROJECT

The Provincial government recently took over jurisdiction of the Surrey-Langley SkyTrain project from TransLink, and is now leading its design, procurement, and implementation. The extension of the Expo Line from King George Station to Langley Centre will mean the extension is designed and constructed in a single phase.

THE FLEETWOOD PLAN

Concurrent to the Province's SkyTrain planning, and implementation, the City is undertaking a land use planning process to create a new community plan for Fleetwood.

FUTURE PLANNING PROCESS

The City of Surrey will update or develop new plans for the communities along Fraser Highway east of 166 Street in Clayton and Cloverdale after Stage 1 of the Fleetwood Plan is endorsed by Council.



Engagement Snapshot



Over the last year and half as we've worked to develop the draft plan, we've heard from thousands of residents. We've conducted in person and online activities including: 1 open house, 2 workshops, 5 surveys, 1 quick poll, 1 big ideas brainstorm, multiple mapping exercises, as well as hosting an ongoing online question & answer. We've also spoken and corresponded with hundreds of people over the phone and by email.

To build awareness and invite people to provide feedback on the plan we've conducted multiple postcard mail outs, social media campaigns, lawn sign installations, media releases, newspaper ads, electronic-newsletters and emails. We've also worked with groups in the community to promote engagement through their channels.

Moving forward, as social distancing and gathering restrictions are removed, we look forward to resuming in-person engagement.

Next Steps

At the end of the summer we will refine the plan based on your feedback. In the Fall we will bring a summary of our engagement and a revised draft plan (Land Use, Transportation, and Parks Concepts) forward to Surrey City Council for preliminary (Stage 1) consideration. Council will also consider a series of interim guidelines and policies, including:

- Affordable and rental housing considerations
- Interim density bonus and community amenity contribution ("CAC") rates
- Net zero carbon incentive policy
- Updated development expectation policies

In Stage 2 of the planning process we will be working on:

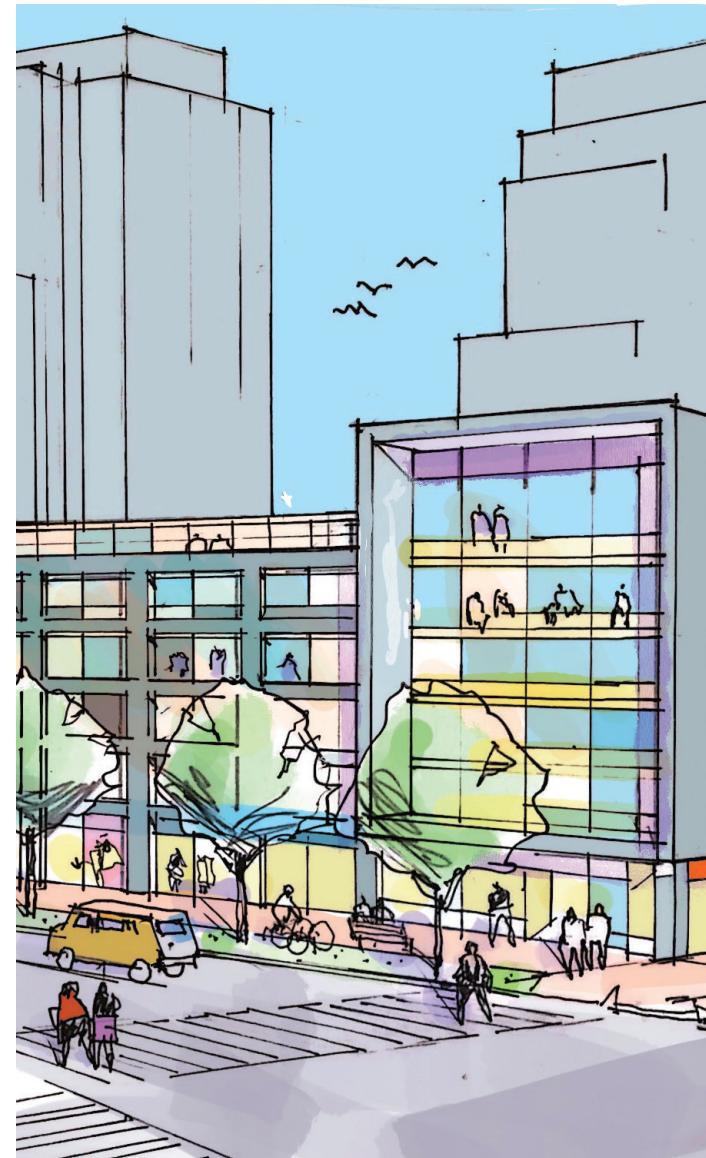
- Refining the land use plan to reflect additional planning
- Developing detailed urban design guidelines
- Developing affordable and rental housing guidelines
- Developing transportation policies, including street typologies, transit, walking, and parking guidelines
- Developing lot consolidation guidelines
- Working with the Surrey School District to plan for an expanding population
- Developing utility servicing and financing requirements
- Refining the parkland acquisition strategy
- Refining policies supporting plan implementation, including net zero carbon emissions, density bonusing, and amenity contributions
- Developing the final plan document

Stay Involved

During Stage 2 of the Fleetwood Plan process, there will be more opportunities for you to help shape the plan. Check back on the project page in the Fall for a summary of these engagement findings, plan updates and upcoming engagement opportunities. We anticipate that the final Fleetwood plan document will be completed in early 2023.

For More Information

Web: Fleetwoodplan.surrey.ca
Email: FleetwoodPlan@surrey.ca



Conceptual drawing of employment district around 166 Street Station.