

NO: R071

COUNCIL DATE: **APRIL 28, 2014**

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **April 28, 2014**

FROM: **General Manager, Planning and Development
Acting General Manager, Engineering**

FILE: **6520-20 (East Clayton
Transit Orientated Plan)**

SUBJECT: **East Clayton Transit-Oriented Area ("TOA") Land Use Concept Plan**

RECOMMENDATION

The Planning and Development Department and the Engineering Department recommend that Council:

1. Receive this report as information;
2. Approve the East Clayton Transit Oriented Area Land Use Concept Plan, as illustrated on the map attached as Appendix I to this report, as the basis for processing land development applications in this area;
3. Approve the proposed Parkland Amenity Contributions for the East Clayton Transit-Oriented Area Land Use Concept Plan area as documented in this report; and
4. Approve the engineering servicing strategy for the East Clayton Transit-Oriented Area Land Use Concept Plan as documented in this report.

INTENT

This report provides a summary of the results of neighbourhood consultation in a transit supportive area of East Clayton and seeks Council approval of a Transit-Oriented Area ("TOA") Land Use Concept Plan (the "Plan") to guide future amendments to the East Clayton Neighbourhood Concept Plan ("NCP"). The Plan was prepared in response to rapid transit plans and land owner input related to the Business Park lands of the East Clayton NCP.

POLICY CONSIDERATIONS

Official Community Plan

Surrey's new draft Official Community Plan ("OCP") supports redevelopment of key locations along planned rapid transit corridors to higher-density within designated Frequent Transit Development Areas ("FTDA"). The East Clayton TOA Concept Plan is within the East Clayton FTDA along the planned Fraser Highway light rail transit ("LRT") line, at the future 192 and Fraser Highway LRT Station.

Within comprehensively planned NCP areas and within FTDA, the Urban designation in the new OCP supports densities of up to 72 units per hectare (30 units per acre). In Commercial designated areas, densities exceeding 1.5 FAR may be permitted in select locations directly adjacent to existing or planned rapid transit stations.

BACKGROUND

At the Regular Council Meeting on December 16, 2013, Council received Corporate Report No. R253;2013, seeking authorization to proceed with neighbourhood consultation on a draft Land Use Concept for a portion of the East Clayton NCP that is currently designated for Business Park uses.

The objective of the East Clayton TOA Land Use Concept process was to consult with the neighbourhood on a land use plan to guide future transit-oriented development within the subject study area that will integrate fully with future LRT service on Fraser Highway and create a high quality, sustainable mixed-use centre for East Clayton.

After considering the recommendations of Corporate Report No. R253;2013, Council passed the following resolution:

"Authorize staff to engage in a community consultation process, as generally described in this report (R253), related to the draft East Clayton Transit-Oriented Area Land Use Concept that is illustrated in Appendix I attached to Corporate Report R253 [RES.R13-2611]".

DISCUSSION

The land use conditions and future rapid transit plans within and around the East Clayton Neighbourhood area, in particular the Business Park designation lands, have changed significantly since the East Clayton NCP was approved by Council in 2003. These changes, coupled with the areas proximity to the Fraser Highway Frequent Transit Corridor and future rapid transit station near the 192 Street Diversion and Fraser Highway, has provided opportunities for more transit oriented development potential and mixed uses in this TOA.

The draft Plan was prepared by staff in consultation with property owners and the Plan was presented at a public information meeting on January 27, 2014 and an Inter-agency Committee meeting on November 28, 2013. After receiving input from the public and various Provincial and regional agencies, including TransLink, staff made minor adjustments to the Plan, as documented in this report.

Plan Area

The Plan area is approximately 16.5 hectares (41 acres) in area, and is bounded by 188 Street to the west, Fraser Highway to the south, the future 192 Street Diversion to the east, and a residential laneway just south of 67 Avenue to the north. The boundaries of the Plan area are shown in Appendix II.

The majority of the TOA is currently designated Urban, with a small remnant parcel designated Industrial in the OCP. There are 14 individual privately owned lots within the TOA, with the majority of properties zoned One-Acre Residential (RA) Zone. There is also one 0.23 hectare

(0.58 acre) property in the northeast end of the study area fronting 192 Street, which is zoned Business Park (IB), and one triangular remnant parcel zoned Comprehensive Development (CD) zone.

The East Clayton NCP, which was approved by Council in 2003, designated the TOA properties adjacent to 188 Street as Neighbourhood Commercial and the remainder of the properties as Business Park, both of which are intended for employment lands, but do not permit residential development.

Consultation

Public Meeting/CitySpeaks Feedback

As part of the process of developing the Plan, a neighbourhood public information meeting was held on January 27, 2013 at Latimer Road Elementary School. Notices were placed in the local paper, invitations were mailed to over 1,500 property and business owners in the surrounding East Clayton area, and residents and business owners in the Cloverdale and Clayton areas were invited to participate in an online survey through CitySpeaks.

Approximately 125 persons attended the public information meeting. All consultation materials provide for the Plan were available on the City website and through CitySpeaks, and a detailed feedback form could be accessed and submitted online.

An Interagency Committee meeting was held on November 28, 2013 to provide an opportunity for Provincial and regional agencies, including TransLink and the Surrey School District, as well as public and private utilities to comment on the Plan.

Following the public information and Interagency Committee meeting, staff compiled all feedback received, including 117 surveys, and reviewed all comments submitted in developing a revised Land Use Concept. Based on feedback received through the above-referenced surveys the:

- majority of survey participants (59 or 52%) support the overall TOA Plan with 19 (16%) opposed;
- majority of survey participants (59 or 52%) support the proposed "Street Framework" with 20 (17%) opposed;
- majority of survey participants (86 or 73%) support having the highest density and tallest commercial/office and mixed use buildings along Fraser Highway, and lowest density and residential buildings adjacent to the existing residential area, with 16 (14%) opposed; and
- majority of survey participants (87 or 74%) support the proposed location of the park in the Plan area with 6 (5%) opposed.

A complete summary of the neighbourhood public information meeting feedback and the survey results are provided in Appendix III of this report.

Based on the feedback received from the public, staff has made several adjustments to the Plan, including the inclusion of special setback and landscape buffer/interface policies along the

northern edge of the Plan area, which adjoins existing single-family neighbourhoods, and improved greenway connections through the Plan area to access transit, shopping, parks and recreational trails.

Land Owner Feedback

The lands within the TOA are largely assembled and currently owned by three groups. Staff have consulted directly with these landowners on the draft Plan. The landowners have indicated general support for the proposed land use concept, with several reservations.

Several landowners are interested in developing lower-density interim uses within the areas designated for the highest mixed-use densities in the Plan. This would allow an economic use of their lands until such time as the market is ready for higher-density mixed-use developments in association with rapid transit. Staff is reluctant to support these interim uses, as this may serve to delay the implementation of higher-density, walkable, transit-oriented development in the areas adjacent to the future LRT station.

The City considers the road network and standards identified to be appropriate for the land uses planned, but as with all development applications, the City will consider the input from applicants and make adjustments where appropriate.

TransLink Comments

On March 10, 2014 TransLink provided written comment regarding the Plan. TransLink is generally supportive of the TOA Land Use Concept as it:

- concentrates employment along Fraser Highway, which should encourage transit ridership and may support more balanced passenger loads on Fraser Highway service; and
- improves connectivity, increased population and employment density and mix of uses proposed within this important transit-oriented area.

As the Plan is implemented and new road connections are made available, TransLink has indicated that local bus services in the area will likely warrant re-investigation through an update or addendum to the *South of Fraser Area Transit Plan* and specific design guidelines for Transit-Oriented Communities and TransLink's *Transit Passenger Facility Design Guidelines*.

Transit-Oriented Area Planning Principles

Development of the TOA Land Use Concept builds upon on the East Clayton NCP planning principles, with additional emphasis on the following planning principles:

1. Locate the highest density of development along Fraser Highway in close proximity to future rapid transit station;
2. Maintain the same or greater employment levels for the study area as were projected in the existing East Clayton NCP;

3. Encourage mixed-use development with an emphasis on employment uses (i.e., office and retail uses);
4. Develop a finer-grained, grid-based block street pattern to distribute traffic and encourage walking and cycling connections, including convenient pedestrian access to transit;
5. Require on-site best management practices for stormwater management to reduce runoff volumes;
6. Require a high level of urban design, with an emphasis on active facades related to commercial, mixed use and residential buildings facing public streets;
7. Incorporate a central neighbourhood park into the development;
8. Incorporate opportunities for place-making and public art in key locations; and
9. Ensure an appropriate and sensitive interface with lower-density residential neighbourhoods adjacent to the area.

Proposed Land Use Concept

The TOA Land Use Concept contains features and land use designations as generally outlined below and in Table 1 at the end of this section. The Land Use Concept is attached as Appendix I.

Multifamily Townhouse Residential Areas (Live/Work)

The Plan provides for 9.06 acres of multi-family residential designated land. The Land Use Concept anticipates between 226 to 317 dwelling units within the Townhouse designation. These lands are primarily intended for townhouses at a density of 30 units per acre. Units facing public streets may include a Live/Work (70% Residential and 30% Office/Retail component) to permit work places such as art studios, hair salons, business offices, or coffee shops, as an optional use, at a small scale within the ground floor level of the dwellings.

Mixed Uses

The Plan provides for 19.12 acres of Mixed Use designated land, permitting commercial retail and office uses with residential units above. The Land Use Concept shows three types of Mixed Use, varying in density, building height and the required minimum amount of retail and office space. As outlined in Table 1, the highest density designations require the largest allocation of commercial (retail and office) space.

The Plan anticipates the development of an east-west commercial "High Street" along 66 Avenue connecting from the planned 192 Street Diversion to 188 Street. This street will emphasize retail frontages to create a vibrant and pedestrian-friendly environment as well as a focal point for commercial activity and local services for office workers and residents. The neighbourhood park and several plazas at key locations along the "High Street" will provide opportunities for seating, gathering spots and public art.

Parks, Greenways and Community Amenities

A total of 1.0 hectares (2.31 acres) of urban parkland is shown in the Plan, including a portion of a treed lot at the corner of 66 Avenue and 190 Street. This park is envisioned as a neighbourhood park, and a small plaza and gathering place is proposed for the southeast corner of the park. A children's playground and paved pathway is proposed, along with both newly planted and protected existing trees.

A continuation of the East Clayton greenway network through the Plan area links neighbourhoods to the north with the major Fraser Highway greenway, the future rapid transit station area, as well as local parks and walking trails in adjacent areas to the east.

Transportation

Street Network

The East Clayton neighbourhood features a finer grain street network which has been highly successful in creating a connected, walkable community. This road network principle has been applied within the Plan area given the proposed changes to the land uses and densities in the Plan area plus the close proximity to a future rapid transit corridor. The proposed road network, illustrated in Appendix IV, will integrate with the adjacent road network to provide multi-modal connectivity within the Plan area with the surrounding neighbourhoods as well as future rapid transit services on Fraser Highway. All roads within the Plan area will have sidewalks and planted boulevards on both sides and will be bicycle friendly. On-street parking opportunities will be maximized with parking provided on all streets and on both sides where achievable. The Plan area will also include greenways along Fraser Highway and along the 192 Street Diversion.

Transit

Consideration for future surface rapid transit service along Fraser Highway, with a station located at the intersection of Fraser Highway and the future 192 Street Diversion is included in the Plan. TransLink has indicated that as new local street connections are realized and as densities increase, that new bus routes through East Clayton connecting to rapid transit are likely. In addition, the Plan emphasizes pedestrian connections from the neighbourhood to the planned transit station area.

Schools

No schools are proposed within the Plan area. The TOA is split between the Hazelgrove Elementary and Latimer Road Elementary and Clayton Heights Secondary school catchment areas. The Surrey School District has expressed some concern about the impact of residential densification within the East Clayton TOA.

Preliminary estimates by the School District indicate that the planned land uses for smaller apartment units and some townhouses could potentially result in between 150 and 180 new elementary students and between 100 and 120 secondary students when fully built out and occupied. Hazelgrove Elementary School is not sized to accommodate all of the resulting growth and some catchment boundary adjustments to Latimer Road Elementary may be required to accommodate the increase in student numbers. The construction of a new secondary school in

the Clayton area (at 184 Street and 73 Avenue) will reduce overcrowding at Clayton Heights Secondary School. The new school is expected to open in 2016.

Building Height, Building Massing, and Development Character

The Plan provides guidelines for building heights in each of the land use designations, including three types of Mixed Use designation, as shown in Table 1 below.

Future building heights are proposed to be two to three storeys for retail/office uses, with the potential for up to an additional three to five storeys of residential or office space above. Buildings may range in height from two to eight stories for commercial/office/residential mixed use developments with highest density and tallest buildings located adjacent to Fraser Highway, 188 Street and 192 Street. Multi-family residential townhouses are proposed to be a maximum of three storeys with an optional live-work component at grade level facing public streets or parkland.

The Land Use Concept (Appendix 1) shows locations where building facades are required to face street frontages in order to provide a pedestrian-friendly environment and street enclosure.

Land Use Statistics and Projections

The land area, densities, potential building heights and projected residential and employment numbers for each of the proposed land uses are shown in Table 1 below:

Table 1: Land Use Statistics and Projections

Land Use Designation	Land Area		Building Height (Stories)		Max Density Gross Area	Estimated Residential Units		Estimated Population Projections		Estimated Employment Projections (Office & Retail)	
	(Acres)	(%)	Min	Max		Low	High	Low	High	Low	High
Mixed Use: 1.5 FAR <i>(Commercial Retail at grade, Residential or Office above)</i>	5.92	14.3%	n/a	4	1.5 FAR Gross	89	178	142	284	175	639
Mixed Use: 2.0 FAR <i>(Commercial Retail at grade, Office or Residential Above)</i>	6.83	16.5%	2	6	2.0 FAR Gross	123	239	197	383	976	1,162
Mixed Use: 2.5 FAR <i>(Commercial Retail at grade/Office or Residential Above)</i>	6.37	15.4%	3	8	2.5 FAR Gross	140	286	224	459	1,313	1,948
Multifamily Residential Townhouse <i>(Live/Work)</i>	9.06	21.9%	n/a	3	30 UPA Gross	226	317	589	824	40	81
Park	2.31	5.6%									
Road ROW	10.94	26.4%									
TOTAL	41.43	100%				578	1,020	1,152	1,950	2,504	3,830

Plan Implementation

The recommended TOA Plan is intended as a guide for future amendments to the East Clayton NCP, consistent with the new OCP FTDA policies. The Plan is expected to be implemented through individual land development applications, including OCP amendments, NCP amendments, rezoning and subdivision applications. All developments will be subject to development permits for design control. Opportunities for additional public feedback will be received and considered by Council at the public hearing on each individual development application in the area.

Public assets such as streets, walkways and statutory rights-of-way will be secured through the development approval process by dedication. The neighbourhood park will be secured through purchase and dedication at time of development, using funds derived from the 5% parkland cash-in-lieu payments required at the time of subdivision along with parkland development cost charges collected at the time of development.

Amenities for facilities within the park will be provided for by Parkland Amenity Contributions collected for this area. Staff have conducted a needs assessment for the proposed neighbourhood park and are proposing a Parkland Amenity Contribution amount of \$1,262.00 per dwelling unit to fund basic park amenity development. This amount differs from the established Parkland Amenity Contribution of \$856.52 per dwelling unit in the rest of East Clayton, but is in line with other recent NCP areas. Staff is of the opinion that the rate increase for the Plan area is justified based on feedback received from residents in the rest of East Clayton, where the current Parkland Amenity Contribution amount has not been sufficient to develop the neighbourhood parks to an acceptable level of amenity. To implement the proposed rate staff will bring a subsequent Zoning By-law amendment for Council's consideration, incorporating the East Clayton TOA area as an Infill Area with an associated Amenity Contribution schedule, consistent with Table 2 below. Amenity Contribution amounts for Police Protection, Fire Protection and Library Materials are not proposed to change.

The addition of residential land uses within this area will provide additional funding for Library and Park/Pathway materials not originally anticipated in this NCP area. A summary of the applicable Amenity Contributions (per dwelling unit or hectare/acre) and the estimated revenue the City can expect to receive from the East Clayton TOA is documented in Table 2:

Table 2: Estimated East Clayton TOA Amenity Contributions

EAST CLAYTON TRANSIT ORIENTED CONCEPT PLAN AMENITY CONTRIBUTIONS			
	Per Unit Contribution All Residential <i>(Average densities approx. 800 dwelling units)</i>	Per Acre Contribution All Non-residential <i>(Approx. 19.12 Acres)</i>	Anticipated Revenue
Police Protection	\$63.45 per unit	\$254.67	\$55,629.29
Fire Protection	\$275.00 per unit	\$1,100.36	\$241,038.88
Library Materials	\$142.50 per unit	N/A	\$114,000.00
Park/Pathways Development	\$1,262.00 per unit	N/A	\$1,009,600.00
*Total Contribution (per unit or per acre)	1,742.95 per unit	\$1,355.03 per acre	
Total Anticipated Revenue			\$1,420,268.17

Engineering Servicing Strategy

Water

The City's existing water system, together with the proposed water projects identified in the 2014-2023 10-Year Servicing Plan, has sufficient capacity to support the development of the TOA.

Sanitary Sewer

A review of the City's existing sanitary sewer system was completed and verified by a third party external engineering consultant. This review confirmed that the existing system does not have sufficient capacity to support further development in the East Clayton NCP and surrounding areas, including the lands covered by the TOA.

To support the development of the eastern portion of the TOA, approximately \$1.4M in sanitary sewer infrastructure upgrades are required.

Staff has also estimated that the development of the Aloha Estates Infill Area Concept Plan area ("Aloha Estates") requires approximately \$1.3M in sanitary sewer infrastructure upgrades are required.

It was also estimated that if the above-referenced works are constructed co-incidentally (i.e., the works related to development of Aloha Estates and the works related to the increased intensity of development of the TOA) the total cost of the works would be approximately \$1.9 million. As such, it would be beneficial for the developers of Aloha Estates and the TOA to work together to provide the necessary sanitary sewer upgrades for both areas at the same time. Costs for the works could be shared based on estimated flows discharging to the system. Based on the current development projections for each area, 49% of the costs would be allocated to the development of Aloha Estates, with the remaining 51% of the costs would be allocated to the development of the TOA.

To support development of the western portion of the TOA, improvements to the City's existing North Cloverdale Pump Station at 176 Street and 68A Avenue are required. These improvements are required as the expected flows to the station area greater than those expected under the original East Clayton NCP. Further improvements to this station are also required to support the development of the West Clayton NCP. Although some improvements are required, the existing pump station can support some development of the western portion of the TOA equal to the planned demands expected under the original East Clayton NCP.

Development cost charge ("DCC") revenues for sanitary sewers from the development of the TOA are estimated at \$1.8M. DCC revenues for sanitary sewers from the development of the Aloha Estates are estimated at \$0.8M. As such, there is a total of \$2.6M in DCC revenues available for sanitary sewer works from the subject areas of East Clayton, which is sufficient to fund the upgrades related to the development of Aloha Estates and the eastern portion of the TOA. Staff will work with the developers in each of these areas to establish the lead developer who will be responsible as part of their servicing agreement to construct all of the necessary downstream sanitary sewer upgrades or, alternatively, have front ended the funds to the City to construct such

upgrades at the option of the General Manager, Engineering, and all to the satisfaction of the General Manager, Engineering.

The funding for improvements to support the development of the western portion of the TOA will be established as part of the Stage 2 component of the NCP planning process for the West Clayton NCP.

Given the interest in developing the Aloha Estates and the TOA to higher densities than contemplated in the original East Clayton NCP, there is also some interest to develop remaining pockets of lands in the East Clayton NCP area to higher densities. Any development of these pockets to densities higher than contemplated in the original East Clayton NCP may require additional downstream improvements. It is not expected that any additional improvements will require funding from the Aloha Estates and the TOA greater than their expected DCC revenues (i.e., no development works agreements will be required). Staff will work with the developers in these pockets to coordinate these works.

Stormwater

The City's existing stormwater management system does not have sufficient capacity to support continued growth in the East Clayton NCP area, surrounding NCP areas and the development of the TOA. The owners of the land in TOA area will be required to develop a stormwater servicing strategy that meets the goals and objectives of the stormwater management plan originally developed as part of the East Clayton NCP. Along with a stormwater servicing strategy a related financial strategy will need to be developed.

SUSTAINABILITY CONSIDERATIONS

The recommendations of this report, if adopted, will assist the City in achieving a number of the principles and action items identified in the *Surrey Sustainability Charter*, including, but not limited to:

- SC9 – ensuring that adequate, appropriate and affordable housing is available in areas well served by transit;
- SC12 – planning for demographic change;
- SC13 – creating an accessible public realm;
- EC2 – promoting local economic vitality and job creation;
- EC7 – encouraging sustainable building and development practices;
- EC9 – encouraging high quality urban design and development;
- EC11 – ensuring that there are ample, quality jobs available locally;
- EC16 – supporting increased transit service and transportation infrastructure improvements;
- EN9 – supporting sustainable land use planning practices;
- EN13 – enhancing the public realm; and
- EN15 – increasing sustainable transportation options.

CONCLUSION

- Based on the above discussion it is recommended that Council:
- Receive this report as information;
- Approve the East Clayton Transit Oriented Area Land Use Concept Plan, as illustrated on the map attached as Appendix I to this report, as the basis for processing land development applications in this area;
- Approve the proposed Parkland Amenity Contributions for the East Clayton Transit-Oriented Area Land Use Concept Plan area as documented in this report; and
- Approve the engineering servicing strategy for the East Clayton Transit-Oriented Area Land Use Concept Plan as documented in this report.

Original signed by
Jean Lamontagne
General Manager,
Planning and Development

Original signed by
Gerry McKinnon
Acting General Manager,
Engineering

MK/DL/JA/PB/saw

Attachments:

- Appendix I East Clayton TOA Concept Plan Land Use Concept
- Appendix II East Clayton Neighbourhood Concept Plan showing the location of TOA
- Appendix III East Clayton TOA Neighborhood Consultation Summary
- Appendix IV East Clayton TOA Concept Plan Street Framework Plan

v:\wp-docs\admin & policy\14\data\april-june\04170736mk.docx
DRV 4/23/14 1:00 PM



Legend

- Mixed Use 2.5 FAR
- Mixed Use 2.0 FAR
- Mixed Use 1.5 FAR
- Multifamily 30 UPA, Live-work
- Park
- Roads
- Landscaped Setback (7.5m)
- Building Face
- Plaza/ Urban Landmark
- Greenway/Mult-Use Pathway
- Enhanced Sidewalk
- Ground Floor Retail Face
- Frequent Transit Corridor
- Rapid Transit Station

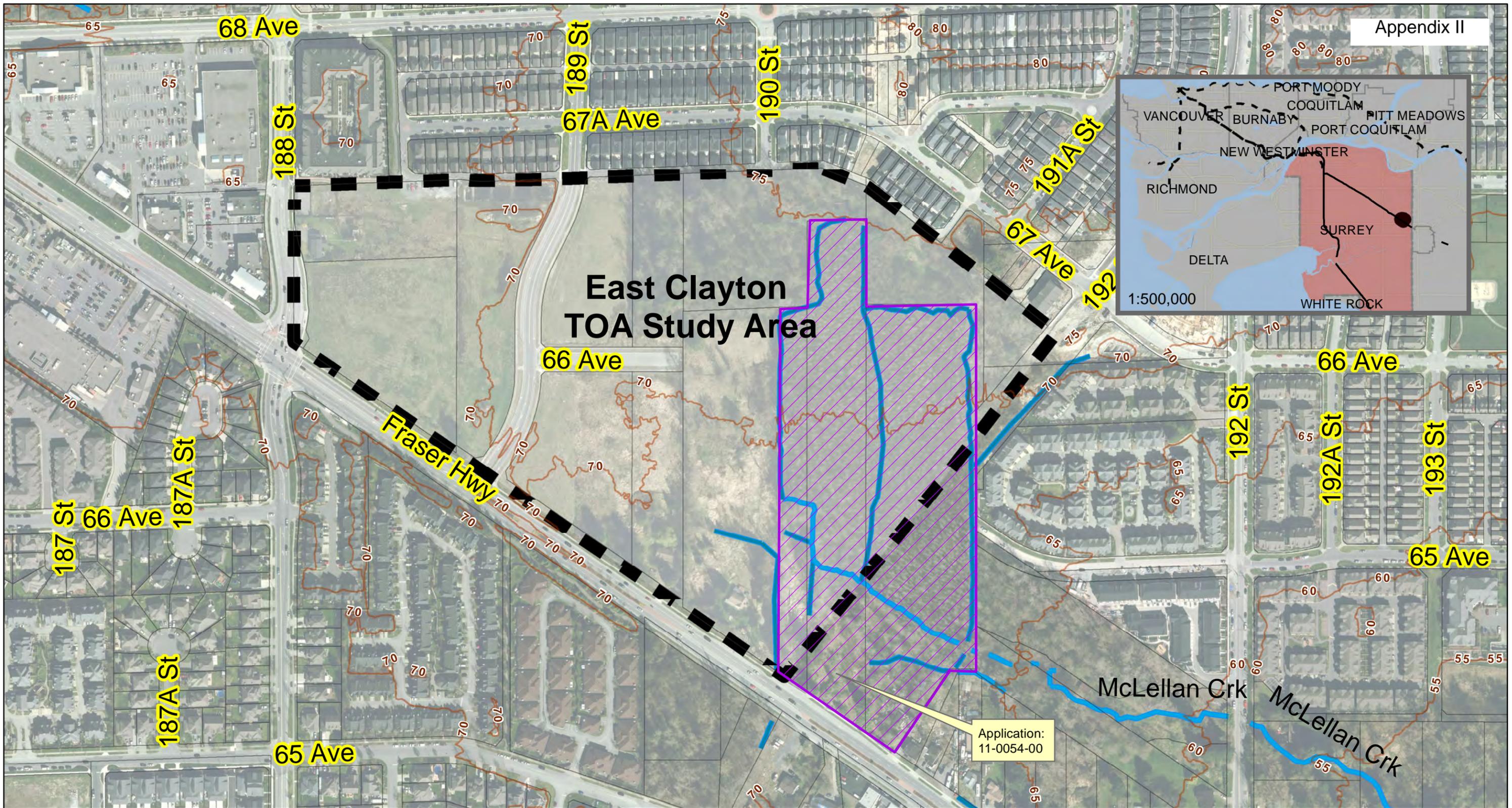
EAST CLAYTON TRANSIT ORIENTED AREA (TOA) LAND USE CONCEPT

CITY OF SURREY - PLANNING & DEVELOPMENT DEPARTMENT
 (APPROVED BY COUNCIL AT ITS REGULAR COUNCIL MEETING OF APRIL 28, 2014 - RESOLUTION R_ _ _)

LAND USE DESIGNATION	BUILDING HEIGHTS		AMOUNT OF USES		
	Min Height	Max Height	Min Office Required	Min Commercial (Retail/Office) Required	Max Residential Permitted
Mixed Use: 1.5 FAR	N/A	4 Story		Ground Floor Retail	3 Story
Mixed Use: 2.0 FAR	2 Story	6 Story		2 Story	4 Story
Mixed Use: 2.5 FAR	3 Story	8 Story	2 Story	3 Story	5 Story
30 UPA Townhouse: Live-Work	2 Story	3 Story	30% Live-Work Space Ground Floor Facing Street		3 Story

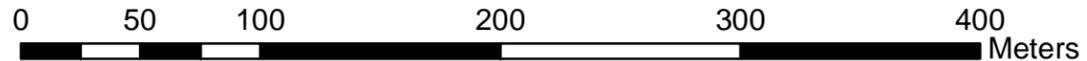
1:2,500

 0 50 100 Meters



East Clayton
"Transit Oriented Area"
Land Use Concept Area

- Legend**
-  Existing Lot Lines
 -  Concept Plan Boundary
 -  Contours - 5 metre



1:3,000

EAST CLAYTON TRANSIT ORIENTED AREA: CONSULTATION, FEEDBACK and CITY SPEAKS PARTICIPATION

Open House

- Over 1,500 letters were mailed to land and business owners in and around the East Clayton TOA to invite them to a January 27, 2014 Neighbourhood Information meeting.
- 125 people attended the Neighbourhood Consultation Public Open House event which was held at Latimer Road Elementary School (Gym).
- A brief presentation on the Land Use Concept and Draft Plan for the area was provided as well as a question and answer session with City Staff.
- Display boards with Land Use Concept Option and examples of the potential land use designation development were provided, including additional background and plan information. Handouts of land use plan concept and Feedback Survey were provided.

Survey Feedback

All consultation materials were available on the East Clayton Transit Oriented Area website, through City Speaks and including an online version of the feedback form that could be submitted directly from the website.

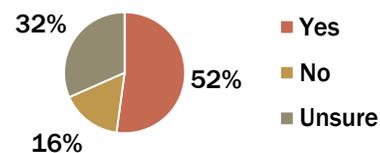
- 79 survey responses were received through City Speaks (Surrey's Online Survey Forum);
- 38 through submission of emailed or mailed feedback survey;
- 1 mailed submission letter from land owner group;
- 1 mailed submission from the Surrey School District;
- 1 mailed submission from Translink.

FEEDBACK FORMS – Hard Copy, Online and CitySpeak

The following section provides details from the input received through the feedback forms received in hard copy and online through city website and CitySpeaks Online Panel. A total of 117 feedback forms were received in total, including 38 from the public open house, and 78 from the City speaks online panel with a summary of responses to questions posed provided below:

Q1. Overall, do you support the proposed “Transit Oriented Area” (TOA) Land Use Concept Plan?

OPTIONS	TOTAL	PERCENT
Yes	61	52%
No	19	16%
Unsure	37	32%



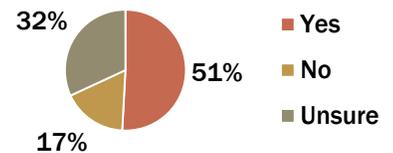
The majority of survey participants (**61 or 52%**) support the overall Transit Oriented Area Land Use Concept Plan, in general. Of the Other comments that survey participants felt were important for future land use plans, the following were the six most frequently reoccurring themes:

1. **Parking:** Ensure sufficient parking to support increased density now and in the future, including underground parking for apartments and large commercial developments. (15 Comments)

2. **Landscape Buffers:** Provide Landscape buffer and setbacks for future townhouse and mixed use development along northern laneway. (7 Comments)
3. **Wider Streets:** Local streets should be wider and include on street parking, street lights, bike lanes, and enough space for two cars to pass safely (6 Comments).
4. **Walkability:** Include walkways and adequate pedestrian crossings of major streets for access to transit along Fraser Highway (5 Comments).
5. **Traffic Congestion:** Ensure traffic through local areas is limited and through traffic is directed along Fraser highway, 192 street, and 188 street (5 Comments).
6. **Schools Space:** Ensure adequate school spaces future residents as existing schools are at capacity (3 Comments).

Q2. Overall, do you support the proposed “Street Framework” proposed in the Plan Area?

OPTIONS	TOTAL	PERCENT
Yes	59	51%
No	20	17%
Unsure	38	32%

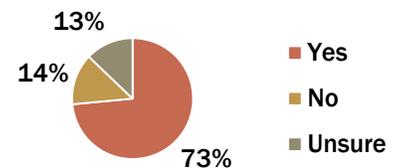


The majority of survey participants (59 or 51%) support the proposed “Street Framework. Of the Panel Survey participants who provided additional comments, the following were the **four most frequently recurring themes**:

1. **Safe Streets:** Provide safe local streets with speed controls. Limit through traffic on local streets such as 189 and 190 Street for traffic cutting through the existing residential neighborhood. Ensure any future transit station provides crime prevention through design principles. (8 Comments)
2. **Parking:** Provide street parking along 192 Street in the interim, and ensure traffic police for illegally parked vehicles. Ensure adequate parking for residential developments, including adequate visitor parking spaces. (6 Comments).
3. **Greenways:** Ensure greenway, cycling, and walking connections through retail sites to transit along Fraser highway. (5 Comments).

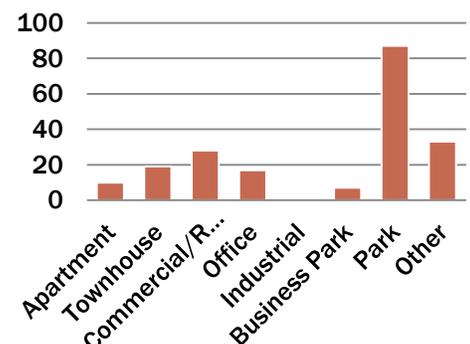
Q3. Overall, do you support the idea of having the highest density and tallest commercial/office and mixed use buildings along Fraser Highway, and lowest density and residential buildings adjacent to the existing residential area?

OPTIONS	TOTAL	PERCENT
Yes	86	73%
No	16	14%
Unsure	15	13%



Q4. In your opinion, what type of development does the Plan Area need MORE of?

OPTIONS	TOTAL	PERCENT
Residential (Apartment)	10	8%
Residential (Townhouse)	19	16%
Commercial/Retail	28	24%
Office	17	14%
Industrial	1	<1%
Business Park	7	6%
Park	87	74%



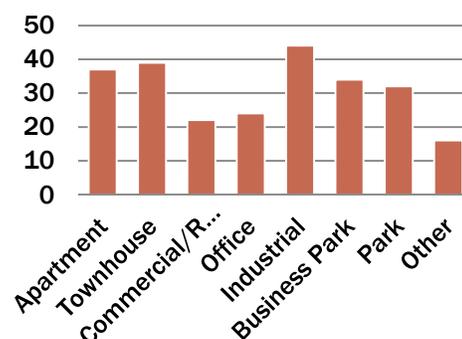
Other	33	28%
-------	----	-----

The majority of survey participants (**87 or 74%**) **thought the area could use more parks**, as well as **28 and 24% who want more Commercial/Retail space**. Of the Panel Survey participants who provided other comments (33 or 28%), the following were the four most frequently recurring themes:

1. **More Child Care Centres** (5 Comments)
2. **More Community Garden Plots / and Trees** (6 Comments)
3. **More Parking Spaces** (4 Comments)
4. **More Recreational Space** (3 Comments)

Q5. In your opinion, what type of development does the Plan Area need LESS of?

OPTIONS	TOTAL	PERCENT
Residential (Apartment)	49	42%
Residential (Townhouse)	44	38%
Commercial/Retail	23	20%
Office	17	14%
Industrial	70	60%
Business Park	43	37%
Park	3	3%
Other	16	14%

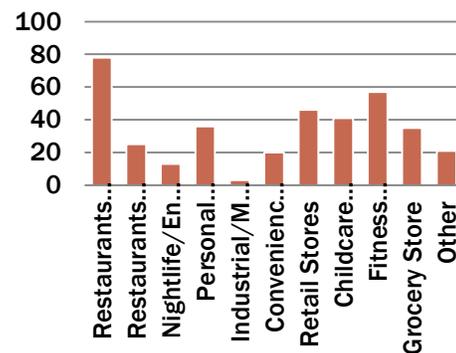


The majority of survey participants (**70 or 60%**) **thought the area could use less Industrial space as proposed in existing East Clayton plan**. Of the Panel Survey participants who provided other comments (16 or 14%), the following were the two most frequently recurring themes:

1. **Less Large format Grocery Stores** (4 Comments)
2. **Less Residential Density** (4 Comments)

Q6. In your opinion, what types of businesses would you like to see in the Plan Area?

OPTIONS	TOTAL	PERCENT
Restaurants (sit down)	78	67%
Restaurants (drive-through)	25	21%
Nightlife/Entertainment	13	11%
Personal Services	36	31%
Industrial/Manufacturing	3	3%
Convenience Stores	20	17%
Retail Stores	46	39%
Childcare Centre	41	35%
Fitness Centre/Recreation Centre	57	49%
Grocery Store	35	30%
Other	21	18%

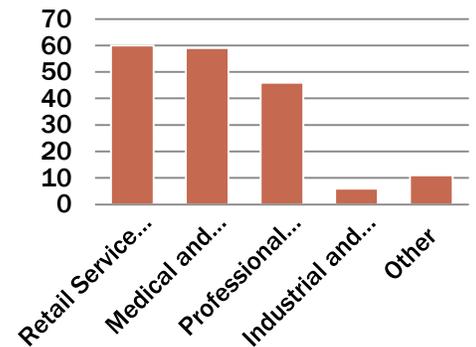


The majority of survey participants (**78 or 67%**) **would like to see sit down restaurants as part of the plan**. Of the Panel Survey participants who provided other comments (21 or 18%), the following were the three most frequently recurring themes:

1. Professional Business Office Spaces (4 Comments)
2. Produce Market/Stores (3 Comments)
3. Cafés and Coffee Shops (2 Comments)

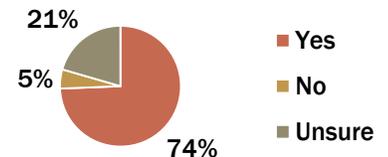
Q7. What types of employment opportunities would you most like to see in the Plan Area?

OPTIONS	TOTAL	PERCENT
Retail Service Jobs	60	51%
Medical and Medical Research Jobs	59	50%
Professional jobs (e.g. engineers, law offices, insurance, etc)	46	39%
Industrial and Manufacturing jobs	6	5%
Other	11	9%



Q8. Do you support the Neighbourhood Park at the proposed location?

OPTIONS	TOTAL	PERCENT
Yes	87	74%
No	6	5%
Unsure	24	21%

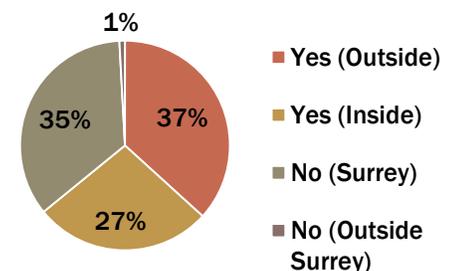


The majority of survey participants (87 or 74%) support the proposed location of the park in the plan area. Of the Panel Survey participants who provided other comments regarding the parks and green space areas (21 or 18%), the following were the six most frequently recurring themes:

1. **Expand the Park:** Area needs more parks and green space areas (12 Comments)
2. **Buffer existing Homes along laneway with Parkland:** (7 Comments)
3. **Preserve mature Trees:** (7 Comments)
4. **Parking in the Park:** Ensure adequate parking for park users (6 Comments)
5. **Recreation Facilities:** Include Pool and Recreation Centre (5 Comments)
6. **Safety and Lighting:** Park should be well lit for safety at night (4 Comments)

Q9. Do you live or own lands in East Clayton?

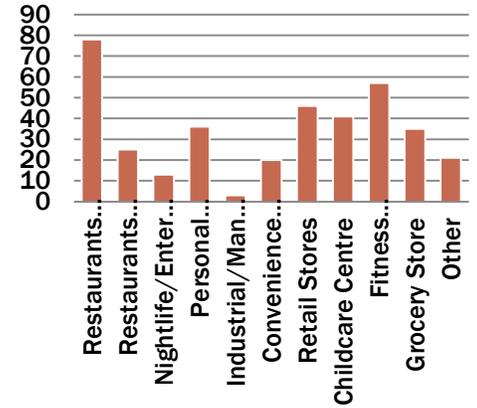
OPTIONS	TOTAL	PERCENT
Yes (Outside the TOA)	43	37%
Yes (Inside of the TOA)	32	27%
No (But, I do live in Surrey)	41	35%
No (I live Outside of Surrey)	1	<1%



The majority of survey participants lived outside the East Clayton TOA boundary which is made up of only 14 privately-owned lots, but (75 or 64%) did live within the surrounding East Clayton Neighbourhood.

Q10. What perspectives do you represent?

OPTIONS	TOTAL	PERCENT
Land Owner	69	60%
Area Resident	76	65%
Local Business Owner	6	5%
Local Worker	16	14%
Cyclist	28	24%
Walker	60	51%
Transit User	34	29%
Community Group Member	15	13%
Area Resident (with Kids)	42	36%
Home Occupant (Rent)	3	3%
Other	7	6%



The majority of survey participants represented area residents (76 or 65%), and 69 or 60% of survey participants identified themselves as Land owners. 60 or 51% of Survey Participants also identified themselves as walkers, as well as 42 or 36% having children.



EAST CLAYTON TRANSIT ORIENTED AREA (TOA)

Proposed Street Framework Plan

CITY OF SURREY - PLANNING & DEVELOPMENT DEPARTMENT

(APPROVED BY COUNCIL AT ITS REGULAR COUNCIL MEETING OF APRIL 28, 2014 - RESOLUTION R____)

Legend

- Arterial, 30 metres
- Collector, 24 metres
- Local, 20 metres
- Flex Local, 18 metres
- Green Lane 12.5 metres
- Frequent Transit Corridor
- Enhanced Sidewalk
- Greenway
- Traffic Signal
- Temporary Permitted Movement
- Permitted Movements
- Rapid Transit Stations (LRT)

1:2,500

CITY OF SURREY
the future lives here.